DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND EUROPE AFRICA CENTRAL
PSC 817 BOX 51
FPO AE 09622-0001

INDIRIZZO ITALIANO:
Viale Porto, Box 51
Aeroporto Capodichino
80144 Napoli, Italia

4239
J&A 2611

JUSTIFICATION AND APPROVAL FOR USE OF OTHER THAN FULL AND OPEN COMPETITION

1. Contracting Activity. Naval Facilities Engineering Systems Command (NAVFAC) Europe Africa Central (EURAFCENT), Resident Officer in Charge of Construction (ROICC), Camp Lemonnier Djibouti (CLDJ).

2. Description of the Action Being Approved. This Justification and Approval authorizes and approves the extension of the ordering periods for six (6) months from 28 September 2026 to 27 March 2027, and an increase in the maximum value of contracts N33191-19-D-0831, N33191-19-D-0833, N33191-19-D-0834, N33191-19-D-0835, N33191-19-D-0836, and N33191-20-D-9000 which constitute the Multiple Award Construction Contract (MACC). The total not-to-exceed value of the MACC will be increased by $35,000,000, from $95,000,000 to $130,000,000.

3. Description of Supplies/Services. This Indefinite-Delivery Indefinite-Quantity (IDIQ) MACC provides a streamlined and competitive vehicle for construction services at CLDJ. The work primarily consists of renovation, repair, demolition, and new construction for operational facilities as well as airfield and infrastructure projects. This contract action is required to allow for the execution of critical construction projects and prevent a gap in service until the follow-on MACC is awarded.

#	PROJECT
1	CNIC(ST)-310 Redesign/Install HVAC/Ventilation System, Grab & Go
2	CNIC(ST)-322 Repair Roof Access Ladders Tanks 322 (9A) 323 (9B)
3	CNIC(ST)-321 Vent Hydrochloric Acid Day Tank
4	CNIC(ST)-770 Replace Overhead Crane
5	CNIC(ST)-200 Repair/Replace (44) Communications Manholes
6	TITAN-830 Relocate IDS, Install Fence & Construct Bridge
7	CNIC(EV)-321 Install 3 New Groundwater Monitoring Wells
8	CNIC(FRCS)-830 Upgrade Building Automation System (BAS)
9	SPECOPS-422 Install Backup GEN, Legacy
10	West End Containerized Living Units (CLUs)
11	NELO-842 Create Micro Grid, East Side Base
12	CNIC(ST)-681 Repair Shore Power Reliability PP3
13	CNIC(ST)-310 Retrofit Solar Heat System
14	CNIC(ST)-681 Install AUX Conns for GEN at Transformer

The remaining capacity of the MACCs as of 20 May 2026 is $10,170,000 but at least fourteen

(14) mission-essential projects, with a total estimated value of $41,950,000, require solicitation/award and cannot be delayed. These include critical unaccompanied housing renovations to the West End Containerized Living Units (CLUs), and various other vital renovation and repair projects listed above.

4. Statutory Authority Permitting Other Than Full and Open Competition. 10 U.S.C. 3204(a)(1), Only one responsible source and no other supplies or services will satisfy agency requirements.

5. Rationale Justifying Use of Cited Statutory Authority. The current MACC ordering period expires on 27 September 2026 and has $10,170,000 in remaining contract capacity. This action is required to prevent a critical gap in construction services at CLDJ, as the follow-on MACC will not be awarded before this date in order to allow for execution of FY26 funds before the end of the fiscal year.

The justification for this bridge action is three-fold:
A.) While acquisition planning for the follow-on MACC began on time, the pre-award process was significantly hampered by the unexpected departure of key personnel in early 2025 as a result of the Deferred Resignation Program which was compounded by a subsequent hiring freeze. These personnel shortages directly delayed the development of the follow-on requirements package, making a timely award of the new MACC impossible.

[redacted] Without an adequate alternative to the MACC, capacity has been eroded during the previous bridge periods to the point that only $10,170,000 remains available for new awards.

C.) Finally, the West End CLUs project was re-programmed from FY27 to an FY26 swing project when funding was made available via the "One Big Beautiful Bill Act". The project is now planned for a fourth quarter (Q4) award of FY26. The risk of the follow-on MACC not being available to solicit a project of this magnitude is too great to assume there will be no further delays or protests that would make a FY26 award not viable. This project is to be funded by FY26 O&M,N dollars. Even if the award were to push into Q1 of FY27, it is necessary to have this contracting vehicle available from which to make a task order award, so that competition would not have to begin again on the MACC replacement that is currently being solicited.

The incumbent contractors on the MACC are the only sources capable of providing the necessary construction services without causing unacceptable delays and disrupting mission-critical operations. Failure to approve this increase in contract capacity would leave CLDJ without a MACC vehicle to execute this work, jeopardizing the execution of more than half of the 14 projects identified, essential projects vital to the Navy's immediate operational needs.

Attempting to compete these projects as individual, stand-alone contracts would introduce significant administrative burden and procurement lead time, making it impossible to meet

urgent operational schedules. The existing MACC provides a streamlined procurement process, access to pre-qualified contractors, and the ability to solicit competition at the task order level, ensuring a rapid response to mission requirements. The extended delay or cancellation of this requirement would jeopardize the command's ability to support the warfighter and maintain operational readiness at CLDJ. Therefore, approving the additional capacity for the current MACC is the only viable method to ensure continuity of these essential services and prevent a negative impact on the mission.

6. Description of Efforts Made to Solicit Offers from as Many Offerors as Practicable. NAVFAC EURAFCENT considered the use of stand-alone contracts to execute planned projects; however, there is not sufficient time or Government resources to solicit and award multiple new stand-alone contracts to meet the immediate needs of the requiring activities. Furthermore, NAVFAC considered using other existing contracting vehicles as an alternative, but the value and scope of these projects are outside the scope of those contracts.

The Government is actively pursuing the follow-on requirement through full and open competition to ensure maximum participation. However, the procurement and award process for this new MACC may not be complete by the time current solicitations would need to be posted in order to be awarded before the expiration of the current contracts. The incumbent contractors are the only sources that can continue to provide these services without a break in service and a subsequent negative impact on mission requirements.

A synopsis of the proposed action was posted to SAM.gov on 05 March 2026 for 15 days. Three (3) responses were received by firms that wished to express interest in the follow-on solicitation, but none indicated that they could perform the required services in the timeframes required.

7. Determination of Fair and Reasonable Cost. The Contracting Officer has determined the anticipated cost to the Government of the services covered by this J&A will be fair and reasonable.

8. Actions to Remove Barriers to Future Competition. NAVFAC EURAFCENT is the Procuring Contracting Office for the follow-on MACC, which is being procured under full and open competition to maximize competition to the greatest extent possible. The agency's primary objective is to award the follow-on contract in a timeframe that eliminates the need for a fourth bridge contract. The planned full and open competition will ensure the selection of the most qualified contractors at the best value to the Government for the long-term requirement.