Justification and Approval (J&A) *for* Other Than Full and Open Competition

Was a J&A approved for the preceding acquisition where that acquisition required a J&A? ☒ Yes ☐ No

!! Attach the preceding J&A in the staff package for this J&A. The preceding J&A will be used as a reference document.

Is this a new or amended J&A Document? ☒ New ☐ Amended (*Prior to Award Only!*)

Is this a Bridge Action as defined at DAFFARS 5302.101? ☐ Yes ☒ No

Dollar Value of this Acquisition: ☐ ≤ $750K ☐ > $750K and ≤ $15M ☐ > $15M and ≤ $100M ☒ > $100M

Contracting Activity: AFLCMC/WVK (Executive Aircraft Division)

Purchase Request (if available) / Local ID Number: TBD

Program / Project (and PE, if applicable): E-4B National Nuclear Communications Systems Follow On FY 26-36

Program Type (PEO, Enterprise, of Operational): PEO Presidential & Executive Airpower Directorate

Authority:

6.302-1 – 10 USC 3204(a)(1), Only One Responsible Source - No Other Supplies or Services Will Satisfy Agency Requirements

Estimated Contract Cost (including options): $ 984M J&A Type: ☒ Class ☐ Individual

!! Provide estimated cost of all contracts.

COORDINATION (DAFFARS 5306.304(a))

Date 25 Mar 2025	Project Lead / Program Mgr / Requiring Activity KENT GUFFY, GS-13, DAF AFLCMC/WVV, 405-736-5125	[redacted]
Date 25 Mar 2025	Contracting Officer AMANDA JONES, GS-14, DAF AFLCMC/WVK, 405-582-4502	
Date	Local Legal Reviewer JUSTIN BOERNER, NH-04, DAF 72 ABW/JAQ, 405-739-8606	
Date 28 Mar 2025	Chief of the Contracting Office (COCO) CHRISTI WHITLOCK, NH-04, DAF AFLCMC/PZK, 405-339-5416	
Date 02 Apr 2025	Competition Advocate SUSAN SKAGGS, NH-04 DAF AFSC/PZC , 405-339-2372	
Date 06 Apr 2025	Senior Contracting Official (SCO) JOSEPH A. FOUNTAIN, SES, DAF Director of Contracting, AFSC/PK joseph.fountain@us.af.mil	

Justification and Approval (J&A) *for* Other Than Full and Open Competition

Date	Senior Materiel Leader SKYLAR E. QUINN, COL, USAF Executive Aircraft Division AFLCMC/WVV	[redacted]
Date	Program Executive Officer (PEO) WILLIAM L. OTTATI, Colonel, USAF Presidential & Executive Airpower Directorate AFLCMC/WV, 968-6050	
Date	Deputy Assistant Secretary (Contracting) LANCE R. FRENCH, Brig Gen, USAF Assistant Secretary of the Air Force (Acquisition, Technology & Logistics)	

APPROVAL (**DAFFARS 5306.304(a)**)

Date 4 Jul 25	WILLIAM D. BAILEY Director & Program Executive Officer, Air Force Rapid Capabilities Office Performing the duties of the Assistant Secretary of the Air Force (Acquisition, Technology & Logistics)	Signature

Justification and Approval (J&A) *for* Other Than Full and Open Competition

I. Agency and Contracting Activity.

United States Air Force (USAF), Air Force Material Command (AFMC), Air Force Life Cycle Management Center (AFLCMC/WVV, 3001 Staff Dr., Tinker AFB, OK 73145

Purchase Request: TBD

II. Nature and/or description of the action being approved.

Due to the circumstances described herein, the activity requests authority to acquire non-commercial sustainment and modernization services for the mission communications systems aboard E-4B aircraft using Other Than Full and Open Competition in accordance with 10 U.S.C. § 3204(a)(1), as implemented by Federal Acquisition Regulation (FAR) 6.302-1, Only One Responsible Source and No Other Services Will Satisfy Agency Requirements. The proposed contract, to be known as the National and Nuclear Communication Support (N2CS) Indefinite Delivery Indefinite Quantity (ID/IQ) service contract, will sustain and modernize critical mission communication capabilities for the E-4B "Nightwatch" National Airborne Operations Center (NAOC) aircraft.

This action will result in a new ID/IQ contract with Firm-Fixed Price (FFP), Fixed-Price Incentive Firm (FPIF), Cost Reimbursable (CR), Cost-Plus Fixed Fee (CPFF), Cost-Plus Incentive Fee (CPIF), and Cost-Plus Fixed Fee Level of Effort (CPFF LOE) contract line item numbers (CLINs). The contract will be a 10-year basic contract with base period of three with two three-year options and one one-year option; and will include a six-month extension of services clause in accordance with FAR 52.217-8, to allow up to a 6-month extension at the task order level. The contract is broken into these multiple option periods [redacted] The estimated effective date for the ID/IQ is 25 Mar 26, with an estimated Period of Performance of 25 Mar 26 to 24 Sep 36, with a total award value of $984M. This is a significant increase in award value over the previous contract and the increase is due to a longer ID/IQ period and a growth in scope resulting from standing up a mission communications system integration lab.

A Class J&A is appropriate based on the expectation that there will be multiple task orders generated from the basic contract as well as the inclusion of unpriced options, and FAR 52.217-8, Option to Extend Services, exercised at the order level if needed. Each option, if exercised, will be for the same work as described in the base contract and will therefore be in scope in accordance with FAR 1.703(c). This is not a Bridge Action as defined in the Air Force Bridge Action Reduction Plan, dated 20 Mar 2018.

This contract is a follow-on contract for the current ID/IQ contract, FA8106-17-D-0006, awarded to Strategic Mission Systems, LLC (SMS), Commercial and Government Entity (CAGE) code 7NF16 on 22 Jun 17, with an ordering period expiration date of 24 Mar 26. SMS is a small business made up of Joint Venture (JV) Partners. These JV partners are Enclave Management, Inc (Enclave) (CAGE 4SX36), Crescent Systems, Inc. (CSI) (CAGE 046M3), and Executive Airborne Solutions, Inc. (EAS) (CAGE 5LPN5). Together the JV partners provide the Multi-Channel Communications Interface (MCCI) card, communications software, hardware engineering, operator expertise, and program management functions required to successfully operate the E-4B communications systems.

SMS is the only responsible source and no other supplier will satisfy the Government's unique requirements as the Government does not possess adequate technical data rights or software code necessary to enable a contractor other than SMS to integrate the mission communication systems into the message processing system (MPS) on board the E-4B. CSI, as the developer of the MCCI card and its internal software, declined to deliver the source code to the executable code that resides on that card. The Government estimates 3 years of unacceptable delays in fulfilling the agency's requirements as discussed further in Section IV.

III. Description of supplies/services required to meet agency needs.

The purpose of the N2CS ID/IQ is to procure sustainment and modernization services for mission communications systems aboard E-4B aircraft. This includes engineering, program management, field service representative support, specialized software sustainment and modernization, cybersecurity support, and facilities management support and expansion development of the System Integration Lab (SIL) necessary to perform the sustainment and modernization of the critical capabilities for the mission communication suite.

[redacted]

The Independent Government Cost Estimate (IGCE) estimated costs for each ordering period included in this contract are as follows:

Contract Summary

Year	Estimated Dollars	Estimated Period
Basic	[redacted]	25 Mar 26 - 24 Mar 29
Option 1	[redacted]	25 Mar 29 - 24 Mar 32
Option 2	[redacted]	25 Mar 32 - 24 Mar 35
Option 3	[redacted]	25 Mar 35 - 24 Mar 36
6-mo IAW 52.217-8 (if needed)	[redacted]	25 Mar 36 - 24 Sep 36

The total estimated contract ceiling amount is $984M, with an ordering period of up to 10 years with the last order ending 18-months after the last option is exercised in accordance with FAR 52.217-8, if needed. The estimated prices were derived utilizing historical spend data from the current contract and factoring in an annual [redacted] escalation. For non-recurring efforts such as sustainment and modernization, previous modifications were used as a comparison unless the effort is currently programmed and planned allowing the Program Objective Memorandum (POM) and official program estimate to be used.

This Class J&A covers all contract actions including options and task orders for all CLINs. The ID/IQ will have a [redacted] minimum order amount, which will be met with the first order issued in conjunction with the basic contract award. The ID/IQ ceiling amount will be $984M.

A ten (10) year ordering period broken up into options that are based on three-year increments [redacted] until the last year is in the Government's best interest to provide uninterrupted service. Because the Basic ID/IQ [redacted], it will flow logically for future contract administration.

Included within the contract are the following types of fund appropriations:

Sustainment (3400): This includes Field Service Representatives, Program Management, Recurring/Non-recurring Engineering, Recurring/Non-recurring Software Engineering, Materials/Spares, Mission Support Facility (MSF) Ops & Maintenance, SIL Sustainment and Technology Refresh, Low-Cost Modifications, Other Sustainment, Transportation, Travel, and Data.

Research and Development (3600): This includes Non-recurring Engineering, Non-recurring Software Engineering, Modifications, SIL Expansion and Modernization, Prototype Kit Development, Travel, and Data

Modifications (3010): This includes Non-recurring Engineering, Non-recurring Software Engineering, Materials, Modifications, Travel, Data and Transportation

Requirements identified within the basic Performance Work Statement (PWS) include Support Tasks for liaison engineering to address specific tasks requirements, cybersecurity initiatives, scheduling, and other related quality assurance system modernization, planning, and program management to assist in resolving issues including, but not limited to: engineering data/vendors, logistics, certifications, test support, maintenance, troubleshooting emergency maintenance off-site and on aircraft, planning, communication suite modifications tech refreshes and upgrades, system integration lab expansion, modernization, and sustainment, studies to upgrade current systems and address obsolescence issues, and for material and other direct costs necessary for the overall sustainment of the mission communication suite.

This ID/IQ CLIN structure will include separately priced CLINS for intellectual property (IP) rights. All applicable data rights clauses will be contained within the base ID/IQ contract and each task order will identify the appropriate IP rights the contractor will grant and deliver under the task order. As outlined in the Contract Data Requirements List (CDRL) Attachment 01, the listed CDRL Deliverables will be delivered in accordance with either (A) the rights and terms set forth in the specially negotiated license (SNL); (B) restricted rights if the technical data addresses the MCCI card or its baseline software; or (C) with unlimited rights if not governed by (A) or (B). The SNL will define the technical data and software governed by (C) will be developed and delivered in accordance with DFARS 252.227-7013(c)(1) Unlimited Rights and DFARS 252.227-7014(c)(1) Unlimited Rights consistent with narrative provided above. J&A - Attachment 01, CDRL Deliverables provides a complete list of CDRL Deliverables and their associated data rights.

IV. Demonstration that the contractor's unique qualifications or the nature of the acquisition requires use of the authority cited above.

As previously discussed, SMS is the only company capable of performing the E-4B N2CS effort in accordance with 10 U.S.C. § 3204 (a)(1), as implemented at FAR 6.302-1(a)(2), Only one responsible source and no other supplies or services will satisfy agency requirements. Only SMS has the required specialized knowledge to include technical engineering drawings, data, and software code for the MCCI Card necessary to ensure Title 10 Command and Connectivity. In order to obtain full and open competition for this effort, the Government must have the ability to provide the MCCI card and associated software. As CSI is unwilling to provide the data rights required for the Government to have this ability, the Government would have to reverse engineer the MCCI card and software and then develop its own version. This is estimated to require at least three years. Due to the vital relationship of this program to national security, this three-year delay is unacceptable.

SMS is a JV composed of CSI, Enclave, and EAS to support E-4B communication requirements. The parties entered into a JV agreement in 2016 to perform the N2CS contract (FA8106-17-D-0006) and the JV agreement was renewed on 3 Mar 2023. The JV agreement prohibits the members of the JV from partnering with any other company to perform sustainment or modernization on the E-4B. SMS is the only source that can produce the specialized equipment and perform the highly specialized services required by the E-4B N2CS effort. The SMS JV currently provides design, development, and integration of all E-4B mission communication system network architecture, which also extends to the ground infrastructure and support facilities as needed to ensure communication capabilities are meeting the mission. The mission communication systems are linked together via the MPS. The MPS contains a MCCI Card that translates incoming and outgoing messages to ensure constant connectivity and redundancy, both of which are required due to the highly sensitive nature of the E-4B NAOC mission. CSI, the developer of the MCCI card declined to deliver or license the software source code to the executable code that resides on that card, thus limiting the Government's ability to disseminate the data to potential competitors for system integration, production, or modification. The Government affirmatively contacted CSI in June of 2024 asking about acquiring data rights.

The DAF procured the next generation aircraft, E-4C, as the E-4B replacement and uses a Modular Open System Approach (MOSA) to avoid further competition restrictions. In contrast, the E-4B's MPS was not developed in accordance with MOSA principles which means that subsystem needs the MCCI card to transmit data between the multiple Mission Communications Systems until the E-4B retires sometime in the 2030s. The decision to use the MCCI card and bypass MOSA principles was made due to time constraints limiting the Government's ability to develop its own message processing communication system. The Government chose to procure a commercially available message processing system (MCCI Card) available at the time to meet the immediate needs of the mission. The Government was aware of the technical data and software restrictions limiting its further use at the time the decision was made to install the MCCI Card and its software on the aircraft. The Government accepted this in 2008 when the message processing system upgrade began.

IP Restrictions:

Between 1994 and 1999 the prime contractor for E-4B aircraft (Boeing), its first-tier subcontractor (Collins), and its second-tier subcontractor (ART), installed the MPS on E-4B aircraft. MPS was the Government approved solution that did not require Government development. ART procured the MCCI card from CSI and installed it on the aircraft. Boeing remained the prime contractor of the N2CS (previously named Product Support Integrator) contract until 2017; during which time the contract provided that the Government only had limited rights to technical data and restricted rights to MCCI Card and its software. The Government decided to remove the mission communication system requirements from the Boeing contract to further small business opportunities to contract directly with the Government.

On 25 June 2017, the USAF awarded SMS the first N2CS contract for the sustainment and modernization of specified E-4B N2CS subsystems. That contract incorporated by reference DFARS 252.227-7014 (FEB 2014), DFARS 252.227-7019 (SEP 2016), and DFARS 252.227-7027 (APR 1988), and DFARS 252.227-7037 (SEP 2016). The contract's PWS required SMS to sustain the N2CS software by updating and deploying software releases as required in coordination with the program office. It also stated that SMS must prepare a “delivery Technical Data Package for aircraft software deliveries, including the software and source code.” But the only CDRL tied to that requirement was one that required delivery of a Technical Data Package --not a CDRL that required delivery of source or executable code.

As the mission communication systems were modernized to meet the stringent demands of the E-4B mission, the systems required software code updates to ensure the communication systems transmit data to the message processing system through the MCCI card that only CSI can provide. CSI developed the software residing on the MCCI card exclusively at private expense. CSI has stated that it has no intention of selling or licensing the IP rights to the original source code. Software residing within the mission communication systems require continual updates to stay current with certification requirements and cybersecurity enhancements to address known threats due to the changing operational environment.

Because of the nature of the MCCI card and the software that resides on it, another contractor would have to develop its own version of the MCCI card with executable source code that originally developed circa 1999-2000. Since the MCCI card and the software code was developed at private expense, the USAF did not require CSI to deliver the underlying source code and associated computer software documentation.

The N2CS Program Management Office (PMO) has determined that award to any other sources would result in unacceptable delay in fulfilling the Air Force's requirement. On 15 Jun 23, the Contracting Officer reached out to the 76th Software Engineering Group (SWEG) about developing a timeline for reverse engineering the software that runs the message processing system on the airframe. On 22 Jun 23, after reviewing all of the data provided by the program office, the lead software engineer determined that re-engineering the message processing system would take a minimum of 34 months, based on having to perform the reverse engineering, develop a new system, and then integrate all the dependent systems. Additionally, the 76th SWEG would require access to the Mission Support Facilities (MSF) for the entire timeline to support the tasks mentioned above, as well as access to an E-4B aircraft. To complete the reverse engineering on the MCCI card, the team will have to have full access to every communication system that communicates through this card. This only exists on aircraft. TAIL 5 does not yet contain a fully operating MPS due to resource constraints for time and funding. Therefore, the only time full access to the MCCI card is when the plane is out of service. Requiring access to the aircraft over the course of

three years will significantly impair the E-4B's ability to meet missions and violates the strict Secretary of Defense mandated aircraft availability requirements. Providing access to an aircraft also requires the program office to provide additional staff and equipment to perform efforts such as applying for a new Authority to Operate, any Federal Aviation Administration certifications for new hardware, updates and changes to technical orders, operator and training systems, and/or any software/hardware that may need to be added to the Evaluated/Approved Product List to integrate with non-classified and classified networks. Accordingly, SMS is currently the only firm capable of providing the services described in Section III above without USAF experiencing unacceptable delays.

Based on the facts outlined above, SMS is the only company with technical data capable of performing the highly specialized services necessary to satisfy the USAF's requirements without the USAF experiencing unacceptable delays of at least 3 years and increasing the timeline to deliver a new system to the fleet that is retiring sometime in the 2030s. Therefore, it is in the best interest of the Government to award the follow-on NC2S ID/IQ contract supporting the integration of the mission communication systems through the retirement of the E-4B.

V. Description of efforts made to ensure that offers are solicited from as many potential sources as practicable, including whether a notice was or will be publicized as required by subpart 5.2 and, if not, which exception under FAR 5.202 applies.

The Government released a Sources Sought Synopsis (SSS) FA8134-22-R-0002, "E-4B Program National & Nuclear Communication Systems" on 2 May 22 and closed 2 Jun 22. The only company to submit a capabilities statement in response was the incumbent, SMS. Two companies submitted questions, but no additional documentation. The first was [redacted]. who asked if trainers would be included in the effort. The Government relayed that trainers would not be included, and there was no further interest indicated. After the SSS closed, [redacted]. asked when the Request for Proposal would be released. When questioned about its interest as a prime or subcontractor, [redacted] did not respond. Based on the Government's research on [redacted] the company is a program management software company that is not a viable respondent as a prime for this contract.

On 9 Jan 23, the Government released an SSS amendment, FA8134-22-R-0002-01, with a few additional questions. The SSS amendment closed on 9 February 23. Three companies, [redacted]., [redacted], and [redacted]. requested to see a copy of the PWS, and the Government received capabilities statements from [redacted], [redacted], and SMS. Details regarding how the Government determined those offerors who submitted capabilities statements unsuitable for competition are in Section VII.

Additionally, the Government posted a pre-solicitation notice for the current contract (FA8106-17-D-0006) extension for Option Years 7 and 8 to SAM.gov on 7 Nov 23. The subsequent award notice was posted on 13 Sep 24, to Defense.Gov/News/Contracts and a redacted Justification and Approval document was posted to SAM.gov on 4 Oct 24. There were no questions, concerns, comments or protests received from Industry for any of the posted notices.

The Government posted a preliminary notice, open for more than 30 days, regarding a possible sole source contract action, noting the J&A had not yet been approved and the Government was looking for additional sources to meet the E-4B requirements on 24 Mar 25. This RFI required interest vendors to provide an approved DD2345 to the Contracting Officer to obtain a copy of the draft PWS, draft CDRLs, draft CLIN

Structure and requested feedback on these documents. Only SMS requested a copy of the documents and provided feedback to the Government. [redacted] provided an auto-generated email stating they were interested. However, when the Government requested more information from this company it never responded with anything besides the same auto generated email.

Finally, this requirement will be synopsized on SAM.gov as a notice of proposed contract action in accordance with FAR 5.201. The anticipated posting date is July 2025.

VI. Determination by the Contracting Officer that the anticipated cost to the Government will be fair and reasonable.

The Contracting Officer will ensure that the items described herein are negotiated at a fair and reasonable price to the Government. In accordance with the FAR as supplemented, the contractor will be required to submit Certified Cost or Pricing Data and/or Other Than Certified Cost or Pricing Data for each pricing action. A detailed cost analysis and price analysis will be performed. The Contracting Officer will request pricing assistance from the Defense Contract Management Agency to aid in the evaluation of the contractor's proposal and will also seek audit assistance from the Defense Contract Audit Agency, if necessary.

VII. Description of the market research conducted and the results, or a statement of the reasons market research was not conducted.

The Government completed a market research report for this effort on 4 Oct 2023 (updated on 18 Feb 2025) in accordance with FAR 10.001 and 10.002. The report remains current, relevant, and accurate. The market research techniques used were posting multiple SSSs on SAM.gov, internet searches, and reviews of the websites of the incumbent and previously involved contractors. Specifically, the following URLs were [redacted]

The Government posted one SSS and one amendment as detailed above in Section V. The information from the responses received is detailed below:

1. [redacted] submitted a capabilities statement on 18 Jan 2023 with general interest in doing business with the US Government, but never stated any capability to perform specifically on the N2CS requirement. The capabilities listed were relative to the management of commercially available software brands and provided no indication of any experience dealing with non-commercial software systems or upgrades, or experience in general working on aircraft. Additionally, this source was unable to demonstrate its capability to access or modify the software code that is required to run the MCCI card. The DAF sent a notification dated 6 Mar 2023 back to [redacted] that stated that an analysis of its capabilities statement resulted in the vendor not being considered a viable source. [redacted] did not respond to this notification.

2. [redacted] submitted a capabilities statement on 9 Feb 2023 explaining they possess all the capabilities to perform the N2CS PWS tasks. The response stated a requirement for specific Government Furnished Information (GFI) to sustain the existing MPS, in addition to a need for collaborating with the N2CS incumbent contractor. [redacted] is a large business that has a long-standing reputation for research and development product design, and integration engineering on Government Very-Low Frequency and Low-Frequency E-series aircraft. Most of this experience dating back to the 1960s was

with the Navy, and the development/maturation of the E-6B.

The Government sent an email to [redacted] on 22 Feb 2023 with two follow-up questions regarding the capabilities statement they provided, asking what specific type of GFI is required and whether [redacted] is able to secure the required source code. [redacted] stated that to perform as the prime it would send a letter to SMS inquiring about SMS's willingness to perform as a subcontractor for the follow-on effort. On 24 Mar 2023, SMS copied the Government on its response to the letter inquiry sent by [redacted], which stated it was only interested in competing as the prime for the follow-on effort and therefore would not be willing to support [redacted] as a subcontractor. As a result of this information the Government is unable to deem [redacted] a capable source for performing this requirement. Documentation of this is included in the contract file under KTFS ID 143.

3. SMS submitted a capabilities statement on 10 Feb 2023 showing its ability to perform the requirements set out in the PWS. The program office submitted a letter to SMS inquiring about the possibility of either releasing the data rights to the MCCI card software or selling those rights to the Government. SMS replied that its joint venture member, CSI, had not changed its position on its proprietary software rights and was not interested in selling at this time. SMS is comprised of three small businesses, each of which has a specialty directly related to the E-4B PWS requirements. SMS is currently the source of repair for many Line Replaceable Units (LRUs) that comprise the E-4B mission systems.

In addition to the SSSs that were posted, a complete review of the previous acquisition was done. In April of 2016, this requirement was initially solicited for full and open competition based on market research at the time. When the solicitation closed, only one response had been received, and that was from SMS. The request for proposal was then altered and reposted for an additional 45 days to provide for FAR part 15 non-competitive negotiation procedures.

Additionally, an RFI containing a draft PWS, draft CLIN structure, and draft CDRLs were posted to SAM.gov on 24 Mar 25. The Government requested Industry provide comment/ feedback on the documents. Only SMS requested a copy of these documents on 6 May 25.

Due to the unique nature of the prescribed tasks, no other vendors were found that could provide the required knowledge, expertise, unique technical capabilities (to include the necessary technical data) and skills to meet the requirement. For the reasons identified above, SMS is considered the only capable source among the sources that responded to the SSSs.

VIII. Any other facts supporting the use of Other Than Full and Open Competition.

None.

IX. List of any sources that expressed, in writing, an interest in the acquisition.

[redacted]

Strategic Mission Systems, LLC (CAGE 7NF16) 2501 Liberty Pkwy, STE 200, Midwest City, OK 73110

[redacted]

[redacted]

[redacted] xpressed interest in writing, however, did not provide capability statements or interest past the initial questions.

X. A statement of the actions, if any, the agency may take to remove or overcome any barriers to competition before any subsequent acquisitions for the supplies or services required.

As a result of continued refusal by CSI to provide or license data as well as unacceptable delays of developing additional sources per Sections IV, there are no known additional actions which can be taken to remove barriers to competition and therefore, specific actions and milestones cannot be established.

Market research has continued to indicate that competition does not exist for this effort due to the Government's lack of technical data rights pertinent to the MCCI card software code, limiting the performance of necessary software engineering and integration activities to the original author of the software code, CSI, and its associated entities, like SMS. Any new aircraft modification that will require integration to the mission communication suite will require system engineering that only CSI, through SMS, can perform. Additionally, the DAF procured the next generation aircraft, E-4C, on contract FA283424CB002, as the E-4B replacement and it uses a Modular Open System Approach (MOSA) to avoid further competition restrictions.

XI. Certification by the Contracting Officer.

As evidenced by my signature above, I certify that this justification is accurate and complete to the best of my knowledge and belief.

XII. Certification by the technical/requirements personnel.

As evidenced by my signature above, I certify that any supporting data contained herein, which is my responsibility, is both accurate and complete.