



DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
OFFICE OF STATE PROCUREMENT SERVICES
 STATE OF MAINE

PROCUREMENT JUSTIFICATION FORM (PJF)

This form must accompany all contract requests and sole source requisitions (RQS) over \$5,000 submitted to the Office of State Procurement Services.

INSTRUCTIONS: Please provide the requested information in the white spaces below. All responses (except signatures) must be typed; no hand-written forms will be accepted. See the guidance document posted with this form on the Procurement Services intranet site (Forms page) for additional instructions.

PART I: OVERVIEW				
Department Office/Division/Program:		Department of Agriculture, Conservation, and Forestry		
Department Contract Administrator or Grant Coordinator:		Jennifer Wright		
(If applicable) Department Reference #:				
Amount: (Contract/Amendment/Grant)		\$178,733.31	Advantage CT / RQS #:	RQS 01A-20240228*1237
CONTRACT	Proposed Start Date:	Click or tap to enter a date.	Proposed End Date:	Click or tap to enter a date.
AMENDMENT	Original Start Date:	3/1/2024	Effective Date:	1/1/2025
	Previous End Date:	12/31/2024	New End Date:	4/1/2025
GRANT	Project Start Date:		Grant Start Date:	
	Project End Date:		Grant End Date:	
Vendor/Provider/Grantee Name, City, State:		Maine Aviation Aircraft Maintenance 406 Yellowbird Rd Portland, ME 044102		
Brief Description of Goods/Services/Grant:		Avionics upgrade for two newly purchased Cessna 206 airplanes to make the cockpits similar to ensure operational efficiency and aircrew safety.		

PART II: JUSTIFICATION FOR VENDOR SELECTION			
Check the box below for the justification(s) that applies to this request. (Check all that apply.)			
<input type="checkbox"/>	A. Competitive Process	<input type="checkbox"/>	G. Grant
<input checked="" type="checkbox"/>	B. Amendment	<input type="checkbox"/>	H. State Statute/Agency Directed
<input type="checkbox"/>	C. Single Source/Unique Vendor	<input type="checkbox"/>	I. Federal Agency Directed
<input type="checkbox"/>	D. Proprietary/Copyright/Patents	<input type="checkbox"/>	J. Willing and Qualified
<input type="checkbox"/>	E. Emergency	<input type="checkbox"/>	K. Client Choice

<input type="checkbox"/>	F. University Cooperative Project	<input type="checkbox"/>	L. Other Authorization
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Please respond to ALL of the questions in the following sections.

PART III: SUPPLEMENTAL INFORMATION	
1.	Provide a more detailed description and explain the need for the goods, services or grant to supplement the response in Part I.
	<p>The Aviation Branch of the Forest Protection Division goes to great pains to make the cockpits of similar type aircraft to be as like each other as possible. This allows for mission efficiency and aircrew safety, as the pilots often move from one aircraft to another. Since these two Cessna 206 airplanes were purchased used and separately, rather than ordered from the factory, they have different flight systems, GPS units, radios, transponders, and auto pilots. To make the cockpits the same, we update the equipment for each airplane to match the better of the two. For instance, N2WF has a state-of-the-art Aspen Flight System that 43Z doesn't. So 43Z will have an Aspen system installed. 43Z has a more modern auto pilot than 2WF, so 2WF will have it's auto pilot upgraded to be the same as 43Z. In each case, the better / newer system of the two is considered the standard and the other is improved to match.</p>
2.	Provide a brief justification for the selected vendor to supplement the response in Part II. Reference the RFP number, if applicable.
	<p>Maine Aviation maintenance is the only FAA certified Part 145 maintenance facility in the area that is a certified dealer for Aspen Flight Systems, Garmin Aviation GPS units, S-Tec auto-pilots, and Technisonic digital radios. All these systems will need to be integrated into each cockpit and must seamlessly interact with each other. As a dealer for each of these brands, the State of Maine will get dealer pricing – a reduction from the retail cost. Maine Aviation Maintenance recently did a cockpit upgrade for Maine Marine Patrol, and they are very satisfied with the work completed.</p>
3.	Explain how the negotiated costs or rates are fair and reasonable; or how the funding was allocated to grantee.
	<p>There are few FAA certified avionics facilities in the northeast that are dealers in all the brands that are installed in our aircraft, and a short flight away from our maintenance facility in Old Town Maine. Because we often are in contact with commercial operations, we keep track of their hourly install rates and the rates of Maine Aviation Maintenance are similar or less than other companies.</p> <p>***THE FOLLOWING IS A BRIEF DESCRIPTION OF THE OVERAGES***</p> <p>While the work was being completed, multiple issues came to light that could not have been known until the work was started.</p> <p>43Z had multiple auto pilot issues ranging from the servo's having high voltages that require overhaul by the manufacturer and extra airframe supports installed for the servo's which were not previously installed when the AP system was installed. An engine pre-heat system had to be installed for the engine monitoring system upgrade. 43Z also required 2 extra antenna's be installed on the belly of the aircraft requiring structure reinforcement.</p> <p>2WF had the same auto pilot issues requiring the servos be overhauled by the manufacturer and the bracketry be updated. 2WF also needed a power converter to convert aircraft power from 12 volts to the 24 volts required for all of the radio equipment. This was a much cheaper alternative than having to purchase a new 12v Technisonic radio which retail value over \$25,000. One of the MAC also found one of the existing radios to be causing feedback in the intercom system requiring the radio be sent in for repair.</p>

PART III: SUPPLEMENTAL INFORMATION

4. Describe the plan for future competition for the goods or services.

This will be a long-term solution to our avionics upgrade issues that will last for many years, but we are constantly looking for options to keep the costs of running our aircraft lower. If in the future there is a company in the area that deals in similar brands, we will go out to bid for avionics services.

PART IV: AMERICAN RESCUE PLAN ACT (ARPA) / MAINE JOBS & RECOVERY PLAN (MJRP)

Does this request utilize ARPA/MJRP funds?

Yes, MJRP funds (023) – If Yes, please attach the approved Business Case(s).

Yes, ARPA funds (025) – If Yes, please be aware of the requirements from awarding federal agencies.

No – If No, proceed to Part V.

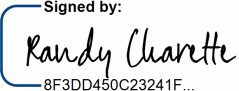
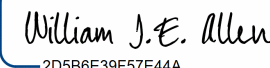
PART V: CONFLICTS OF INTEREST (COI); CONTRACT WITH THE STATE

Maine law contains Conflict of Interest statutes directed to State Departments, State Officers, and Employees Generally under MRS [Title 5, §18](#) and [§18-A](#), in harmony with MRS [Title 17, §3104](#).

The requesting department signatory understands and acknowledges Maine's Conflict of Interest statutes.

PART VI: APPROVALS

The signatures below indicate approval of this procurement request.

Signature of requesting Department's Commissioner (or designee):	Signed by:  1/26/2025 <small>8F3DD450C23241F...</small>	
Typed Name:	Randy Charette, Deputy Commissioner	Date:
Signature of DAFS Procurement Official:	DocuSigned by:  <small>2D5B6E39F57E44A...</small>	
Typed Name:	william J.E. Allen	Date: 2/19/2025