

State of Maine Procurement Justification Form

This form must accompany ALL contract requests and sole source requisitions submitted to the Division of Procurement Services.

INSTRUCTIONS: Please provide the requested information in the white spaces below.

PART I: OVERVIEW

Department Office/Division/Program:		DACF/Maine Forest Service/Forest Protection Division	
Department Contract Administrator or Grant Coordinator:		Jennifer Wright	
(If applicable) Department Reference #:		PM-23077	
Estimated Contract or Grant Amount:	\$ 20,000.00	Advantage CT / RQS #:	CT-01A-20200324*2614
AMENDMENT	Original Start Date:		New Start Date:
	Original End Date:		New End Date:
GRANT	Project Start Date:		Grant Start Date:
	Project End Date:		Grant End Date:
ALL OTHER	Proposed Start Date:	04/09/2020	Proposed End Date: 06/30/2020
Vendor/Provider/Grantee Name, City, State:		Airborne Engines LTD. 776 Progress Way Delta, BC V4G 1A4	
Brief Description of Goods/Services/Grant:		Repair #1 bearing seal in T-53 engine.	

PART II: JUSTIFICATION FOR VENDOR SELECTION

Mark an "X" before the justification(s) that applies to this request.

	A. Competitive Process		G. Grant
	B. Amendment		H. State Statute/Agency Directed
	C. Single Source/Unique Vendor		I. Federal Agency Directed
	D. Proprietary/Copyright/Patents		J. Willing and Qualified
X	E. Emergency		K. Client Choice
	F. University Cooperative Project		L. Other Authorization

PART III: SUPPLEMENTAL QUESTIONS

Please respond to ALL of the following questions.

1. Provide a more detailed description of the goods, services or grant to supplement the response in Part I.

The Forest Protection Division needs to have an oil leak in the #1 hangar bearing in a UH-1H helicopter engine. This helicopter cannot fly until this repair is made and we are within a week or two of our spring fire season while we are preparing to be available to assist with the transportation of people and equipment for the pandemic. Our UH-1H helicopters are our primary helicopters for fighting fire. Without this engine repair, we will be one helicopter short

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PART III: SUPPLEMENTAL QUESTIONS

until the repair is made. We have no spare engines. The repair must be made at a certified engine shop.

2. Provide a brief justification for the selected vendor to supplement the response in Part II.

The aircraft is currently located at the MFS aircraft hangar in Old Town Maine, and has been partially disassembled during an annual inspection. The leak was found prior to the maintenance test flight required after the inspection. Airborne Engines has a great deal of experience overhauling and repairing the T-53 engine that is installed in the UH-1H aircraft and comes highly recommended by Washington State Department of Natural Resources who fly similar aircraft to ours. Our Director of Maintenance has sent the engine paperwork to Airborne and after their analysis, they have given us an estimate of \$15,000 for the repair if they find no other issues. They have stated that they should have a two-week turnaround for making the repair once they receive the engine. It is difficult to get estimates or quotes for this type of work because we won't really know what the true cost will be until they open the engine, which can only be done at an engine shop because we don't have the proper tools or equipment.

3. Explain how the negotiated costs or rates are fair and reasonable; or how the funding was allocated to grantee.

The Aviation Branch checked prices from companies and agencies around the country that have had this type of work done in the past. Those prices ranged from \$25,000- \$140,000. This estimate is much lower than expected and comes from a reputable company. Airborne Engines can also take the engine as soon as we are able to send it, dramatically reducing the time it takes to get the engine back to Maine for reinstalling into the helicopter.

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

It is difficult to plan for competition during emergencies because the work needs to be done quickly for the best price. It is not feasible for the state of Maine to have its own engine shop given the cost of tools and equipment. We are forced to rely on companies who do this type of work and have space in their schedule to get us in quickly. We are extremely fortunate to have this opportunity at this price.

PART IV: APPROVALS

Signature of requesting Department's Commissioner (or designee):	<i>By signing below, I signify that I approve of this procurement request.</i>		
	<i>Amanda E. Beal</i>		
Printed Name:	<i>Amanda E. Beal</i>	Date:	<i>4/15/20</i>
Signature of DAFS Procurement Official:	<small>DocuSigned by:</small> <i>Kathy Paquette</i>		
Printed Name:	<small>41C2BA36FAF44CD...</small> Kathy Paquette	Date:	4/16/2020