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## **3 Procurement Policy**

### **3.1 Overview**

#### **3.1.1 Introduction Revised 9/2020**

The goal of the Federal Aviation Administration procurement system is to obtain high quality products, services, construction, and real property in a timely, cost-effective manner, at prices that are fair and reasonable. The procurement system enables the FAA to be innovative and creative so that the right vendor is selected to implement a solution. The FAA procurement system is an integrated part of the lifecycle management process. The FAA procurement system focuses primarily on identifying sources, awarding, and administering contracts.

The FAA procurement system emphasizes competition, selects the vendor with the best value and provides a protest forum through the FAA's Dispute Resolution system. Open communications with industry from initial planning to contract award are the cornerstones of the process.

Procurement documents are tailored to individual requirements and screening improves source selection by focusing efforts on those offerors most likely to receive an award. The procurement system emphasizes "common sense" decision-making, flexibility, business judgment, and a team concept for managing procurements. Service organizations have the proper level of authority to make decisions and are responsible and accountable for their actions.

The FAA's procurement system provides policy and guidance for executing contracts and agreements to acquire products, services, construction, and real property. In support of the FAA's mission, the Administrator, or designee, has broad discretion to select contractors who provide products, services, construction, and real property. Procurement officials should follow the policy and guidance contained herein but, based on prudent discretion and sound judgment, may employ any procedures that do not violate applicable statutes or regulations. The National Acquisition Evaluation Program strategically monitors the implementation of procurement requirements by periodically evaluating acquisition processes in support of FAA efforts to improve the quality of procurement practices.

#### **3.1.2 Applicability**

The FAA procurement system applies to all procurements conducted by the FAA, as set forth herein with the exception of assistance relationships, such as grants and cooperative agreements.

#### **3.1.3 Fundamental Principles Revised 9/2020**

The FAA procurement system will:

- (a) Enable the selection of the contractor with the best value to satisfy the FAA's mission;
- (b) Focus on key discriminators between offerors to ensure timely, cost efficient, and quality performance;
- (c) Promote discretion, sound business judgment, and flexibility at the lowest levels while maintaining fairness and integrity;

- (d) Encourage the procurement of commercial and non-developmental items;
- (e) Provide streamlined methods and initiate innovative processes to conduct timely and cost-effective procurements;
- (f) Promote open communication and access to information throughout the procurement process and encourage use of electronic methods for information exchange;
- (g) Encourage competition as the preferred method of contracting;
- (h) Permit single-source contracting when necessary to fulfill the FAA's mission;
- (i) Allow the use of a range of contract types and transactions best suited to a particular procurement;
- (j) Authorize the use of purchase cards consistent with prudent business practice;
- (k) Provide attainable and reasonable opportunities for small businesses and small businesses owned and controlled by socially and economically disadvantaged individuals in consultation with the Department of Justice to ensure compliance with the constitutional standards established by the Supreme Court in *Adarand Constructors v. Peña*, 515 U.S. 200 (1995), as well as the President's July 19, 1995, directive to the heads of executive departments and agencies on the "Evaluation of Affirmative Action Programs;"
- (l) Provide an internal process for resolving protests and disputes in a timely, cost-effective and flexible manner;
- (m) Promote high standards of conduct and professional ethics;
- (n) Require appropriate file documentation to support business decisions;
- (o) Assure adequate checks and balances;
- (p) Ensure public trust; and
- (q) Promote and increase sustainable real property acquisitions and management and disposal practices throughout the asset lifecycle, to the extent feasible, reasonable, and practicable.

#### **3.1.4 Contracting Authority Revised 10/2023**

Pursuant to the Federal Aviation Administration Reauthorization Act of 1996, Public Law 104-264 (49 U.S.C. § 106), the Administrator is the final authority for carrying out all functions, powers, and duties of the Administration relating to the acquisition and maintenance of property and equipment of the Administration. The Administrator has broad authority "to enter into and perform such contracts, leases, cooperative agreements, or other transactions as may be necessary to carry out the functions of the Administrator and the Administration . . . with any Federal agency, or any instrumentality of the United States, any territory, or possession, or political subdivision thereof, any other governmental entity, or any person, firm, association, corporation, or educational institution, on such terms and conditions as the Administrator may consider appropriate."

The FAA Administrator may establish contracting activities and delegate to the Acquisition Executive broad authority to manage FAA's contracting functions. The Acquisition Executive is authorized to appoint Chief(s) of the Contracting Office (COCO) and redelegate the contracting authority to the COCO and other officials such as the manager of the purchase card program. The COCO may request that the Acquisition Executive further redelegate contracting authority to individuals within the COCO's management or service area such as contracting officers (COs), which includes procurement contracting officers and real estate contracting officers (RECOs).

All individuals who are delegated contracting authority must have met the applicable warrant requirements of AMS. Except for the purchase card program manager, these individuals may not redelegate their contracting authority. Contracting authority must be delegated to COs or other qualified persons with a written warrant or other certificate of appointment. Contracts, agreements, grants, and other transactions may be entered into and signed on behalf of the FAA by COs only, or other qualified persons with a written certificate of appointment. The certificate of appointment must expressly state the types of transactions and limitations authorized by the delegation. Absent specific authority in the delegation, that authority does not exist. Information on the limits of the CO's authority must be readily available to the public and FAA personnel.

The CO must have warrant authority commensurate with the total estimated potential value (TEPV) (see Appendix C) of a transaction. Modifications after the original award are considered standalone actions when calculating the TEPV. Additionally, a CO's warrant must have a dollar limitation sufficient to award the total value of a modification, but not the entire value of the contract, order, or agreement.

For real property procurements, RECOs are prohibited from entering into any type of contract or agreement, including a letter contract, that acknowledges, authorizes, or in any way states or implies that a real estate broker or a real estate agent represents the FAA or Government in a real property transaction. This prohibition does not restrict RECOs from contacting Listing or Cooperative Brokers or real estate agents to gather information concerning properties available for sale or lease within a particular geographic area and/or from requesting or receiving market information and rental rates/sale prices with respect to that area. Neither does this section prohibit the RECO from acknowledging, if asked, that a Cooperative Broker brought a particular property to the RECO's attention.

Key contracting duties and responsibilities are to be separated among individual people. For a particular requirement, the same person must not requisition, certify funds availability, approve, and obligate funds.

### **3.1.5 Conflict of Interest Revised 10/2008**

Any member of a service organization or Office of Dispute Resolution for Acquisition (ODRA) who is a Federal employee that has a real or apparent conflict of interest must withdraw from participation in the procurement process when required by law (18 U.S.C. § 208) or regulation (5 CFR Part 2635). To sustain the integrity of the procurement process, non-Federal members of a service organization or ODRA are held to the same standards.

### **3.1.6 Disclosure of Information Revised 10/2008**

Source selection information and proceedings must not be discussed outside the service organization. The Source Selection Official (SSO) must determine the extent to which source selection information is disclosed and must execute a certificate of nondisclosure as appropriate.

### **3.1.7 Organizational Conflicts of Interest**

The policy of the FAA is to avoid awarding contracts to contractors who have unacceptable organizational conflicts of interest. The FAA will resolve organizational conflict of interest issues on a case-by-case basis; and when necessary to further the interests of the agency, will waive or mitigate the conflict at its discretion.

### **3.1.8 Procurement Integrity Act Revised 1/2019**

FAA is subject, with modifications as described in the AMS Guidance with FAA-specific language, to the Procurement Integrity Act (41 U.S.C. §§ 2101-2107).

### **3.1.9 Electronic Commerce in Contracting Revised 7/2024**

The FAA may use electronic commerce, including electronic signatures, to conduct and administer procurement actions. The Electronic Signatures in Global and National Commerce Act (E-SIGN) provides equivalency between legally-required written records and the same information in electronic form.

Unless waived by the Chief of the Contracting Office, the FAA's official contract file for contract actions on or after October 1, 2013, must be created in electronic format, and stored and maintained in the "Electronic Document Storage (eDocS) system," the single repository for paperless contract files. Purchase card transactions, awards made by personnel with Delegations of Procurement Authority, and documents requiring a raised seal signifying authenticity, are excluded from the eDocS requirement.

Based on the National Institute of Standards and Technology (NIST) Policy Statement on Hash Functions dated August 5, 2015, the FAA must stop using Secure Hash Algorithm 1 (SHA-1) for generating digital signatures, generating time stamps and for other applications that require collision resistance. Further guidance on the use of SHA-1 is in NIST Special Publication (SP) 800-131A, Revision 1, dated November 6, 2015.

FAA must use SHA-256 or higher for the generation of digital signatures, generating time stamps, and other applications that require collision resistance. NIST provides further guidance on the use of SHA-256 in NIST SP 800-57 Part 1, section 5.6.2 as amended and SP 800-131A, Revision 1. Additional guidance on the use of SHA-3 is in NIST SP 800-185 as amended.

FAA may still use SHA-1 for the following applications: Verifying old digital signatures and time stamps, generating and verifying Hash-Based Message Authentication Codes (HMACs), Key Derivation Functions (KDFs), and random bit/number generation.

## **3.2 Contracting**

### **3.2.1 Procurement Planning**

#### **3.2.1.1 Applicability Revised 1/2023**

Written procurement plans are required in Procurement Request (PR) Packages for all FAA procurements with a total estimated potential value (TEPV) of \$25,000 or more. The specific content of a procurement plan may vary depending on the complexity of the procurement. The procurement planning templates in AMS must be used. For procurements of services, supplies, construction and real property related services, Template A must be used for all simplified and commercial procurements. Template B must be used for all procurements other than simplified acquisitions. Template C must be used for all complex real property procurements.

#### **3.2.1.2 Policy Revised 11/2009**

Procurement planning is an indispensable component of the total acquisition process. Service organizations are expected to use procurement planning as an opportunity to evaluate/review the entire procurement process, so that sound judgments and decision-making will facilitate the success of the overall program. For procurements not covered by an implementation strategy and planning document, procurement planning should be appropriate and proportionate to the complexity and dollar value of the requirement.

##### **3.2.1.2.1 Market Analysis Revised 9/2020**

The purpose of market analysis is to initiate industry involvement, develop and refine the procurement strategy, identify potential sources that are able to meet FAA's requirements, obtain price information, determine whether commercial items exist, determine the level of competition, identify market practices, or obtain comments on requirements. The magnitude and degree of formality of the market analysis should be proportionate to the contemplated procurement. The market analysis may be as simple as a telephone call or as formal as a market survey, advertisement, or real property site visit to learn of industry or market capabilities. All market analyses, formal or informal, should be appropriately documented.

##### **3.2.1.2.2 Procurement Plan Revised 4/2013**

A plan for each contemplated procurement or class of procurements should address the significant considerations of the procurement action. A procurement plan may cover more than one contract. The procurement plan represents the service organization agreement for conducting the procurement. See paragraph 3.2.1.1 for documentation requirements.

##### **3.2.1.2.3 Consideration of Agency Wide Contracts Revised 9/2020**

Agency Wide Contracts must be used to the maximum extent possible for products, construction, or

services. The procurement plan must document which agency wide contracts were considered. If an applicable agency wide contract is available for utilization and is not utilized; the procurement plan must include the rationale for not utilizing the existing agency wide contract.

#### **3.2.1.2.4 Independent Government Cost Estimate Revised 4/2023**

An Independent Government Cost Estimate (IGCE) is required for any anticipated procurement action (to include modifications) whose total estimated value is equal to or exceeds the AMS risk threshold except for:

- (a) Modifications exercising priced options or providing incremental funding;
- (b) Delivery orders for priced services or supplies under an indefinite-delivery contract; or
- (c) Supplies or services with prices set by law or regulation.

The Contracting Officer (CO) may require an IGCE for procurement actions (to include modifications) anticipated to be less than the AMS risk threshold.

#### **3.2.1.2.5 Consideration of Acquisition Risk Management Approaches Added 9/2024**

Acquisition risk management approaches and contract structuring methods should be considered during the procurement planning phase. This includes methods such as modular contracting, useful segmentation, advisory multi-step acquisition, and competitive prototyping to manage risk, enhance competition, identify technology evolution, and increase the likelihood of achieving complex program objectives. For more information on acquisition risk management approaches, see the “Acquisition Risk Management Approaches Guide” and the “Contracting Guidance to Support Modular Development Guide,” located in FAST Procurement Guides and Handbooks.

#### **3.2.1.3 Guidance and Principles Revised 11/2009**

For procurements not covered in a program with an implementation strategy and planning document, the following elements should be considered in planning for procurements.

##### **3.2.1.3.1 Development**

Preference should be given to using commercial and previously developed items whenever possible. Development of a product, and its associated costs and risks, should be avoided unless necessary to meet FAA needs. If developmental items are required, the need should be documented in the procurement plan.

##### **3.2.1.3.2 Scope of Procurement Revised 9/2020**

The scope of a procurement in terms of complexity, period of performance, dollar value, risk, and

other factors should be considered in planning a procurement. As the scope of a procurement increases, the risk of unsuccessful management of the procurement also increases. Appropriate trade-offs should consider elements such as: managing a large complex procurement versus several smaller phased procurements; the systems integration role; total systems responsibility; timing of benefits; technological obsolescence; and other related factors.

#### **3.2.1.3.3 Budget Allocation Release**

Consideration should be given to releasing contract-related budget information to industry in situations where the procurement involves development or multiple-year funding and is likely to be conducted competitively. If the service organization decides to release the information, the decision should be identified in the procurement plan.

#### **3.2.1.3.4 Quality Assurance Revised 9/2020**

For complex systems or hardware acquisition, the service organization should coordinate with representatives of the Quality Assurance (QA) office as soon as procurement requirements are defined, to establish quality assurance requirements for the proposed procurement.

#### **3.2.1.3.5 Labor Relations**

When planning procurements, the service organization should comply with applicable FAA labor relations directives.

#### **3.2.1.3.6 Maintaining Competition Revised 4/2021**

Consideration should be given to methods of maintaining competition of any product, real property, construction, or service contract. Methods to be considered may include dual sourcing, obtaining re-procurement data and data rights, open system designs, and any other appropriate methods. For competitive and non-competitive major acquisitions, allow adequate time to conduct appropriate acquisition planning for follow on contracts and re-competition in the event exercise of an option is not determined to be the best value to the government.

#### **3.2.1.3.7 Single-Source Approval Revised 9/2020**

In accordance with AMS 3.2.2.4, below, the service organization determines whether the procurement should be conducted on a competitive or single source basis. The decision to contract with a single-source may be made as part of overall program planning. The rational basis must be documented and approved as part of program planning in the Implementation Strategy and Planning Document (ISPD), procurement plan, or as a separate single source justification document. Approval of the ISPD or procurement plan constitutes approval of a single-source procurement. Any rational basis for a single-source award must obtain a review for legal sufficiency per Section 3.2.2.4.



#### **3.2.1.3.8 Pre-Release of Documents Revised 9/2020**

Early release of program documents can be an important part of communication with industry. Releasing draft functional requirements, draft specifications, or a draft Screening Information Request (SIR) can be beneficial to industry, as well as the FAA. Early and more complete releases of the SIR and feedback from industry should be part of the procurement planning strategy.

#### **3.2.1.3.9 Reserved**

#### **3.2.1.3.10 Reserved**

#### **3.2.1.3.11 Public Announcements Revised 6/2006**

##### **3.2.1.3.11.1 General Revised 7/2023**

All procurements anticipated to exceed the AMS risk threshold must be publicly announced on the Internet or through other means. This policy concerning public announcements does not apply to:

- (a) Noncompetitive awards to Socially and Economically Disadvantaged Business (SEDB) (8(a)) firms,
- (b) Noncompetitive awards to Service-Disabled Veteran Owned Small Business (SDVOSB) firms,
- (c) Noncompetitive awards to Economically Disadvantaged Women-Owned Small Business (EDWOSB) firms,
- (d) Noncompetitive awards to Women-Owned Small Business (WOSB) firms,
- (e) Noncompetitive awards to Historically Underutilized Business Zone (HUBZone) small business firms;
- (f) Emergency single source actions,
- (g) Purchases from an established Qualified Vendor List (QVL) or Federal Supply Schedule (FSS),
- (h) Exercise of options,
- (i) Changes or modifications to existing contracts,
- (j) Delivery Orders,
- (k) Single Source Real Property Procurements with an approved SSJ or NAS Facility Exception (as described in T3.2.2.4), and
- (l) Agreements and Cooperative Agreements.

For actions not anticipated to exceed the AMS risk threshold, a public announcement is optional if it is not required by 3.2.1.3.11.2.

##### **3.2.1.3.11.2 Procurements Involving Products from Federal Prison Industries Revised 4/2023**

All procurements of products available from Federal Prison Industries (FPI) anticipated to exceed the micro-purchase threshold must be publicly announced on the Internet or through other means, including procurements where FPI products are determined not to be the best value



to FAA at the market survey stage. This requirement does not apply to a procurement that satisfies an exception in AMS Policy 3.8.4.2 (concerning procurement of FPI products).

#### **3.2.1.3.12 OMB Circular A-76, Performance of Commercial Activities.**

OMB Circular A-76 (Revised), "Performance of Commercial Activities," establishes Federal policy for the competition of commercial activities. Inherently governmental activities are to be performed with Government personnel, but activities identified as not inherently governmental in nature are to be subjected to competition to determine if such activities should continue to be performed by Government personnel. The FAA will follow the policies of the Circular to the extent that such policies are consistent with FAA's statutory authority.

#### **3.2.1.4 Chief Financial Officer Requirements Revised 1/2011**

##### **3.2.1.4.1 Reporting of FAA Assets Revised 9/2020**

The Chief Financial Officer Act of 1990 requires FAA to furnish annual financial statements reflecting the assets of the agency to the Office of Management and Budget. To generate information needed for accurate financial statements, service organizations must establish appropriate contract line item structure and billing mechanisms for contracts so the agency can accurately state the value of its assets, and assure related accounting classifications are included on financial documents.

##### **3.2.1.4.2 Chief Financial Officer Approval Revised 4/2023**

The Chief Financial Officer has approval authority over all proposed procurement actions of \$15 million or more.

#### **3.2.1.5 Disaster or Emergency Preparedness and Response Revised 7/2007**

##### **3.2.1.5.1 Local Area Set-Asides for Disaster or Emergency Added 7/2007**

The Contracting Officer may set-aside procurements for competition among only offerors residing or doing business primarily in a geographic area where the President has declared a major disaster or emergency.

##### **3.2.1.5.2 Continuity of Services-Mission Critical Contracts Added 7/2007**

FAA may designate mission critical contracts that require continued contractor performance during times of National Emergency or Incidents of National Significance, such as pandemic influenza. These contracts must include provisions and contractor plans detailing how essential services or supplies will still be adequately delivered.

### **3.2.1.5.3 Health Related Emergency Janitorial Services** Added 9/2020

When a health-related emergency occurs and is declared by the United States Department of Health and Human Services Centers for Disease Control and Prevention (CDC) or other authorized Federal, state or local government official, the Contracting Officer is authorized to acquire additional and/or higher level cleaning supplies or services in FAA owned or leased facilities. For FAA facilities leased through the General Services Administration (GSA), the CO must coordinate with GSA's CO to acquire additional cleaning supplies or services as a result of a health related emergency.

### **3.2.1.6 Review by Chief Information Officer** Revised 4/2023

The Chief Information Officer must review and approve proposed procurement actions for information technology and service resources that are estimated to exceed the AMS risk threshold. For additional information, see AMS Procurement Guidance T3.2.1A.3.

## **3.2.2 Source Selection**

### **3.2.2.1 Applicability** Revised 9/2020

Source selection policy and guidance apply to acquisitions for products, services, construction, and real property. The FAA utilizes various competitive procurement methods reflected in AMS procurement guidance for obtaining products, services, construction, and real property.

The first method is described under Complex Source Selection and is used for complex, large dollar, developmental, noncommercial items and services, or complex real property acquisitions. This method is typically used for investments approved by the Joint Resources Council and Real Property Council.

The second method is described under Commercial and Simplified Purchases and, is typically used for commercial items or real property related services that are less complex, smaller in dollar value, and shorter term.

### **3.2.2.2 Policy** Revised 7/2023

The FAA procures products, services, construction, and real property from sources offering the best value to satisfy FAA's mission needs. Considering complexity, dollar value, and availability of products and services in the marketplace, the FAA has flexibility to use any procurement method deemed appropriate to satisfy FAA's mission.

The FAA provides reasonable access to competition for vendors interested in doing business with FAA. Competition among two or more sources is the preferred method of procurement. When competition is not feasible, procurements may be on a single source basis if there is a documented rationale for the decision; documentation for this decision is not required for procurements with a total estimated value equal to or less than the micro-purchase threshold.

Except for real property and purchase card acquisitions, or those acquisitions subject to AMS 3.8.4.2, acquisitions with a total estimated value exceeding the micro-purchase threshold but not exceeding the AMS risk threshold are reserved exclusively for competition among Socially and Economically Disadvantaged Business (SEDB (8(a))) vendors, Service-Disabled, Veteran-Owned Small Businesses (SDVOSBs), Economically Disadvantaged Women-Owned Small Business (EDWOSB) vendors, Women-Owned Small Business (WOSB) vendors, Historically Underutilized Business Zone (HUBZone) small business vendors, and/or Small Disadvantaged Businesses (SDBs) pursuant to AMS policy 3.6.1.3.4. If the CO determines that an SEDB/(8(a)) or SDVOSB set-aside is not in FAA's best interest due to quality, market prices, or delivery, then the decision must be documented.

Unless otherwise excepted in AMS Policy 3.2.1.3.11.1, a public announcement must be made for any procurement action with a total estimated potential value equal to or exceeding the AMS risk threshold. The CO must issue the public announcement informing industry of FAA's procurement strategy before, or concurrent with, releasing an initial SIR.

Each SIR must contain specific evaluation criteria that the FAA will use to evaluate offeror's submittals. When using complex source selection methods for products, services or construction, the FAA must include past performance as an evaluation factor. For real property acquisitions, past performance will be considered as part of vendor responsibility determination. If appropriate, the FAA may use the vendors' process capability of suppliers as an evaluation factor according to established criteria. Cost or price considerations must be an evaluation factor in all final selection decisions, except for certain multiple award contracts. The CO may choose not to include price cost or price as an evaluation factor for certain multiple award contracts in accordance with AMS T3.2.2.3.B10. Any Request for Offer (RFO) or Solicitation for Offer (SFO) must include a requirement for a formal cost or price proposal. The source evaluation team must document the findings of the evaluation. The Source Selection Official (SSO) must base all selection or screening decisions on evaluation criteria established in each SIR. The CO must conduct debriefings with all offerors that request them.

It is the FAA's policy to award to responsible contractors. To be determined responsible in a procurement for products, services or construction, a prospective contractor must meet the following criteria:

- (a) Has or can obtain adequate financial resources to perform a contract;
- (b) Has the ability to meet any required or proposed delivery schedules;
- (c) Has a satisfactory performance history;
- (d) Has a satisfactory record of integrity and proper business ethics;
- (e) Has appropriate accounting and operational controls that may include, but are not limited to: production control, property control systems, quality assurance programs, and appropriate safety programs; and
- (f) Is qualified and eligible to receive an award under applicable laws or regulations.

For real property contract awards, to be determined responsible, a prospective vendor or owner must meet the following criteria:

- (a) Has proper ownership of the property (deed, property/tax records, declaration of taking,

- etc.);
- (b) Has evidence of authority to enter into contract on behalf of vendor/property owner;
- (c) Has a satisfactory performance history, as applicable;
- (d) Has a satisfactory record of integrity and proper business ethics; and
- (e) If applicable, has affirmed that they can meet the set date for occupancy or completion of work (e.g., tenant improvements/alterations/code compliance).

The CO's signing of the contract constitutes a determination that the prospective contractor/vendor/or owner is responsible with respect to that contract. When an offer is rejected because the prospective contractor/vendor/or owner is non-responsible, the CO must document a determination of non-responsibility in the contract file. The CO has broad discretion in making this determination.

### **3.2.2.3 Complex Source Selection Revised 9/2020**

This section establishes the FAA's policy for evaluating and selecting sources for the award of complex competitive contracts. This process consists of up to five (5) distinct phases, with the screening phase being the cornerstone. The five phases are:

- (a) Planning;
- (b) Screening;
- (c) Selection;
- (d) Debriefing (as requested); and
- (e) Lessons learned.

#### **3.2.2.3.1 Selection Phases**

##### **3.2.2.3.1.1 Planning**

Refer to the procurement planning section for further guidance.

##### **3.2.2.3.1.2 Screening**

Screening is the process by which the FAA will determine which offeror provides the best value to the FAA. The process is flexible and allows selection and award after one screening request. This process allows the FAA to make an award considering only price and the price-related factors included in the SIR. The number of distinct screening steps for a particular procurement will vary, based on the complexity of the procurement. Provided below is guidance associated with the screening phase.

##### **3.2.2.3.1.2.1 Screening Information Request Revised 7/2023**

The purpose of the SIR is to obtain information, which will ultimately allow the FAA to identify the offeror that provides the best value, make a selection decision, and award the contract to

conclude the competitive process. A SIR is a request by the FAA for documentation, information, presentations, proposals, or binding offers. Three categories of SIRs (see below) may be used according to the procurement strategy adopted by the service organization. Depending on the procurement strategy, the SIR may be released concurrently with the public announcement. The service organization will determine the type(s) of SIR(s) that are appropriate for each procurement.

For a given procurement, the FAA may make a selection decision after one SIR, or the FAA may have a series of SIRs (with a screening decision after each one) to arrive at the selection decision. This will depend on the types of products, services, construction, and real property to be acquired and the specific source selection approach chosen by the service organization. When it is desired to make a selection decision after one SIR, that SIR should be a request for offer (see below). In general when multiple SIRs are contemplated, the initial SIR should request general information, and future SIRs should request successively more specific information.

Initial SIRs need not state firm requirements, thus allowing the FAA to convey its needs to offerors in the form of desired features, or other appropriate means. However, firm requirements ultimately will be established in all contracts.

Each SIR should contain the following information:

- (a) Paper Reduction Act number OMB No. 2120-0595 on the cover page.
- (b) A statement identifying the purpose of the SIR (request for information, request for offer, establishment of a QVL and screening).
- (c) A definition of need,
- (d) A request for specific information (with specific page and time limitations, if applicable),
- (e) A closing date stating when submittals must be received in order to be considered or evaluated,
- (f) Evaluation criteria (and relative importance, if applicable),
- (g) A statement informing offerors how communications with them will be conducted during the screening, and
- (h) An evaluation/procurement schedule (including revisions, as required).

The evaluation/procurement schedule should be realistic and should alert the offerors to the fact that the FAA plans to adhere to its schedule and that offerors interested in award will be expected to adhere to this schedule.

There are three categories of SIRs: qualification information, screening information, and request for offers. Each category of SIR is discussed in detail below.

### *Qualification Information*

Qualification information, used to qualify vendors and establish Qualified Vendor Lists (QVLs), should be requested only if it is intended that the resultant QVL will be used for multiple FAA procurements.

Qualification information screens for those vendors that meet the FAA's stated minimum capabilities/requirements to be qualified to provide a given product or service. All vendors that

meet the FAA's qualification requirements will be listed on the appropriate QVL for the stated products or services.

Requested qualification information (including equipment/products) should be tailored to solicit the information that will allow the FAA to determine which of the vendors meet the FAA's minimum qualification requirements for the required products or services. For products, the information required to make such a determination might be equipment/products for FAA testing, vendor testing, testing data, product documentation, and production capability. For services, the information required to make such a determination might be a capabilities statement and performance experience. For software-intensive products or services, the information required to make such a determination might include descriptions about the offeror's software development and maintenance processes, in addition to other general information suggested above for products or services.

Once qualification information is requested, received, and evaluated in accordance with the evaluation plan, a QVL will be established for the given product/service. Once such a list is established, only qualified vendors may compete for the products or services. Where a product available from Federal Prison Industries (FPI) is to be acquired via a QVL, any such acquisition must include FPI and follow the procedures set forth at T 3.8.4.A.4 unless the acquisition satisfies an exception in AMS 3.8.4.2. Public announcement is not required once the QVL is established. This list can be updated at the FAA's discretion. Each list should be reviewed regularly to determine whether it should be updated.

### *Screening Information*

Screening information allows the FAA to determine which offeror(s) are most likely to receive the award, and ultimately which offeror(s) will provide the FAA with the best value. The screening information requested in the SIR should focus on information that directly relates to the key discriminators for the procurement.

The following are examples of the types of information that may form the basis of a screening request:

- (a) Equipment/products for FAA testing,
- (b) Vendor testing,
- (c) Testing data,
- (d) Technical documentation (commercial, if available/practicable),
- (e) Capability statements,
- (f) Quality assurance information,
- (g) Performance experience,
- (h) Sample problems,
- (i) Draft/model contracts,
- (j) Technical proposals (including oral presentations, if appropriate/practicable),
- (k) Commercial pricing information,
- (l) Financial condition information,
- (m) Cost or price information,
- (n) Cost or price proposals; and
- (o) Land or Space requirements.

### *Request for Offer/Solicitation for Offer*

A Request for Offer (RFO)/Solicitation for Offer (SFO) is a request for an offeror to formally commit to provide the products, services, construction or real property required by the acquisition under stated terms and conditions. The response to the RFO/SFO is a *binding offer*, which is intended to become a binding contract if/when it is signed by the CO. The RFO/SFO may take the form of a SIR, a proposed contract, or a purchase order.

#### **3.2.2.3.1.2.2 Communications with Offerors**

Communications with all potential offerors should take place throughout the source selection process. During the screening, selection, and debriefing phases of source selection, communications are coordinated with the CO. Communications may start in the planning phase and continue through contract award. All SIRs should clearly inform offerors how communications will be handled during the initial screening phase.

The purpose of communications is to ensure there are mutual understandings between the FAA and the offerors about all aspects of the procurement, including the offerors' submittals/proposals. Information disclosed as a result of oral or written communication with an offeror may be considered in the evaluation of an offeror's submittal(s).

To ensure that offerors fully understand the intent of the SIR (and the FAA's needs stated therein), the FAA may hold a pre-submittal conference and/or one-on-one meetings with individual offerors. One-on-one communications may continue throughout the process, as required, at the discretion of the service organization. Communications with one offeror do not necessitate communications with other offerors, since communications will be offeror-specific. Regardless of the varying level of communications with individual offerors, the CO should ensure that such communications do not afford any offeror an unfair competitive advantage. During these and future communications, as applicable, the FAA should encourage offerors to provide suggestions about all aspects of the procurement.

Communications may necessitate changes in the FAA's requirements or screening information request and such changes should be processed consistent with Section 3.2.2.3.1.2.4. Where communications do not result in any changes in the FAA's requirements, the FAA is not required to request or accept offeror revisions. The use of technical transfusion is always prohibited. Technical leveling and auctioning techniques are prohibited, except in the use of commercial competition techniques as described in Section 3.2.2.5.3.

#### **3.2.2.3.1.2.3 Receipt/Evaluation of Submittals Revised 1/2023**

Once offerors have submitted responses to a SIR, the service organization will evaluate the submittals in accordance with the evaluation criteria stated therein and the evaluation plan. To be considered for an award, an offeror must submit a response to the initial SIR, within the time specified in the SIR.

## *Evaluation Criteria*

The evaluation criteria form the basis on which each offeror's submissions are to be evaluated. Once the criteria have been established and disclosed to offerors, criteria should not be modified without first notifying offerors competing at that stage of the process and allowing such offerors to revise their submissions accordingly. Each SIR must contain the specific evaluation criteria to be used to evaluate offeror submittals for that specific SIR. Evaluation criteria should be tailored to the characteristics of a particular requirement and should be limited to only the key discriminators in the ultimate selection decision. The criteria should avoid, whenever possible, the inclusion of detailed sub-criteria (or sub-criteria in general). Further, efforts should be made to ensure that there are no overlapping criteria. Initial SIRs do not require cost or price proposals but should require submission of more generalized cost or price estimates. Cost or price considerations must be an evaluation factor in all selection decision(s), except for certain multiple award contracts (See 3.2.2.2). For software acquisitions the criteria should include, whenever appropriate, an evaluation of the maturity of the offeror's software acquisition, development and maintenance processes that are relevant to the procurement. Such evaluations should be performed using standardized instruments such as a Capability-Maturity-Model-based Evaluation.

## *Evaluation Plan*

An evaluation plan must be prepared by the service organization and approved by the SSO for all procurements accomplished under this section. Evaluation plans should be concise and tailored to the specific needs of the procurement. The evaluation plan should include the name of the SSO and the names of the service organization members and evaluators, the evaluation criteria, the evaluation methods and processes, the schedule, and any other information related to the source selection. The evaluation plan should be completed and approved prior to the receipt of responses to any SIR requesting screening or qualification information.

## *Evaluation Method*

The evaluation methodology should be set up to allow for maximum flexibility in selecting the offeror(s) providing the best value. To facilitate such flexibility, the following should be considered in setting up evaluations:

- (a) Relative importance between criteria is not required (when relative importance is used, the relative order of importance between criteria should be disclosed).
- (b) Each SIR may incorporate separate and/or distinct criteria that relate to the specific SIR discriminators.
- (c) The use of either adjectival or numerical ratings is acceptable.
- (d) Comparative evaluations between offerors' proposals/products are acceptable.
- (e) The service organization should be selective/inventive concerning the screening requirements for document submissions (e.g., oral presentations, sample tests, plant visits, site/space visits, etc.).
- (f) Communications with offerors during the evaluation may help clarify submittals, allow a fuller understanding of the offeror submittals, and provide a more comprehensive evaluation.
- (g) Testing of products is encouraged to the maximum extent practical ("try before you buy").



(h) Award based on initial offers to other than the low cost or price offer is allowed.

#### *Evaluation Process*

The evaluation will be conducted by the service organization, in accordance with the stated evaluation criteria and evaluation plan. The service organization (including any additional required evaluators and/or advisors) should be limited in size and dedicated through the completion of the acquisition. The service organization is expected to apply sound judgment in determining appropriate variations and adaptations necessary for individual situations, provided that these do not constitute a departure from the basic concepts and intent of the evaluation plan and SIR(s).

Communications may be considered in the evaluation of an offeror's submittal(s). Verifiable information from outside sources may be considered in the evaluation and should be disclosed to the offeror during the communication process. Any such findings should be noted in the evaluation report.

#### *Evaluation Report*

The service organization must document the results of the evaluation, including recommendations, if applicable.

#### **3.2.2.3.1.2.4 Changes in Requirements**

If, after release of a SIR, it is determined that there has been a change in the FAA's requirement(s), all offerors competing at that stage should be advised of the change(s) and afforded an opportunity to update their submittals accordingly.

The SSO has authority to waive a requirement at any time after release of a SIR, without notifying other offerors where the SIR states that offeror specific waiver requests will be considered, and the waiver does not affect a significant requirement that changes the essential character or conditions of the procurement.

All determinations relating to changes in requirements, including waivers, will be documented in the evaluation report.

#### **3.2.2.3.1.2.5 SSO Decision**

Based on a review of the service organization's evaluation report, the SSO may either:

- (a) Make a selection decision (see the selection phase below);
- (b) Make a screening decision by screening those offerors determined to be most likely to receive award, thus continuing the screening phase;
- (c) Amend and re-open to initial offerors; or
- (d) Cancel the procurement.

To ensure the integrity of the FAA competitive source selection process, all SSO decisions should be based on the evaluation criteria established in the SIR and have a rational basis. All offerors who are eliminated from the competition based on any screening decision should be provided with the basis for their elimination within five (5) working days after the screening decision and should be informed that they may request a debriefing after contract award. During the screening process, the SSO may decide to eliminate an offeror from further consideration without considering the cost or pricing information that was submitted in the response to the SIR. However, the final selection decision must consider the cost or price information that was submitted as part of the proposal.

If a screening decision, rather than a selection decision, is made, the service organization should issue another SIR (and repeat the screening process stated above) in order to make a selection decision (or another screening decision) among the remaining offerors. The screening process, starting at the issuance of the SIR, may be repeated until a selection decision is made or the procurement is canceled. In some circumstances it may be appropriate to down-select to one offeror for negotiation. However, if the FAA and the selected offeror cannot come to an agreement, the FAA may select another competing offeror for communications/award without issuance of further SIRs.

#### **3.2.2.3.1.3 Selection Revised 10/2012**

The selection decision must be based on the stated evaluation criteria including cost or price considerations to identify the best value.

The service organization must brief the SSO on their evaluation findings. The selection of the offeror who is expected to provide the best value solution is a matter committed to the discretion of the SSO. The SSO applies sound business judgment to the evaluation of the offeror's proposed solution against the stated evaluation criteria. In each case, the SSO should provide a rational basis for the screening or selection decision. The SSO should document the selection decision in the SSO decision memorandum (in cases where the CO and the Contracting Officer's Representative are the only service organization members, the evaluation report and the SSO decision memorandum may be one report). In making the selection decision, the SSO may accept or reject the service organization's recommendations provided there is a rational basis.

Based on the SSO's decision, the CO will transmit a proposed contract to the selected offeror. The selected offeror will return a properly executed contract. Upon the CO's signature, the proposed contract becomes a binding contract.

#### **3.2.2.3.1.4 Debriefing Revised 1/2023**

Once an award has been made, all offerors who participated in the competitive process will be notified of the award and given three working days from receipt of the award notification to request a debriefing. Debriefings are intended to provide meaningful feedback to offerors on their submission. The purpose of the debriefing is to improve the offeror's ability to successfully compete for future FAA business by discussing the strengths and weaknesses of the offeror's submissions. The debriefing should provide the offeror with the following information:

- (a) SSO's Selection Decision;
- (b) Offeror's evaluated standings relative to the successful offeror(s); and
- (c) Summary of the evaluation findings (excerpts from evaluation summary documentation relating to the specific offeror).

The CO may request detailed questions from offerors so the FAA can provide meaningful information during the debriefing. Debriefings should be conducted, as soon as practicable, with all offerors that request them.

#### **3.2.2.3.1.5 Lessons Learned**

A lessons learned memorandum is a valuable tool in which the service organization can relay its procurement experiences to other FAA acquisition personnel. Once an award has been made, the service organization should communicate its learning experiences. The communication should highlight those issues/processes that had significant impact on their procurement. Further, the service organization should discuss changes that could be made to ensure a more comprehensive evaluation and/or timelier award.

#### **3.2.2.3.2 Reserved**

##### **3.2.2.3.2.1 Reserved**

##### **3.2.2.3.2.2 Reserved**

##### **3.2.2.3.2.3 Reserved**

##### **3.2.2.3.2.4 Reserved**

##### **3.2.2.3.2.5 Reserved**

##### **3.2.2.3.2.6 Reserved**

#### **3.2.2.4 Single-Source Selection Revised 7/2023**

The FAA may contract with a single-source when in FAA's best interest and the rational basis for the decision is documented. This rational basis may be based on actions necessary and important to support FAA's mission, such as emergencies, standardization, and only source available to satisfy a requirement within the time required.

The following types of procurements are exempt from Section 3.2.2.4 requirements:

- (a) Procurements not anticipated to exceed the micro-purchase threshold (requirements must not be split to meet this exception);
- (b) Noncompetitive awards made to Socially and Economically Disadvantaged Businesses (SEDB) (8(a)), service-disabled veteran owned small businesses (SDVOSB), Economically

Disadvantaged Women-Owned Small Businesses (EDWOSB), Women-Owned Small Businesses (WOSB) or Historically Underutilized Business Zone (HUBZone) small businesses - all of which are governed under AMS policy 3.6

- (c) Procurements conducted either in accordance with the Javits-Wagner-O'Day Act (AbilityOne Program) or the Randolph-Sheppard Act per AMS 3.8.4.2; and
- (d) Procurements for a site-specific requirement for land or antenna/equipment space, where the location of NAS equipment is (1) necessary to the functionality of the NAS, and (2) of continued criticality to the NAS or mission of the FAA; or for operational facilities that house equipment and/or personnel that provide Air Traffic Control services to aircraft operating in the NAS. The head of the Technical Operations service organization, or designee, will provide an annual determination identifying equipment and facilities subject to this subsection (d) exemption.

The decision to contract with a single-source may be made as part of overall program planning. The rational basis must be documented and approved as a part of program planning in the Implementation Strategy and Planning Document (ISPD), a procurement plan, or as a separate document. If the rational basis is documented in the ISPD or procurement plan, the rational basis must be reviewed by Legal for sufficiency (except for emergencies). If a separate single-source justification document is used, the justification must be reviewed by Legal for sufficiency (except for emergencies), approved by the Service Organization Official, and concurred with by Contracts or, for purchase card transactions, the Purchase Cardholder.

Market analysis must be conducted to support each single-source decision, except for emergencies. The method and extent of the analysis depends on the requirement.

The service organization must provide the CO or the purchase cardholder with supporting documentation that justifies the proposed single source strategy decision. Examples of information that might be documented include results of market analysis, cost or price data, unique qualifications or performance capability, and past performance. Mere conclusions, without adequate objective supporting data, are insufficient.

After the decision to contract with a single source has been approved, a public announcement must be made for any action that exceeds the AMS risk threshold, unless otherwise excepted in AMS Policy 3.2.1.3.11.1. The purpose of the announcement is to inform industry about the basis for the decision to contract with the single source.

For supplies, services, construction, or real property, a basic contract may be modified to exercise an option, or to satisfy a follow-on procurement for more of the same products, services, or real property needs without seeking additional competition when, based on market analysis, there is a rational basis not to compete the requirement and the rational basis is documented and approved as discussed in this Section.

The Contracting Officer must justify and document in accordance with this Section any increase in ceiling price of a time-and-materials or labor-hour contract.

#### **3.2.2.4.1 Single-Source Procurement Process**

The single-source procurement process includes planning, communications, award, and lessons learned. The actions for an individual phase within the process may vary depending on the particular circumstances.

#### **3.2.2.4.1.1 Emergencies Revised 1/2020**

An emergency situation, including but not limited to a threat to loss of life or property, national security, restoration of an air traffic control facility or to repair critical facility systems to prevent loss of air traffic capability, may require immediate contracting with a single source. In these instances, once funds are committed, the CO may verbally authorize a contractor to proceed and may combine single source phases or complete activities after the fact. As a minimum and as soon as practical, the CO should:

- (a) Obtain funding certification;
- (b) Document the single source decision; and
- (c) Confirm authorization with written notification.

#### **3.2.2.4.1.2 Non-emergencies Revised 7/2023**

For single-source non-emergency procurements, planning may include:

- (a) Analyzing the market to determine potential sources;
- (b) Developing an independent FAA cost estimate for any anticipated procurement action (to include modifications) when the TEPV exceeds the AMS risk threshold, if not exempted by AMS 3.2.1.2.4;
- (c) Obtaining funding certification;
- (d) Obtaining approval of rationale for single source, except for follow-on or exercise of options; and
- (e) Issuing public announcement, when required.

#### **3.2.2.4.1.3 Lessons Learned**

Communicating lessons learned is encouraged.

#### **3.2.2.5 Commercial and Simplified Purchase Method Revised 9/2020**

The FAA may acquire commercial products, services, and real property related services from the competitive market place by using the simplified purchase method described herein and best commercial practices. Commercial and simplified purchases are used for commercial items or for products, services, or real property related services that have been sold at established catalog or market prices and are generally purchased on a fixed-price basis. However, procurement of products available for purchase from Federal Prison Industries is governed by AMS 3.8.4.2.

#### **3.2.2.5.1 Planning Revised 4/2023**

Procurement planning should be accomplished for all simplified and commercial purchases. The level of planning and announcement should be dictated by the nature and complexity of the requirement, commercial availability, dollar value, urgency of the requirement, and degree of previous procurement history.

The purpose of procurement planning is to:

- (a) Determine whether commercial items meet the FAA's needs;
- (b) Identify potential commercial sources; and
- (c) Publicly announce requirements exceeding the AMS risk threshold.

Market analysis should be simple and straightforward, and may include information based on personal knowledge of the market, historical purchase information, qualified vendors list, commercial catalogs or databases, trade journals, newspapers, other professional publications or local telephone directories.

Contracting mechanisms are at the discretion of the CO. Purchases may also be made using the following mechanisms:

- (a) Purchase card;
- (b) Purchase card checks;
- (c) Purchase order;
- (d) Contract;
- (e) Orally (only in emergency situations) with proper documents processed as soon as possible following the oral order; and
- (f) Other methods, including interagency agreements, when deemed appropriate and properly documented.

#### **3.2.2.5.2 Sourcing Determination Revised 9/2020**

The CO should solicit an appropriate number of vendors to ensure quality products, services, and real property related services are delivered in a timely manner at a fair and reasonable price. Requirements should be stated in commercial terms generally understood and accepted in the industry.

#### **3.2.2.5.3 Screening**

The CO should determine the appropriate screening approach and format for vendor's responses (e.g., electronic, written, oral, use of standard commercial or FAA forms). The CO may also conduct communications with individual offerors, as appropriate, to address offeror understanding of the requirement, performance capability, prices, and other terms and conditions. For commercially available products, the CO is encouraged to use "commercial competition techniques" such as continuing market research throughout the process by using vendor proposals as the source of prices and commercially available capabilities and sharing that information with

other vendors.

#### **3.2.2.5.4 Selection Decision and Award Revised 9/2020**

The CO's selection decision must be based on the FAA's stated evaluation criteria. The selection decision for commercial or simplified purchases should be based on the best value to the FAA including, but not limited to, factors such as price, functional specifications, delivery capability, warranty, and payment terms. This may be accomplished through establishing specific evaluation criteria with an accompanying evaluation plan as described under Complex, Source Selection, and making the selection based on the stated criterion. It may also be based on the most favorable solution available in the commercial market, as determined by the FAA, as described under Commercial and Simplified Purchase Method, or through a combination of methods depending on complexity, risk, dollar value, and urgency of the requirement.

##### **3.2.2.5.4.1 Documentation Revised 9/2020**

The method of selection and rationale for awards, and a determination that the price is fair and reasonable must be documented. The extent of the documentation depends on the complexity and dollar value of the procurement action.

#### **3.2.2.5.5 Micro-Purchase Threshold Revised 9/2020**

Simplified purchases with a Total Estimated Potential Value (TEPV) under the micro-purchase threshold must be performed using the purchase card. The micro-purchase threshold is \$10,000 for commercial supplies, construction, services, and real property related services.

#### **3.2.2.6 Unsolicited Proposals**

##### **3.2.2.6.1 Policy Added 10/2008**

The FAA may consider and accept unsolicited proposals when in the best interest of FAA. Unsolicited proposals are a valuable means for FAA to obtain innovative or unique methods or approaches to accomplishing its mission from sources outside FAA. Advertising material, commercial item offers, contributions, or technical correspondence are not considered to be unsolicited proposals. A valid unsolicited proposal must:

- (a) Be innovative and unique;
- (b) Be independently originated and developed by the offeror;
- (c) Be prepared without FAA supervision;
- (d) Include sufficient detail to permit a determination that the proposed work could benefit FAA's research and development, or other mission responsibilities; and
- (e) Not be an advance proposal for a known FAA requirement that can be acquired by competitive methods.

### **3.2.2.6.2 Receipt and Initial Review Revised 10/2008**

Unsolicited proposals should be addressed to:

Federal Aviation Administration  
Acquisition Policy and Oversight  
Acquisition Policy Group (AAP-100)  
Attn.: Unsolicited Proposal Coordinator  
800 Independence Avenue SW, Room 439W  
Washington, DC 20591

Once received, the FAA unsolicited proposal coordinator will review and determine if the document(s) meets the requirements of an unsolicited proposal.

### **3.2.2.6.3 Prohibitions Added 10/2008**

FAA personnel should not use any data, concept, idea, or other part of an unsolicited proposal as the basis, or part of the basis, for a SIR or in communications with any other firm unless the offeror is notified of and agrees to the intended use. However, this prohibition does not preclude using any data, concept, or idea available to FAA from other sources without restrictions.

FAA personnel must not disclose restrictively marked information included in an unsolicited proposal. The disclosure of such information concerning trade secrets, processes, operations, style of work, apparatus, and other matters, except as authorized by law, may result in criminal penalties under 18 U.S.C. § 1905.

### **3.2.2.7 Contractor Qualifications**

#### **3.2.2.7.1 Applicability**

This section applies to all contracts and to all proposed contracts with any prospective contractor that is located in the United States, its possessions, or Puerto Rico; or elsewhere, unless application would be inconsistent with the laws or customs where the contractor is located.

#### **3.2.2.7.2 Contractor Responsibility**

The CO must ensure that contracts are awarded only to responsible contractors (see Section 3.2.2.2). No award may be made unless the CO makes an affirmative determination of responsibility.

#### **3.2.2.7.3 Contractor Team Arrangements**

FAA will recognize the validity of contractor team arrangements, provided, the arrangements



and company relationships are fully disclosed in an offer, or for arrangements entered into after submission of an offer, before the arrangement becomes effective.

#### **3.2.2.7.4 Suspension and Debarment**

FAA may suspend or debar contractors for cause. FAA will honor suspension, debarment, and ineligibility decisions of other agencies unless FAA has a compelling need to obtain the requirement from that contractor.

#### **3.2.2.8 Describing FAA Needs**

##### **3.2.2.8.1 Applicability Revised 9/2020**

The requirements herein apply to all FAA procurements and agreements.

##### **3.2.2.8.2 Policy**

The FAA will describe its needs clearly and generally in writing, absent special or emergency circumstances. Service organizations may describe needs as minimum requirements, goals, or in another form well suited to the contemplated procurement.

#### **3.2.2.9 Section 508 of the Rehabilitation Act Revised 4/2023**

The FAA must comply with Section 508 of the Rehabilitation Act of 1973 (29 U.S.C. 794) in developing, procuring, maintaining or using information and communication technology. Section 508 of the Rehabilitation Act of 1973 applies to all new procurements after June 21, 2001.

#### **3.2.3 Pricing Methodology, Principles and Standards Revised 10/2011**

##### **3.2.3.1 Cost and Price Analysis Revised 9/2020**

###### **3.2.3.1.1 Applicability Added 9/2020**

This section applies to cost and price analysis for contracts, subcontracts, orders, and modifications for products, services, construction, and real property.

###### **3.2.3.1.2 Policy Added 9/2020**

The CO must make a determination that prices are fair and reasonable based on price analysis and, if necessary, cost analysis. Price analysis is the review of price without evaluating separate cost

elements and profit/fee, and is required for all pricing actions. Cost analysis is the review of the individual cost elements and profit. Price analysis is the preferred method for evaluating competitive proposals. If the CO determines price competition is not adequate to support a determination of price reasonableness, the CO must require offerors to submit either certified cost or pricing data or information other than certified cost or pricing data. When the CO determines adequate price competition exists, certified cost or pricing data must not be requested. In situations with established catalog or market prices, prices set by law or regulation, or commercial items, price analysis is sufficient and the CO must not request cost data.

### **3.2.3.2 Pre- and Post-Award Audits Revised 9/2020**

#### **3.2.3.2.1 Applicability Added 9/2020**

This section applies to pre- and post-award audits for contracts, subcontracts, orders, and modifications for products, services, and construction.

#### **3.2.3.2.2 Policy Added 9/2020**

The CO must request pre-award and post-award audits on all cost reimbursement Contracts (for products or services) exceeding \$100 million. In addition, FAA will request pre-award and post-award audits on at least 15% of all cost reimbursement contracts not anticipated to exceed \$100 million. For other contract types, the CO may use any method of cost or price analysis to determine fair and reasonable prices.

Pre-award audits and post-award incurred cost audits are the preferred mechanism to assist the CO in ensuring valid indirect and direct costs are billed under cost reimbursement contracts. The CO is responsible for ensuring indirect and direct costs under a cost reimbursement contract are allowable. In situations where an incurred cost audit is not obtained, the CO will still ensure that only allowable costs are paid.

The sponsoring service organization will fund required pre- and post- award audits and must include an estimate of the cost of audits in the acquisition program baseline or execution plan; the implementation strategy and planning document will describe the approach, responsible organizations, and activities for obtaining audits.

### **3.2.3.3 FAA Cost Principles Revised 9/2020**

#### **3.2.3.3.1 Applicability Added 9/2020**

This section applies to FAA Cost Principles for contracts, subcontracts, orders, and modifications for products, services, and construction.

#### **3.2.3.3.2 Policy Added 9/2020**

The FAA contract cost principles, as described in AMS Procurement Guidance, must be used to price contracts, subcontracts, orders, and modifications whenever cost analysis is performed. Cost principles must also be used for determining, negotiating, or allowing costs when required by a contract clause.

The CO must incorporate FAA cost principles in contracts with commercial organizations as the basis for:

- (a) Determining reimbursable costs under (a) cost-reimbursement contracts and cost-reimbursement subcontracts under these contracts performed by commercial organizations and (b) the cost-reimbursement portion of time-and-materials contracts except when material is priced on a basis other than at cost;
- (b) Negotiating indirect cost rates, when FAA has division or corporate contract administration responsibilities, quick close-out procedures are used, or indirect rate caps are negotiated in the contract;
- (c) Proposing, negotiating, or determining costs under terminated contracts;
- (d) Price revision of fixed-price incentive contracts;
- (e) Price re-determination of price re-determination contracts; and
- (f) Pricing changes and other contract modifications.

When another Government agency has division or corporate contract administration responsibilities, FAA may agree to cost principles of the administering agency to determine or negotiate indirect rates not covered by (a) or (b) above.

### **3.2.3.4 Cost Accounting Standards Revised 9/2020**

#### **3.2.3.4.1 Applicability Added 9/2020**

This section applies to Cost Accounting Standards (CAS) for contracts, subcontracts, orders, and modifications for products, services, and construction.

#### **3.2.3.4.2 Policy Revised 4/2022**

All contractors and subcontractors must use Cost Accounting Standards (CAS) according to 48 CFR Part 99 for estimating, accumulating, and reporting costs in connection with pricing, administering, and settling disputes concerning all negotiated prime and subcontract procurements \$2,000,000 or more, except for contracts or subcontracts exempted by these regulations. The following categories of contracts and subcontracts are exempt from all CAS requirements:

- (a) Negotiated contracts and subcontracts less than \$2,000,000. For purposes of this paragraph, an order issued by one segment to another segment must be treated as a subcontract;
- (b) Contracts and subcontracts with small businesses;
- (c) Contracts and subcontracts with foreign governments or their agents or instrumentalities or (insofar as the requirements of CAS other than 9904.401 and 99.402 are concerned) any contract or subcontract awarded to a foreign concern;
- (d) Contracts and subcontracts in which the price is set by law or regulation;

- (e) Firm fixed-priced and fixed-price with economic price adjustment (provided that the price adjustment is not based on actual costs incurred) contracts and subcontracts, for acquisition of commercial items;
- (f) Time-and-materials (the fixed hourly rate portion) and labor-hour contracts and subcontracts;
- (g) Contracts or subcontracts of less than \$7.5 million, provided that, at the time of award, the business unit of the contractor or subcontractor is not currently performing any CAS-covered contracts or subcontracts valued at \$7.5 million or greater;
- (h) Contracts and subcontracts to be executed and performed entirely outside the United States, its territories, and possessions; and
- (i) Firm fixed-price contracts or subcontracts awarded on the basis of adequate price competition without submission of certified cost or pricing data.

### **3.2.4 Types of Contracts**

#### **3.2.4.1 Applicability Revised 9/2020**

This section is applicable to contracts for procurement of all products, services, construction and real property.

#### **3.2.4.2 Policy**

Contracts may be of any type or combination of types except for cost plus a percentage of cost contracts, which are prohibited. The use of fixed-price contracts is strongly encouraged whenever appropriate. Development contracts may be incrementally phased fixed-price contracts. All contracts, except those issued in emergency situations, must be in writing.

#### **3.2.4.3 Guidance and Principles Revised 10/2018**

The types of contracts that may be used for FAA procurements are addressed in AMS guidance. Types of contracts other than those specified in the guidance may be used when approval has been obtained from an official one level above the CO within the contracting organization.

Contracting officers should clearly identify the type of contract(s) at the front of each contract and in SIRs, when appropriate. Where multiple types of contracts are used in one contract, performance requirements, terms and conditions, and prices (or estimated cost and fee) for each type of contract should be clearly separated and partitioned.

The multi-year contract may be used for the acquisition of products and services in accordance with any applicable restrictions and appropriate appropriations acts.

### **3.2.5 Contractor Ethical Guidelines**

#### **3.2.5.1 Applicability**

This policy is applicable to all contracts.

### **3.2.5.2 Policy**

FAA business must be conducted in a manner above reproach and, except as authorized by statute or regulation, with complete impartiality and with preferential treatment for none.

### **3.2.6 Reserved Revised 10/2023**

#### **3.2.6.1 Reserved Revised 10/2023**

#### **3.2.6.2 Reserved Revised 10/2023**

### **3.2.7 Anti-Counterfeit Management Added 4/2014**

#### **3.2.7.1 Applicability Revised 9/2020**

Anti-Counterfeit policy and non-conforming parts requirements are applicable to (1) products and services contracts over \$50M; (2) construction contracts for NAS applications over \$2M; and (3) office equipment and/or supplies for NAS applications over \$2M.

#### **3.2.7.2 Suspected Counterfeit and Non-Conforming Parts Added 4/2014**

Anti-Counterfeit policy, guidance and procedures apply to securing the FAA equipment supply chain from counterfeit and non-conforming parts.

The CO must ensure that instruction to contractors result in the most efficient and economical way to mitigate the entry of suspected counterfeit and non-conforming parts in the FAA supply chain by:

- ☐ Not knowingly procuring suspected counterfeit and non-conforming parts.
- ☐ Documenting all occurrences of suspected and confirmed counterfeit parts in the appropriate reporting system, including the Government-Industry Data Exchange Program (GIDEP).
- ☐ Making information about counterfeiting accessible at all levels of the FAA supply chain as a method to prevent further counterfeiting.

Notifying the appropriate FAA investigative organization, or US Government intelligence authorities, and those who use the suspected and confirmed counterfeit parts, of incidents at the earliest opportunity

### **3.3 Contract Funding and Payment Revised 10/2011**

#### **3.3.1 Contract Funding and Payment**

Contract payment processes expedite the performance of essential contracts. The FAA will structure payment plans and schedules that are conducive to efficient and economical contract performance.

##### **3.3.1.1 Applicability Revised 9/2020**

This section applies to all contracts. This section includes:

- (a) Payments;
- (b) Prompt payment;
- (c) Non-delivery payments (commercial and noncommercial);
- (d) Contract funding; and
- (e) Debt collection.

##### **3.3.1.2 Policy**

###### **3.3.1.2.1 Payment Revised 9/2020**

Prudent contract payment methodologies expedite the performance of essential products, services, or construction contracts. The CO should strive to structure the contract to allow frequent partial deliveries. If partial deliveries are not possible or the interval between deliveries is long, non-delivery payments may be necessary for efficient and economical contract performance.

###### **3.3.1.2.2 Prompt Payment Revised 9/2020**

For products, services, or construction contracts, the FAA should make payments for all acceptable deliveries within 30 days after receipt of a proper invoice and receiving report (fifteen (15) calendar days for contracts with small businesses, whenever practicable). Interest will apply to any payment later than thirty (30) calendar days. However, except under contracts for services, interest will not apply to late payments on interim vouchers under time- and-material, labor-hour, and cost reimbursement contracts.

For real property contracts, the FAA should make payments within thirty (30) calendar days or as provided in the contract. The CO has discretion in applying late payment interest to payments made within the scope of real property contracting actions.

###### **3.3.1.2.3 Non-delivery Payments (Commercial and Noncommercial)**

The CO may use any of the non-delivery payment methods available for use. Other types of non-delivery payments may be made as long as they are mutually agreed upon and the interest of the FAA and the U.S. taxpayer are protected (e.g., security, adequate accounting system, etc.). All

non-delivery payment plans not described in this section require approval one level above the CO.

#### **3.3.1.2.4 Contract Funding**

The FAA must comply with the Anti-Deficiency Act and other fiscal laws.

#### **3.3.1.2.5 Debt Collection**

Debt collection is the responsibility of the CO in coordination with the payment office. Interest must be assessed on all uncollected debt in accordance with this section.

### **3.3.2 Reserved Revised 10/2011**

## **3.4 Bonds, Insurance, and Taxes**

### **3.4.1 Bonds and Insurance**

#### **3.4.1.1 Applicability Revised 7/2008**

This section applies to construction contracts subject to the Miller Act, and to any other contracts that the CO determines would benefit from use of bonds, guarantees, and insurance to protect FAA's interest.

#### **3.4.1.2 Policy Revised 10/2010**

The FAA will comply with the intent of the Miller Act (40 U.S.C. § 270a-270f) by requiring payment and performance bonds for construction contracts over \$150,000. The FAA may also require proposal guarantees, payment bonds, performance bonds, and insurance for any contract when necessary to protect FAA's interests.

### **3.4.2 Taxes**

#### **3.4.2.1 Applicability Revised 9/2020**

This section applies to all contracts and prescribes guidance for (a) using tax clauses in contracts (including foreign contracts), (b) asserting immunity or exemption from taxes, and (c) obtaining tax refunds. It explains Federal, State, and local taxes on certain products and services acquired by executive agencies and the applicability of such taxes to the Federal Government. It is for the general information of Government personnel and does not present the full scope of the tax laws and regulations.

#### **3.4.2.2 Policy**

The FAA policy is to provide appropriate contract clauses for (a) Federal Excise Taxes levied on

the sale or use of particular products or services, (b) exemption of Federal Excise Taxes, and (c) exemption of Federal purchases and property from state and local taxes. The service organization must use the appropriate clauses for the tax situation at hand.

### **3.5 Patents, Rights in Data and Copyrights**

#### **3.5.1 Applicability**

The policies prescribed in this section are applicable to all contracts involving intellectual property issues.

#### **3.5.2 Policy**

Patents, copyrights, and other rights in data are valuable intellectual property. The FAA acquires patents, copyrights, and other rights in data as necessary to:

- ☐ Enhance the competitive process;
- ☐ Ensure the ability to use, maintain, repair, and modify products procured under FAA contracts;
- ☐ Recoup development costs of, and fund improvements in, products and equipment;
- ☐ Develop products for FAA and public use; and
- ☐ Protect its position in the competitive marketplace.

### **3.6 Socio-Economic and Other Policies and Programs**

#### **3.6.1 Small Business Program Revised 7/2020**

##### **3.6.1.1 Applicability Revised 4/2024**

The policies in this Section apply to FAA procurements for products, construction, and services but exclude those procurements using purchase cards, purchase card checks, electric utilities, real property, grants, memoranda of understanding, non-appropriated funds, contracts with foreign governments or international organizations, agreements, and required sources of supplies/services and use of Government sources including products available from Federal Prison Industries (FPI) (See AMS Guidance T3.6.1 Small Business Program).

##### **3.6.1.2 Policy Revised 10/2022**

The FAA must comply with Presidential directives, constitutional standards, public laws, and follows DOT Secretary Policy Statements to promote, expand, aggressively provide procurement opportunities as prime contractors and as subcontractors for small businesses, small businesses owned by socially and economically disadvantaged individuals, women-owned small businesses and service-disabled veteran owned small businesses. The FAA's Small Business Program (AAP-20) staff currently has and will continue to have responsibility for:



- ☐ FAA's policy and program on the utilization of small business and small businesses owned and controlled by socially and economically disadvantaged individuals;
- ☐ Establishing mechanisms for monitoring and evaluating the effectiveness of the small business program; and
- ☐ Ensuring FAA-wide implementation and accomplishment of the small business program objectives.

Key features of the small business program will include:

- ☐ Competitive/noncompetitive set-asides;
- ☐ Establishment of eligibility criteria and measurable prime contracting and subcontracting goals;
- ☐ Vigorous outreach efforts;
- ☐ Mentor-Protégé Program; and
- ☐ Small business forums.

### **3.6.1.3 Principles for the Small Business Program Revised 7/2020**

#### **3.6.1.3.1 Program Goals Revised 7/2020**

Prior to the end of each fiscal year, measurable annual FAA wide major procurement program goals (including subcontracting goals) will be established to provide attainable and reasonable opportunities for small businesses and small businesses owned and controlled by socially and economically disadvantaged individuals to participate in contracts awarded by the FAA for the next fiscal year.

To ensure attainment of the program goals, senior management will be held responsible and goal achievement will be monitored at all levels in the agency. Additionally, the AAP-20 Staff will conduct vigorous outreach efforts that may include participating in Small Business Conferences, Small Business forums, etc.

#### **3.6.1.3.2 Prime Contracting with Small Businesses Revised 1/2017**

When appropriate, individual procurements may be set aside for competitive award among small businesses. Individual procurements may also be set-aside for small businesses two categories (combined set-asides).

#### **3.6.1.3.3 Reserved Revised 1/2017**

#### **3.6.1.3.4 Set-Asides to Small Businesses Owned and Controlled by Socially and Economically Disadvantaged Individuals 8(a) Certified, Service-Disabled Veterans, Historically Underutilized Business Zones, Small Disadvantaged Business, Women Owned Small Business, and Economically Disadvantaged Women-Owned Small Business Revised**

Except for those acquisitions being purchased using the agency purchase card, or those acquisitions subject to AMS 3.8.4.2 Government Sources for Product and Services, each acquisition of supplies or services with a TEPV exceeding the micro-purchase threshold, but not exceeding the AMS risk threshold, is reserved exclusively for Socially and Economically Disadvantaged Business (SEDB) 8(a) Certified Vendors, Service-Disabled Veteran-Owned Small Businesses (SDVOSBs), Historically Underutilized Business Zone (HUBZone) small businesses, Small Disadvantaged Businesses (SDB), Women-Owned Small Business (WOSB), and/or Economically Disadvantaged Women-Owned Small Business (EDWOSB) vendors (collectively referenced as small business socioeconomic categories), unless the Contracting Officer determines there is not a reasonable expectation of obtaining offers from responsible small business socioeconomic categories that are competitive in terms of market prices, quality and delivery. The Contracting Officer must submit the Small Business Set-Aside Determination and Coordination Form to the FAA Small Business Office (AAP-20) if not setting aside for small business socioeconomic categories or small business firms for acquisitions exceeding the micro-purchase threshold but not over the AMS risk threshold (For additional information see AMS Guidance T3.6.1, Small Business Program).

In addition, other individual procurements outside the above specified range may be set-aside for competitive award among small business socioeconomic categories, when appropriate.

#### **3.6.1.3.5 Noncompetitive Awards to SEDB 8(a) Certified Vendors Revised 4/2024**

Individual procurements may be noncompetitively awarded to SEDB 8(a) Certified vendors when the anticipated total value of the procurement (including all options) is less than \$10 million under any North American Industry Classification System codes. Where a procurement exceeds the noncompetitive threshold, the procurement may be awarded on a noncompetitive basis to SEDB 8(a) Certified vendors if: (1) there is not a reasonable expectation that at least two or more SEDB 8(a) Certified sources will submit offers that are in the Government's best interest in terms of quality, price and/or delivery; or (2) the award will be made to a SEDB 8(a) Certified vendor owned by an Alaska Native Corporation (ANC), Indian tribe, or Native Hawaiian Organization. Noncompetitive awards above \$25 million to SEDB 8(a) Certified vendors, including an SEDB 8(a) certified vendor owned by an ANC, Indian Tribe, or Native Hawaiian Organization, must be justified and documented as indicated in AMS Guidance T3.6.1 Small Business Program.

##### **3.6.1.3.5.1 Noncompetitive Awards for New or Replacement Air Traffic Control Towers to SEDB (8a) Certified Vendors Added 9/2024**

Individual procurements may be awarded noncompetitively to SEDB 8(a) Certified vendors when the total estimated potential value (TEPV) of the procurement (including all options) is less than or equal to \$70 million for the construction of new or replacement of Air Traffic Control Towers. Noncompetitive awards utilizing this increased threshold require a documented rational basis supporting the decision to award in accordance with AMS Guidance T3.6.1.B.2.e. See AMS Guidance T1.15A4d. for legal coordination guidance.

#### **3.6.1.3.6 Set-Asides or Noncompetitive Awards to Service-Disabled Veteran Owned Small Businesses Revised 4/2024**

When appropriate, individual procurements may be awarded noncompetitively or set-aside competitively for award among service-disabled veteran owned small businesses.

#### **3.6.1.3.7 Set-Asides to or Noncompetitive Award to Historically Underutilized Business Zone (HUBZone) Small Businesses Revised 4/2024**

When appropriate, individual procurements may be awarded noncompetitively or set-aside competitively for award among Historically Underutilized Business Zone (HUBZone) small businesses. Noncompetitive awards may only be made when the anticipated total value of the procurement (including all options) is \$7.5 million or below for procurements assigned manufacturing North American Industry Classification System codes and \$4.5 million or below for all other procurements.

#### **3.6.1.3.8 Set-Asides or Noncompetitive Award to Women Owned Small Businesses Revised 4/2024**

When appropriate, individual procurements may be awarded noncompetitively or set-aside competitively for award among certified Women-Owned Small Business (WOSB) eligible under the WOSB Program. Noncompetitive awards may only be made when the anticipated total value of the procurement (including all options) is \$7 million or below for procurements assigned eligible manufacturing NAICS codes and \$4.5 million or below for all other eligible procurements.

#### **3.6.1.3.9 Set-Asides or Noncompetitive Awards to Economically Disadvantaged Women-Owned Small Businesses Revised 4/2024**

When appropriate, individual procurements may be awarded noncompetitively or set-aside competitively for award among certified Economically Disadvantaged Women-Owned Small Businesses (EDWOSB) eligible under the WOSB Program. Noncompetitive awards may only be made when the anticipated total value of the procurement (including all options) is \$7 million or below for procurements assigned eligible manufacturing NAICS codes and \$4.5 million or below for all other eligible procurements.

#### **3.6.1.3.10 Set-Asides to Small Disadvantaged Business Revised 10/2021**

When appropriate, individual procurements may be set-aside competitively for award among small disadvantaged businesses.

##### **3.6.1.3.10.1 Noncompetitive Awards for New or Replacement Air Traffic Control Towers to Small Disadvantaged Businesses Added 9/2024**

Individual procurements may be awarded noncompetitively to Small Disadvantaged Businesses (SDB) when the total estimated potential value (TEPV) of the procurement (including all options) is less than or equal to \$70 million for construction of new or replacement of Air Traffic Control Towers. Noncompetitive awards utilizing this increased threshold require a documented rational basis supporting the decision to award, in accordance with AMS Guidance T3.6.1.B.2.e. See AMS Guidance T1.15A4d. for legal coordination guidance.

#### **3.6.1.3.11 Subcontracting with Small Businesses and Small Businesses Owned and Controlled by Socially and Economically Disadvantaged Individuals Added 10/2021**

When appropriate, subcontracting opportunities will be encouraged.

### **3.6.2 Labor Laws**

#### **3.6.2.1 Applicability Revised 4/2024**

The Davis-Bacon Act (40 U.S.C. § 276a), Convict Labor (18 U.S.C. § 4082-(c)(2)), Copeland Act (18 U.S.C. § 874 and 40 U.S.C. § 276c), Walsh-Healey Public Contracts Act (41 U.S.C. §§ 6501-6511), Service Contract Labor Standards (41 U.S.C. §§ 6701-6707), executive orders (E.O.s) related to equal employment opportunity (E.O. 11246), the minimum wage for Federal Contractors (E.O. 14026), and project labor agreements (E.O. 14063), and other labor laws and regulations apply to acquisitions for products, services, construction, and real property as appropriate.

#### **3.6.2.2 Policy Revised 9/2020**

The FAA will comply with labor laws when acquiring products, services, construction, and real property consistent with the thresholds established herein the Acquisition Management System.

### **3.6.3 Environment and Conservation Revised 4/2023**

#### **3.6.3.1 Applicability Revised 4/2009**

This section applies to all FAA Screening Information Requests (SIRs) and contracts performed in the United States.

#### **3.6.3.2 Policy Revised 1/2024**

It is the policy of FAA to contract with entities that are in compliance with applicable environmental, energy, safety, and drug-free workplace laws, orders, and regulations.

FAA will ensure that all contract actions and purchases comply with statutory requirements. FAA should prioritize products, services, or real property interests that meet more than one of the applicable

requirements and is encouraged to procure products, services, or real property in a cost-effective manner that advance achievement of energy and environmental performance goals. FAA will use Category Management solutions for products or services to the maximum extent practicable, which can help meet sustainability goals and better leverage the government's buying power.

FAA will give purchasing preference to products that:

- (a) Meet minimum requirements for recycled content as identified by EPA's Comprehensive Procurement Guideline (CPG) Program;
- (b) Are designated as biobased or BioPreferred by USDA;
- (c) Are certified by ENERGY STAR® or designated by the Federal Energy Management Program (FEMP) as energy efficient products.
- (d) Reduce embodied carbon in construction materials to the greatest extent practicable for FAA funded projects.

FAA will maximize substitution of alternatives to ozone-depleting substances in its procurements, as identified under EPA's Significant New Alternatives Policy (SNAP) program.

FAA should also seek sustainable products and services identified by other EPA programs, including WaterSense®, Safer Choice®, and SmartWay® as well as non-federal specifications, standards or labels that meet or exceed those recommended by EPA or meet criteria developed or adopted by consensus standards bodies.

### **3.6.3.3 Environmental Performance and Sustainability Factors Revised 10/2016**

#### **3.6.3.3.1 Recycled-Content Products Revised 1/2024**

In order to meet the objectives of Executive Order (EO) 14057, FAA will prioritize purchase of products that can be reused, refurbished, or recycled and products composed of recycled content, which are biobased, or are energy and water efficient. The FAA will prioritize purchase of sustainable products identified by the EPA.

#### **3.6.3.3.2 Energy Conservation and Efficiency Revised 1/2024**

In order to meet the objectives of EO 14057, the Energy Policy Act of 2005 (EPA 2005), the Energy Independence and Security Act of 2007 (EISA 2007), the Energy Act of 2020, and FAA Order 1053.1 (series), FAA will procure ENERGY STAR®-labeled and FEMP-designated products, where life-cycle cost effective, and ENERGY STAR buildings, unless the space requirement is exempted by EISA 435.

FAA will also promote electronics stewardship throughout the acquisition life cycle and ensure a procurement preference for environmentally sustainable electronic products in accordance with statutory mandates such as Electronic Products Assessment Tool (EPEAT)-registered products. These considerations will be identified in the procurement planning and SIR/contract documents when procuring products or services affecting FAA energy consumption. The decision not to

procure such items will be based on a determination that such procurement items:

1. Are not reasonably available within a reasonable period of time;
2. Fail to meet the performance standards set forth in the applicable specifications or fail to meet the reasonable performance standards of the procuring agencies; or
3. Are only available at an unreasonable price.

To reduce scope 1 and 2 greenhouse gas emissions and achieve net-zero emissions buildings, the FAA will implement the Council on Environmental Quality Guiding Principles for Sustainable Federal Buildings (Guiding Principles), as amended, for building design, construction, and operation of all new or renovated Federal buildings greater than 25,000 gross square feet entering the planning phase after January 31, 2022.

#### **3.6.3.3.3 BioPreferred and Biobased Designated Products Revised 1/2024**

In order to meet the objectives of EO ~~13834~~14057, the Farm Security and Rural Investment Act of 2002, the Food Conservation and Energy Act of 2008, and the Agricultural Act of 2014, FAA will purchase and use USDA BioPreferred and biobased designated products, which are products derived from plants and other renewable agricultural, marine, and forestry materials and provide an alternative to conventional petroleum derived products. FAA will give preference to products composed of the highest percentage of biobased material practicable. These considerations will be identified in procurement planning, SIR/contract documents. The decision not to procure such items will be based on a determination that such products within a product category:

1. Are not reasonably available within a reasonable period of time;
2. Fail to meet the performance standards set forth in the applicable specifications or fail to meet the reasonable performance standards of the procuring agencies; or
3. Are only available at an unreasonable price.

#### **3.6.3.3.4 Alternatives to Ozone Depleting Substances and Hydrofluorocarbons Revised 1/2024**

In order to meet the objectives of EO 14057 and the Clean Air Act, FAA will procure Significant New Alternative Policy (SNAP) chemicals or other alternatives to ozone-depleting substances and hydrofluorocarbons, where feasible, as identified by SNAP. FAA will ensure that the product complies with statutory mandates (e.g., biobased) if applicable to the product category. These considerations will be identified in the procurement planning and SIR/contract documents.

#### **3.6.3.3.5 Water Conservation and Efficiency Revised 1/2024**

In order to meet the objectives of EISA 2007, Energy Act of 2020, EO 14057, and FAA Order 1053.1 (series), FAA will purchase WaterSense certified products and services, unless not life-cycle cost effective. These considerations will be identified in the procurement planning and SIR/contract documents when procuring products or services affecting FAA water consumption.

#### **3.6.3.3.6 Chemicals Management Revised 1/2024**



FAA should purchase Safer Choice labeled products to reduce the overall quantity of chemicals and toxic materials acquired, used, and disposed of. FAA will ensure that the product complies with the statutory mandates (e.g., biobased) if applicable to the product category. These considerations will be identified in the procurement planning and SIR/contract documents.

Additionally, FAA will implement EPA's Integrated Pest Management Principles and Water Efficient Landscaping practices to reduce and eliminate the use of toxic and hazardous chemicals and materials.

#### **3.6.3.4 Environmental Review Added 9/2020**

The National Environmental Policy Act (NEPA) requires agencies to consider the environmental impact of major federal actions, including certain procurement actions. FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, provides policies and procedures to ensure agency compliance with NEPA (42 United States Code [U.S.C.] §§ 4321-4335), the requirements set forth in the Council on Environmental Quality (CEQ), Title 40, Code of Federal Regulations (CFR), parts 1500-1508, Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (CEQ Regulations), and Department of Transportation (DOT) Order 5610.1C, Procedures for Considering Environmental Impacts. The FAA uses the NEPA process to conduct environmental review required by other statutes, such as the Endangered Species Act and the National Historic Preservation Act.

#### **3.6.3.5 Environmental Due Diligence and Real Property Revised 1/2024**

FAA real property transactions are subject to the requirements of FAA Order 1050.19 (series), Environmental Due Diligence in the conduct of FAA Real Property Transactions and Paragraph 2-7 of Order 1050.1 (series), in order to identify and minimize potential environmental liabilities associated with the condition of the property and past activities at the site. Environmental due diligence requirements must be completed prior to executing contracts for the initial acquisition or disposal of real property, including the conveyance, sale or transfer of any FAA land, buildings, and structures. This also includes "outgrants", as defined in Appendix C.

#### **3.6.3.6 Delivery of Electronic and Paper Documents Revised 9/2020**

Contractors must submit acquisition-related documents electronically, to the maximum extent practicable. When paper documents are submitted to the FAA, they must be printed or copied double-sided. Refer to the Recycled-Content Products Policy above for additional requirements for delivery of paper documents.

#### **3.6.3.7 Reserved Revised 4/2023**

#### **3.6.3.8 Hazardous and Radioactive Materials Revised 9/2020**

#### **3.6.3.8.1 Hazardous Material Identification and Safety Data Revised 1/2024**

It is FAA policy to comply with Occupational Safety and Health Administration (OSHA) regulations on hazardous materials, conditions and precautions. To comply with these regulations, FAA must obtain information from contractors when hazardous materials are provided to FAA. Contractors are required to identify any hazardous materials delivered under a contract, as defined in Federal Standard 313 (FED-STD-313 series); and must provide Safety Data Sheets for all identified hazardous materials.

#### **3.6.3.8.2 Notice of Radioactive Material Revised 9/2020**

The contractor is required to notify the FAA, prior to delivery, of radioactive material that requires specific licensing under the Atomic Energy Act of 1954; or material with a specific activity that is greater than 0.002 microcuries per gram, or a specific activity per item exceeds 0.01 microcuries.

#### **3.6.3.9 Waste Management Revised 1/2024**

In order to meet the objectives of EO 14057, FAA will reduce the generation of non-hazardous solid waste (including construction and demolition (C&D) waste) that requires treatment and disposal by supporting markets for recycled products and promoting a transition to a circular economy. The FAA will divert 50% of non-hazardous solid waste (including C&D debris) sent to treatment and disposal facilities by 2025 and 75% of such non-hazardous solid waste by 2030. Contractors must comply with the waste reduction and reporting requirements set forth by FAA with regard to the diversion of non-hazardous solid waste and C&D debris. Waste management will further be accomplished through employing source reduction strategies (such as purchasing items that can be reused, refurbished, or recycled). Waste management factors must be considered, to the maximum extent practicable, in acquisitions where their application would be meaningful and consistent with meeting FAA requirements. These factors must be identified in the procurement planning and SIR/ contract documents.

#### **3.6.3.10 Seismic Safety Revised 9/2021**

Buildings, or space, acquired for the FAA or constructed on FAA property must meet current seismic safety requirements as provided in E.O. 13717 & P.L. 101-614. It is FAA's policy to mitigate seismic hazards in FAA occupied buildings in order to ensure the safety of its employees. Every effort should be made in the space acquisition process to ensure that FAA employees are housed in seismically safe buildings. New or succeeding leases are to be for space in buildings that comply with seismic standards as described in the most recently published version of the National Institute of Standards and Technology (NIST), Standards for Seismic Safety for Existing Federally Owned or Leased Buildings. Every new building constructed by the FAA must comply with the earthquake-resistant design provisions of the International Building Code.



### **3.6.4 Foreign Acquisition Revised 4/2014**

#### **3.6.4.1 Buy American Act Revised 9/2020**

The FAA will comply with the tenets of the Buy-American Act to maximize the use of the products and construction materials produced in the United States (41 U.S.C. §§ 8301-8305) as well as the obligation set forth by the Act to use only steel and manufactured goods produced in the United States (49 U.S.C. § 50101) as part of the agency's best value determination during the contractor selection process.

#### **3.6.4.2 Export Control Added 4/2014**

The FAA will comply with all U. S. Export Control laws and regulations, including the International Traffic in Arms Regulations (ITAR), 22 CFR Parts 120 through 130 and the Export Administration Regulations (EAR), 15 CFR Parts 730 through 774.

### **3.6.5 Indian Incentive Program**

The FAA is subject to the requirements of paragraph 1544 of 25 U.S.C. that establishes an incentive payment for contractors of Federal agencies that subcontract with or use suppliers who are Indian organizations or Indian-owned economic enterprises in performing the contract. This incentive payment may be equal to 5 percent of the amount paid, or to be paid, to a qualifying subcontractor or supplier that is an Indian organization or Indian-Owned economic enterprise.

### **3.6.6 Drug Free Workplace Revised 4/2023**

The FAA must deem any offer unqualified and ineligible for award unless the offeror has certified that it is a drug free workplace. After contract award, if there is adequate evidence to suspect that the contractor submitted a false certification or failed to comply with the certification, the FAA may suspend payments, terminate the contract for default, debar or suspend the contractor, or take other appropriate action to obtain quality performance by a lawfully operating contractor.

### **3.6.7 Fastener Quality Act Revised 4/2023**

The FAA must comply with Pub. L. 101-592, as amended by Pub. L. 104-113 in equipment and construction applications which require the use of high-strength fasteners.

### **3.6.8 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (49 CFR Part 24) Revised 4/2023**

To the extent that it is applicable to FAA real property transactions, Cos must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (promulgated in 49 CFR Part 24). Provisions of the Uniform Act are mandatory and are

applicable to each Federal agency that administers programs or provides financial assistance for projects, which involve land acquisition or relocation assistance. The FAA must (1) provide uniform, fair and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects; (2) ensure relocation assistance is provided to displaced persons to lessen the emotional and financial impact of displacement; (3) ensure that no individual or family is displaced unless decent, safe and sanitary housing is available within the displaced person's financial mean; (4) help improve the housing conditions of displaced persons living in substandard housing; and (5) encourage and expedite acquisition by agreement and without coercion.

### **3.7 Freedom of Information Revised 10/2018**

#### **3.7.1 Applicability Revised 10/2018**

Freedom of information is applicable to all FAA procurements including agreements, real property, utilities, credit cards, commercial and simplified purchase method.

#### **3.7.2 Policy Revised 10/2018**

The FAA will comply with the Freedom of Information Act which requires that the FAA provide information to the public by (i) publication in the Federal Register; (ii) providing an opportunity to read and copy records; or (iii) upon a reasonable request. Certain information may be exempted from disclosure; such as, classified information, trade secrets, and confidential commercial or financial information, interagency or intra-agency memoranda, or to personal and medical information pertaining to an individual.

### **3.8 Special Categories of Contracting**

#### **3.8.1 Agreements**

##### **3.8.1.1 Applicability**

##### **3.8.1.2 Use of Agreements Revised 1/2012**

It is FAA's policy to use various agreements, other than procurement contracts, to obtain or provide services and supplies when necessary to accomplish the mission of FAA. These agreements may be made with another Federal agency or instrumentality of the Federal government, a modal administration within the Department of Transportation, a state, local government, municipality, or other public entity, and private entities. (See 49 U.S.C. 106(l)). The following is a list of the more commonly used agreements (other than procurement contracts):

- (a) Interagency agreements;
- (b) Intra-agency agreements;
- (c) Reimbursable agreements;
- (d) Agreements with other public entities; and
- (e) Agreements to provide services to a private entity on an individualized basis.

### **3.8.1.3 Principles for Agreements**

Agreements with other Federal Agencies (as defined in section 551(1) of title 5) are appropriate where FAA provides services or supplies or facilities to another Federal agency, or where FAA is the requesting agency to receive services, or supplies, or facilities from another Federal agency or that agency's contractor. Where the FAA and the Department of Defense are engaged in joint actions to improve or replenish the national air traffic system, the AMS policies governing FAA acquisitions are applicable. In those instances where the FAA acquires goods or services through the Department of Defense or other agencies, the FAA is bound by the acquisition laws governing those agencies.

## **3.8.2 Service Contracting**

### **3.8.2.1 Applicability**

This section applies to advisory and assistance contracts and other services, including personal services such as employees support service as provided for in FAA's Personnel Management System. This section does not apply to FAA employees, temporary, part-time or permanent appointed or hired in accordance with the other applicable portions of the FAA Personnel Management System.

### **3.8.2.2 Policy**

The FAA will generally rely on the private sector for commercial services (see OMB Circular No. A-76, Policies for Acquiring Commercial or Industrial Products and Services Need by the Government). In no event may a contract be awarded for the performance of an inherently governmental function. Advisory and assistance contracts must comply with all applicable laws concerning post-employment and other conflict of interest and ethics laws and policies.

### **3.8.2.3 Personal Services Contracts**

#### **3.8.2.3.1 Reserved**

#### **3.8.2.3.2 Determination**

The FAA may award personal services contracts when the head of a line of business determines that a personal service contract is in the best interest of the agency after thorough evaluation, which includes, but is not limited to the following factors:

- (a) Worker's compensation payments and other tax implications;
- (b) Government's potential liability for services performed;
- (c) Availability of temporary hires to perform the desired services;
- (d) Demonstration of tangible benefits to the agency;

- (e) Detailed cost comparison demonstrating a financial advantage to the Government from such contract;
- (f) Potential post-employment restrictions applicable to former employees;
- (g) Legal determination that the work to be performed is not inherently governmental; and
- (h) Potential post-employment restrictions pursuant to Federal Workforce Restructuring Act of 1994 Public Law 103-226.

Although personal service contracts are permitted, they should be used only when there is a clear demonstrated financial and program benefit to the FAA. The determination required herein is non-delegable and must be reviewed for legal sufficiency by the Office of the Chief Counsel.

#### **3.8.2.4 Performance Based Service Contracts**

Service contracts should incorporate performance based contracting methods to encourage contractor innovation and efficiency, and to help ensure contractors provide timely, cost-effective, and quality performance with measurable outcomes as opposed to either the manner by which the work is to be performed or broad and imprecise statements of work.

#### **3.8.2.5 Cloud Computing Services Contracts Added 10/2016**

All cloud computing services contracts will be conducted in accordance with Federal Risk and Authorization Management Program (FedRAMP) requirements. Further information on FedRAMP may be found at [www.fedramp.gov](http://www.fedramp.gov).

### **3.8.3 Federal Supply Schedule Contracts**

#### **3.8.3.1 Applicability**

This section is applicable when FAA awards Federal Supply Schedule delivery orders for recurring products and services. Additionally, this section addresses requirements to utilize Federal Supply Schedules awarded by GSA, when the FAA is identified in the schedule as a mandatory/non-mandatory user of any supply/service on the schedule.

#### **3.8.3.2 Policy**

The FAA may consider awarding Federal Supply Schedule contracts, or placing orders against Federal Supply Schedules awarded by GSA, for recurring products and services when it is determined to be in the best interest of the FAA.

### **3.8.4 Required Sources of Products/Services and Use of Government Sources**

#### **3.8.4.1 Applicability Revised 2/2005**

This section applies to procurement of all products and services, except for real property,

utilities, and construction.

#### **3.8.4.2 Government Sources for Products and Services Revised 10/2014**

The CO may use available Government sources when they offer the best value to satisfy FAA's mission need. However, pursuant to FAA policy, the CO must acquire products and services offered through the Randolph-Sheppard Vending Facilities Program (20 U.S.C. § 107) and AbilityOne (formerly the Javits-Wagner-O'Day Program) (41 U.S.C. §§ 8501-8506).

FAA policy also requires that FAA purchase products offered by Federal Prison Industries (FPI) when the FPI's product represents the best value to FAA, unless an exception below applies. In making a best value determination for FPI products, the CO must utilize the procedures in AMS Procurement Guidance T3.8.4.A.4. The CO must post an announcement for any procurement for products available from FPI in accordance with AMS Policy 3.2.1.3.12. This policy concerning FPI does not apply if:

- (a) The monetary value of the procurement would not require a competitive procurement process under AMS Policy 3.2.2.4;
- (b) A market analysis would not be required under AMS Policy 3.2.2.4 to support a single-source procurement of the product;
- (c) Suitable used or excess products are available from the government;
- (d) The products are acquired and used outside the United States;
- (e) Services are being acquired; or
- (f) FAA has obtained a waiver from FPI with respect to the particular product or class of products at issue in the procurement.

The CO may allow contractors with cost-reimbursement contracts to use Government sources when in FAA's best interest and the products or services are available. Contractors with fixed-price contracts to protect classified information may acquire security equipment through GSA sources after CO approval.

#### **3.8.5 Accounting Treatment of Leases Added 9/2020**

##### **3.8.5.1 Applicability Added 9/2020**

This section applies to products, services, and real property to the extent authorized by law.

##### **3.8.5.2 Policy Added 9/2020**

It is this policy of the FAA to enter into leases for various products and services when it is determined by the CO, based on financial and other considerations, to be in the best interest of the Government compared to the outright purchase of such assets or services.

It is also FAA policy to avoid establishment of capital leases or lease purchases unless the requesting service organization demonstrates they have complied with the requirements of OMB Circular A-11, Part 8, Appendix B "Scoring of Lease Purchases and Leases of Capital Assets."

For FAA's policy on Capitalization of Leases and Leasehold Improvements, see AMS 3.8.8.2.2.6.

### **3.8.6 Strategic Sourcing Revised 4/2022**

The FAA is leveraging its spending through strategic sourcing and will award contracts for products and services to help the agency optimize performance and minimize price to increase the value of each dollar spent. Therefore, when a needed product or service is available through a strategic sourcing contract, purchasing employees must use a strategic sourcing contract.

All strategic sourcing contracts are established following the AMS Policy and Guidance. To increase achievement of socio-economic acquisition goals, all strategic sourcing procurements must be balanced with socio-economic goals for small businesses, small disadvantaged businesses, women-owned small businesses, veteran-owned businesses, service-disabled veteran-owned businesses, and historically underutilized business zone small businesses in accordance with AMS Policy 3.6.1 Small Business Development Program.

When performance of any strategic sourcing contract requires access to FAA facilities and/or requires handling of sensitive material, the contract must include all of the appropriate clauses and/or restrictions and comply with FAA Order 1600.1F, Personnel Security Program and FAA Order 1600.75, Protecting Sensitive Unclassified Information (SUI).

When an organization is going to strategically source a product or service, it must use mandatory government sources as described in AMS Policy 3.8.4 and Procurement Guidance T3.8.4A.

### **3.8.7 Construction Contracting Added 9/2020**

#### **3.8.7.1 Applicability Added 9/2020**

This section applies to construction contracts, contracts for dismantling, demolition, or removal of improvements, and to the construction portion of contracts for products or services.

#### **3.8.7.2 Policy Added 9/2020**

If portions of multipurpose contracts are so commingled that priced deliverables for construction, service, or supply cannot be segregated and the predominant purpose of the contract is construction, the contract will be classified as construction.

### **3.8.8 Real Property Special Categories of Contracting Added 9/2020**

This section applies to the procurement of all real property interests by lease, purchase, condemnation, or otherwise.

#### **3.8.8.1 Real Property Purchases Added 9/2020**

It is policy of the FAA to purchase real property interests that are in the best interest of the FAA and at fair and reasonable prices. A lease versus purchase analysis must be completed for all prospective real property land acquisitions. All lease versus purchase analyses must take into consideration the anticipated term to satisfy the FAA's needs.

The lease versus purchase analysis is used to determine the most cost-effective method acquisition strategy. If cost is not a determining factor for real property acquisitions and a landowner is unwilling to allow FAA use of the property or demands unreasonable lease terms that forces a condemnation proceeding, a lease versus purchase analysis is not required.

#### **3.8.8.2 Leases Revised 9/2020**

##### **3.8.8.2.1 Applicability Revised 9/2020**

This section applies to real property leases to the extent authorized by law.

##### **3.8.8.2.2 Policy Revised 9/2020**

It is the policy of the FAA to enter into leases for real property when it is determined by the Contracting Officer, based on financial and other considerations, to be in the best interest of the Government compared to the outright purchase of real property.

##### **3.8.8.2.2.1 Types of Leases and Applicability Added 9/2020**

For all new, superseding, and succeeding leases, APM-200 Policy, Planning & Systems Division, must notify and coordinate with the service organization and contracting office at least thirty six (36) months prior to the lease expiration date for all General Services Administration (GSA) controlled space, and FAA direct land and space leases. For specific lease issues that could jeopardize timely completion of the new, superseding, or succeeding lease transaction, the cognizant CO may provide earlier notification to the service organization and APM-200.

##### **3.8.8.2.2.2 Lease Authority Added 9/2020**

In accordance with the provisions of 49 U.S.C. § 40110(c)(1), the CO may enter into a lease with a

term of up to twenty (20) years, notwithstanding the Anti-Deficiency Act. The lease must, however, be appropriately funded by the last day of the first period due under the rental schedule.

#### **3.8.8.2.2.3 Firm Term Leases Added 9/2020**

A firm term lease occurs when the FAA cannot terminate or cancel the lease for a period exceeding 365 days and is contractually committed to rental payments beyond that period. (For additional information on lease termination rights, see AMS Guidance T3.10.6.B Termination of Real Property Contracts). Generally, the FAA discourages the use of firm terms; however, the CO may award a lease with a firm term when it is in the agency's best interest. Prior to awarding a firm term lease, the firm term justification must have written concurrence from the Office of Chief Counsel, Chief of the Contracting Office, Director of Aviation Property Management, Director of Budgets and Programs, and final approval from the Federal Acquisition Executive (FAE).

#### **3.8.8.2.2.4 Holdover Tenancy Added 9/2020**

A holdover tenancy is created when the FAA continues to occupy leased premises after the lease terms has expired. It is the FAA's policy to avoid holdovers to the extent that it is possible and to limit its use in leases. Indefinite holdover clauses should be limited to land acquisitions or for space leases housing mission critical safety equipment. If using a holdover clause, the CO must document the rationale in the award decision document (Negotiator's Report).

#### **3.8.8.2.2.5 Alterations and Improvements Added 9/2020**

Alterations and/or improvements, including Tenant Improvements (TIs), may be required by the FAA to make the leased premises acceptable for FAA occupancy. Post occupancy alterations and improvements must be based upon the service organization's technical requirements, business practices or programmatic needs.

#### **3.8.8.2.2.6 Capitalization of Leases and Leasehold Improvements Added 9/2020**

It is FAA policy to avoid establishment of capital leases or lease purchases unless the requesting organization demonstrates they have complied with the requirements of OMB Circular A-11, Part 8, Appendix B "Scoring of Lease Purchases and Leases of Capital Assets". Capitalized leases and leasehold improvements are not expensed when incurred, but instead are deferred (capitalized) and allocated over the asset's estimated useful life through depreciation expense (for tangible capitalized assets) or amortization expense (for intangible capitalized assets). The FAA must follow the FAA Financial Manual Vol. 8, Property, Plant and Equipment, Chapter 8.6 for capitalization of Leases and Leasehold Improvements.

#### **3.8.8.2.2.7 Secure Federal LEASEs Act Added 7/2023**

Pursuant to the Secure Federal LEASEs Act, Public Law 116-276, the FAA, prior to entering into a



lease or approving a novation agreement for high-security space (facility security level FSL III or above), must require a covered entity to identify and disclose whether the immediate or highest-level owner of the leased space, including an entity involved in the financing thereof, is a foreign person or a foreign entity, including the country associated with the ownership entity.

#### **3.8.8.3 No-Cost Land on Airports Revised 7/2023**

It is the policy of the FAA to confirm when an airport has received Airport Grant Assurance funds requiring it to provide rent-free land. Contracts will be prepared in accordance with Airport Grant Assurance 28 and related appropriation regulations.

#### **3.8.8.4 Utilities Added 9/2020**

The utility acquisition process must be conducted in a fair and equitable manner, following the best commercial business practices, while complying with all applicable regulations. All new construction and major renovation projects at FAA facilities will include installation of advanced meters for electricity in accordance with the Energy Policy Act of 2005 (EP Act of 2005), and gas and steam advanced meters in accordance with the Energy Independence and Security Act (EISA) 2007, Section 434(b). Advanced meters should also be considered to collect water use data for each water supply sources (e.g., domestic potable water and non-potable water, including reclaimed water and rainwater). For existing FAA facilities where no major renovations are anticipated, advanced meters must be implemented where cost-effective and practicable.

#### **3.8.8.5 Condemnation Added 9/2020**

Condemnation proceedings, also referred to as eminent domain, may be initiated, in accordance with established procedures, as a last resort for real property acquisitions when negotiations have reached an impasse and a satisfactory conclusion to the procurement cannot be reached. All condemnations require legal participation. When real property is acquired by purchase or condemnation proceedings, the FAA must follow the Department of Justice Condemnation Guidelines and Regulations of the Attorney General Governing the Review and Approval of Title for Federal Land Acquisitions (2016) for title requirements.

#### **3.8.8.6 Disposal of Real Property Added 9/2020**

There are two sources of authority under which the FAA may dispose of real property:

- (a) Pursuant to 49 U.S.C. § 40110, the FAA has the authority to dispose of airport and airway property and technical equipment used for the special purposes of the FAA for adequate compensation.
- (b) Through the General Services Administration (GSA) and is governed by the Federal Property Administrative Services Act of 1949, as amended. This Act authorizes the Administrator of GSA to dispose of real property.

### **3.8.8.7 Conveyance Added 9/2020**

Conveyance is the legal process of transferring real property from the FAA to another owner. It is the policy of the FAA to transfer ownership of real property when it is in the best interest of the FAA and in compliance with FAA Order 1050.19C, Environmental Due Diligence Audits in the Conduct of FAA Real Property Transactions. Buildings and structures being considered for conveyance must be screened by the appropriate FAA environmental and safety professionals for any environmental or safety issues that may require mitigation prior to transfer.

### **3.8.8.8 Outgrants Added 9/2020**

The FAA may convey unutilized or underutilized leased or owned real property to another government entity or third party as long as the use does not interfere with current or known future FAA needs for the property. The term for a new or succeeding outgrant may not exceed five (5) years.

### **3.8.8.9 Housing Policy Added 9/2020**

The purpose of the FAA Housing program is to provide housing for FAA employees supporting the National Airspace System (NAS) who are working in remotely located areas where commercial housing is not available. The FAA must follow OMB Circular A-45 for the acquisition, management and disposal of FAA owned or leased housing facilities. These provisions are applicable for all Lines of Business/Staff Offices and organizational elements having a requirement for and using FAA housing quarters.

### **3.8.8.10 Rural Development Act (RDA) Added 01/2022**

The requesting FAA service organization must give first consideration to rural areas when searching for locations for new space, other facilities (i.e. research and development facilities, warehouses, labs, clinics, etc.), and land acquisitions, unless mission or program requirements call for urban areas. A rural area is defined as a city, town, or unincorporated area that has population of 50,000 inhabitants or less, other than an urbanized area immediately adjacent to a city, town, or unincorporated area that has a population in excess of 50,000 inhabitants.

## **3.9 Resolution of Protests and Contract Disputes**

### **3.9.1 Applicability**

Protest and contract disputes guidance and principles outlined herein apply to all FAA Screening Information Requests (SIRs), contract awards, and contracts.

### **3.9.2 Policy Revised 1/2017**

By statute, and consistent with the Fundamental Principles of the AMS, the FAA Dispute Resolution Process, administered by the Office of Dispute Resolution for Acquisition (ODRA), serves as the Administrator's exclusive independent venue for bid protests and contract disputes arising under or relating to the AMS. Review of procurement controversies by the Administrator, through the ODRA, helps protect the quality and integrity of the Agency's acquisitions, promotes the public's confidence and ensures that AMS procedures and policies are followed.

The FAA is committed to the early and expeditious resolution of controversy using voluntary mediation, fact-finding, arbitration and other techniques collectively known as "alternative dispute resolution" (ADR). The FAA has pledged to utilize ADR techniques to the maximum extent practicable when such voluntary techniques will produce a fair and expeditious disposition of a controversy.

Protests concerning FAA SIRs or awards of contracts, and contract disputes arising under or related to FAA contracts, must be resolved or adjudicated at the agency level through the FAA Dispute Resolution Process set forth in 14 C.F.R, Part 17. Judicial review, where available, will be in accordance with 49 U.S.C. §46110 and will apply only to final agency decisions. The decision of the FAA will be considered a final agency decision only after an offeror or contractor has exhausted its administrative remedies for a protest or a contract dispute under the FAA Dispute Resolution Process.

### **3.9.3 Voluntary Waiver of Protest Revised 1/2017**

Using procedures described herein, the FAA may determine that it is in the Government's best interest to include a voluntary waiver of protest provision or clause into a Screening Information Request (SIR), contract or class of SIRs or contracts. A provision or clause in such SIRs or contracts prohibiting protests is enforceable provided that:

- (a) The Contracting Officer documents the rational basis detailing the factors considered in the determination that prohibiting protests is in the Government's best interest;
- (b) The FAA Acquisition Executive (FAE) approves the written rational basis;
- (c) The FAA Office of Chief Counsel is provided notice of the rational basis; and
- (d) Prior notice is given to the Office of the FAA Administrator that the FAE intends to include a provision or clause that allows for the voluntary waiver protests in a SIR, contract or class of SIRs or contracts.

The use of a no protest provision or clause will only serve to limit protests of orders or contracts placed against an ordering vehicle such as an Indefinite Delivery, Basic Ordering Agreement or other master ordering agreement. Nothing in this section prohibits a challenge to any term or condition of the ordering vehicle made in accordance with the procedures of the FAA Office of Dispute Resolution for Acquisition (ODRA).

### **3.9.4 FAA Dispute Resolution System Revised 1/2017**

The ODRA is established as an organization that is independent of agency organizations responsible for procurement actions. Pursuant to a delegation of authority by the Administrator, the Director of the ODRA manages the FAA dispute resolution process, promotes ADR, conducts dispute resolution proceedings and recommends action to the Administrator on matters concerning protests or contract disputes. The ODRA is authorized, among other things, to

- ☐ Adjudicate protests and contract disputes on behalf of the FAA Administrator;
- ☐ Promulgate rules of procedure;
- ☐ Issue orders and decisions in accordance with delegations of authority from the FAA Administrator;
- ☐ Exercise broad discretion to resolve protests and contract disputes;
- ☐ Use ADR to settle protests and contract disputes; and
- ☐ Provide fair and impartial "Findings and Recommendations", supported by the case record and law.
- ☐ Recommend changes to the FAA acquisition system based on matters brought before the office.

The Director of the ODRA may redelegate to Special Masters and Dispute Resolution Officers (DROs) such delegated authority as is necessary for efficient resolution of an assigned protest or contract dispute, including the imposition of sanctions or other disciplinary actions.

The applicable ODRA rules of procedure are set forth in 14 CFR Parts 14 and 17, Procedures for Protests and Contract Disputes; Amendment of Equal Access to Justice Act Regulations, effective June 28, 1999. These ODRA Rules are incorporated by reference into this section. Further information and guidance concerning the ODRA dispute resolution process for contract disputes and protests can be found on the [ODRA Website](#).

### **3.9.5 Initial Dispute Resolution at the Contracting Officer Level Revised 1/2017**

Offerors and contractors initially should seek resolution of any concerns or controversies at the Contracting Officer level. Contracting Officers should make reasonable efforts to promptly and completely resolve such concerns or controversies, where possible, and will coordinate their dispute resolution efforts with the FAA Procurement Legal Division or their regional or center Assistant Chief Counsel's office. Attempts to resolve disputes at the contracting officer level do not waive or extend the deadlines set forth in 14 CFR Part 17 for filing at the ODRA.

### **3.9.6 Dispute Resolution at the ODRA Revised 1/2017**

ADR is the primary means of dispute resolution that is employed by the ODRA. Upon request, the Office of Dispute Resolution for Acquisition will make available FAA DROs or appropriately qualified persons from outside the FAA to serve as neutrals in ADR proceedings involving protests and contract disputes. The parties may also employ a neutral of their own choosing. With the agreement of the interested parties, the ODRA may provide ADR services in advance of the filing of a contract dispute or bid protest with the ODRA.

The parties may use any ADR technique proposed by the parties that is deemed by the DRO or neutral to be fair, reasonable, and in the best interest of the parties, including, but not limited to, informal communication, mediation, fact-finding, and binding or nonbinding arbitration. Binding arbitration may be employed only if the protester or contractor and the FAA agree to use this method to resolve the merits of the protest or contract dispute. If binding arbitration is agreed to, the decision of the DRO or neutral arbiter will become a final agency decision. If the parties have not agreed to binding arbitration and are unable otherwise to reach an agreement on the merits of the protest or contract dispute through ADR, then the ODRA will adjudicate the matter to a final Agency decision.

### **3.9.7 Obligation to Continue Performance**

The FAA requires continued performance with respect to contract disputes arising under or related to a contract, in accordance with the provisions of the contract, pending resolution of the contract dispute.

### **3.9.8 Matters Not Subject to Protest Revised 1/2017**

The following matters may not be protested before the Office of Dispute Resolution for Acquisition:

- (a) FAA purchases from or through, state, local, and tribal governments and public authorities;
- (b) FAA purchases from or through other federal agencies;
- (c) Grants;
- (d) Cooperative agreements;
- (e) FAA transactions placed against an ordering vehicle containing a voluntary waiver of protest clause pursuant to paragraph 3.9.3 Voluntary Waiver of Protest; or
- (f) Other transactions that do not fall into the category of procurement contracts subject to the AMS.

### **3.9.9 Confidentiality of the ADR Process**

Settlement discussions and documentation provided to facilitate settlement of the issues will be protected and confidential, to the extent provided by law, ADR agreements and ODRA Protective Orders.

## **3.10 Contract Administration**

### **3.10.1 Contract Administration**

#### **3.10.1.1 Applicability**

The types of activities included in the contract administration phase are:

- (a) Issuing contract modifications;
- (b) Monitoring contract deliverables;
- (c) Assuring that subcontracting policies and requirements are followed;
- (d) Reviewing the contractor's invoices for payment; and
- (e) Closing completed contracts.

### **3.10.1.2 Policy**

The terms and conditions of the contract will be the guidance in performing these tasks.

## **3.10.2 Subcontracting Policies**

### **3.10.2.1 Applicability**

This applies to contracts with the exception of real property and utilities, where a prime contractor may need to subcontract a portion of the work.

### **3.10.2.2 Policy Revised 7/2023**

The CO must consider requiring "Consent to Subcontracts" when the subcontract work is complex, the dollar value is substantial, or the Government's interest is not adequately protected by competition and the type of prime contract or subcontract.

The CO must consider conducting a Contractor Purchasing System Review for each contractor whose sales to the Government, using other than simplified purchases procedures, are expected to exceed \$25 million during the next twelve (12) months.

To the maximum extent practicable, the contractor must incorporate, and require its subcontractors at all tiers to incorporate commercial items or non-developmental items as components of items to be supplied under contract.

## **3.10.3 Government Property Revised 1/2015**

### **3.10.3.1 Government Property Revised 10/2022**

#### **3.10.3.1.1 Applicability Revised 10/2022**

- (a) This part prescribes policies and procedures for providing Government property to contractors; contractors' management and use of Government property; and reporting, redistributing, and disposing of contractor inventory.

(b) It does not apply to—

- (1) Government property provided under any statutory leasing authority, except as to non-Government use of property;
- (2) Property to which the Government has acquired a lien or title solely because of partial, advance, progress, or performance based payments;
- (3) Disposal of real property;
- (4) Software and intellectual property; or
- (5) Government property that is incidental to the place of performance, when the contract requires contractor personnel to be located on a Government site or installation, and when the property used by the contractor within the location remains accountable to the Government. Items considered to be incidental to the place of performance include, for example, office space, desks, chairs, telephones, computers, and fax machines.

#### **3.10.3.1.2 Policy Revised 10/2022**

(a) Contractors are ordinarily required to furnish all property necessary to perform Government contracts.

(b) Contracting officers will provide property to contractors only when it is clearly demonstrated—

- (1) To be in the Government's best interest;
- (2) That the overall benefit to the acquisition significantly outweighs the increased cost of administration, including ultimate property disposal;
- (3) That providing the property does not substantially increase the Government's assumption of risk; and
- (4) That Government requirements cannot otherwise be met.

(c) The contractor's inability or unwillingness to supply its own resources is not sufficient reason for the furnishing or acquisition of property.

(d) *Exception.* Property provided under contracts for repair, maintenance, overhaul or modification is not subject to the requirements of paragraph (b) of this section.

(e) Government property, other than foundations and similar improvements necessary for installing special tooling, special test equipment or equipment, will not be installed or constructed on contractor-owned real property in such fashion as to become nonseverable, unless the Head of the Contracting Activity determines that such installation or construction is necessary and in the Government's interest.

### **3.10.3.1.3 General Revised 10/2022**

(a) Contracting Officers will—

- (1) Allow and encourage contractors to use voluntary consensus standards and industry-leading practices and standards to manage Government property in their possession;
- (2) Eliminate to the maximum practical extent any competitive advantage a prospective contractor may have by using Government property;
- (3) Ensure maximum practical reutilization of contractor inventory for government purposes;
- (4) Require contractors to use Government property already in their possession to the maximum extent practical in performing Government contracts;
- (5) Charge appropriate rentals when the property is authorized for use on other than a rent-free basis; and
- (6) Require contractors to justify retaining Government property not needed for contract performance and to declare property as excess when no longer needed for contract performance.

(b) The FAA will not generally require to establish property management systems that are separate from a contractor's established procedures, practices, and systems used to account for and manage contractor-owned property.

### **3.10.3.1.4 Responsibility and Liability for Government Property Revised 10/2022**

(a) Generally, contractors are not held liable for loss of Government property under the following types of contracts:

- (1) Cost-reimbursement contracts;
- (2) Time-and-material contracts;
- (3) Labor-hour contracts; and
- (4) Fixed-price contracts awarded on the basis of submission of certified cost or pricing data.

(b) The contracting officer may revoke the Government's assumption of risk when the property administrator determines that the contractor's property management practices are noncompliant with contract requirements.

(c) A prime contractor that provides Government property to a subcontractor will not be relieved of any responsibility to the Government that the prime contractor may have under the terms of the prime contract.



(d) With respect to loss of Government property, the contracting officer, in consultation with the property administrator, will determine—

- (1) The extent, if any, of contractor liability based upon the amount of damages corresponding to the associated property loss; and
- (2) The appropriate form and method of Government recovery (may include repair, replacement or other restitution).

(e) When the property administrator determines that a reported case of loss of Government property is a risk assumed by the Government, the property administrator will notify the contractor in writing that it is granted relief of stewardship responsibility and liability. Where the property administrator determines that the risk of loss of Government Property is not assumed by the Government, the property administrator will request that the contracting officer hold the contractor responsible and liable.

#### **3.10.3.1.5 Contractors' Property Management System Compliance Revised 10/2022**

(a) The contract property administrator will conduct an analysis of the contractor's property management policies, procedures, practices, and systems. This analysis will be accomplished as frequently as conditions warrant, in accordance with FAA procedures.

(b) The property administrator will notify the contractor in writing when the contractor's property management system does not comply with contractual requirements, will request prompt correction of deficiencies, and will request from the contractor a corrective action plan, including a schedule for correction of the deficiencies. If the contractor does not correct the deficiencies in accordance with the schedule, the contracting officer will notify the contractor, in writing, that failure to take the required corrective action(s) may result in—

- (1) Revocation of the Government's assumption of risk for loss of Government property; and/or
- (2) The exercise of other rights or remedies available to the contracting officer.

(c) If the contractor fails to take the required corrective action(s) in response to the notification provided by the contracting officer in accordance with paragraph (b) of this section, the contracting officer will notify the contractor in writing of any Government decision to apply the remedies described in paragraphs (b)(1) and (b)(2) of this section.

#### **3.10.3.1.6 Transferring Accountability Revised 10/2022**

Government property will be transferred from one contract to another only when firm requirements exist under the gaining contract (see 3.10.3.2). Such transfers will be documented by modifications to both gaining and losing contracts. Once transferred, all property will be considered Government-furnished property to the gaining contract. The warranties of suitability of use and timely delivery

of Government-furnished property do not apply to property acquired or fabricated by the contractor as contractor-acquired property that is subsequently transferred to another contract with the same contractor.

### **3.10.3.2 Asset Identification and Reporting Added 10/2022**

#### **3.10.3.2.1 Applicability Added 10/2022**

(a) This section prescribes policies and procedures for the asset identification and reporting of Government Personal Property provided by contractors to the Government. This section applies to all SIRs and contracts above the micro-purchase threshold, where the contractor provides personal property.

(b) This does not apply to Real Property.

#### **3.10.3.2.2 Policy Added 10/2022**

In accordance with FAA Order 4600.27D, all SIRs and contracts, where the contractor provides personal property to the Government, must include AMS Clause 3.10.3-1 “Asset Identification and Reporting,” which requires the contractor to place a unique asset identification tag on the lowest replaceable unit and submit asset details and purchase information to the Personal Property Asset Management Property Office (AMPO) prior to delivery.

### **3.10.4 Quality Assurance**

#### **3.10.4.1 Applicability**

Quality Assurance policy and guidelines are applicable to all acquisitions for systems, equipment, material, and services.

#### **3.10.4.2 Policy Revised 10/2011**

For all acquisitions, FAA will:

- (a) Ensure appropriate quality assurance requirements are included;
- (b) Require contractors to act on contractual quality assurance commitments;
- (c) Ensure Government quality and reliability needs are met; and
- (d) Accept only products that meet agreed to requirements.

Additionally, for NAS system acquisitions:

- (a) Require the contractor to report the status of requirements linked to critical performance requirements at specified regular intervals;
- (b) Coordinate with the Quality Assurance Office to ensure appropriate quality assurance requirements are incorporated; and
- (c) Delegate in-plant quality assurance and acceptance authority to the Quality Reliability Officer or other Government agent.

### **3.10.5 Product Improvement/Technology Enhancement**

#### **3.10.5.1 Applicability**

Product Improvement/Technology Enhancement guidance and procedures apply to all FAA procurements, agreements, real property, utilities, and commercial and simplified purchase method.

#### **3.10.5.2 Policy**

The FAA encourages contractors to submit Product Improvement/Technology Enhancement proposals for review at any time during the performance of a contract. The ability to continuously exchange, upgrade, modify, or add new features to equipment and software in response to increased air traffic activity and/or new advancements in technology and methodology is essential. Contractor proposals which are particularly innovative and address savings for the FAA may be given appropriate consideration in the negotiation.

### **3.10.6 Termination of Contracts Revised 9/2020**

#### **3.10.6.1 Termination of Contracts for Products, Services, and Construction Revised 9/2020**

##### **3.10.6.1.1 Applicability Revised 9/2020**

This section applies to contracts for products, services, or construction. .

##### **3.10.6.1.2 Policy Revised 9/2020**

The termination clauses or other contract clauses authorize contracting officers to terminate contracts for convenience, or for default, and to enter into settlement agreements.

The CO must terminate contracts, whether for default or convenience, when it is in the FAA's interest. The CO may effect a no-cost settlement instead of issuing a termination when (1) it is known that the contractor will accept one, (2) Government property was not furnished, and (3) there are no outstanding payments, debts due the Government, or other contractor obligations.

When the price of the undelivered balance is less than the cost of effecting a termination, the contract should not normally be terminated for convenience but should be permitted to run to completion.

#### **3.10.6.2 Termination of Real Property Contracts Added 9/2020**

### **3.10.6.2.1 Applicability Added 9/2020**

This section applies to contracts for real property.

### **3.10.6.2.2 Policy Added 9/2020**

The termination clauses or other applicable contract clauses authorize the CO to cancel a lease or other contract for an interest in real property at any time, in whole or in part, if the CO determines that a termination is in the best interest of the Government.

## **3.10.7 Extraordinary Contractual Actions**

### **3.10.7.1 Applicability**

This section is applicable when the FAA intends to enter into, amend, or modify contracts in order to facilitate the national defense under the extraordinary emergency authority granted by Public Law 85-804 (referred to in this section as the "Act") as amended, and Executive Order 10789 (referred to in this section as the "Executive Order").

### **3.10.7.2 Policy**

The FAA may authorize extraordinary contract relief pursuant to Public Law 85-804. Authority to provide such relief is retained by the DOT Secretary for indemnification requests, and by the FAA Administrator or designee for all other requests.

## **3.10.8 First Article Approval and Testing**

First article testing and approval involves evaluating a contractor's initial, preproduction, or sample model or lot. FAA may utilize first article testing and approval to ensure that a contractor can furnish a product that conforms to all contract requirements for acceptance.

## **3.10.9 Closeout of Completed Contracts Revised 9/2021**

The CO must close physically complete contracts and agreements in accordance with FAST Procurement Guidance. Closeout activities for products, services, and construction contracts must include completion and signing of the Contract Closeout Checklist and Completion Statement template.

## **3.10.10 Real Property Special Contract Administration Actions Added 9/2020**

### **3.10.10.1 Real Estate Asset Management Added 9/2020**

All real property assets must be recorded in the designated real property asset management system. Land and space ownership must be recorded in the real property asset management system after title passes to the Federal Government. Land, structure and space leases must be recorded in real property asset management system after the lease is fully executed. Other real estate assets (e.g., structures) purchased by COs must be recorded in real property asset management system after

completion of the Joint Acceptance and Inspection (JAI), as part of the asset close out process.

### **3.10.10.2 Inspection and Acceptance Added 9/2020**

The CO, or designated representative, should arrange to inspect the real property sufficiently in advance of the occupancy date to ensure it is acceptable and ready for use. Substantial, non-punch list item deficiencies that impact FAA use and/or occupancy of the real property in support of its mission must be corrected before acceptance of the real property, related services, or utility service.

## **3.11 Transportation**

### **3.11.1 Applicability**

Transportation guidance and procedures are applicable to all contracts in applying contract transportation and traffic management considerations in the acquisition of products, acquisition of transportation and transportation-related services, and transportation assistance with traffic management. The making and administration of contracts under which payments are made from Government funds for (1) the transportation of products, (2) transportation-related services, (3) transportation of contractor personnel and their personal belongings, and (4) acquiring transportation or transportation-related services by contract methods other than bills of lading, transportation requests, transportation warrants, and similar transportation forms.

### **3.11.2 Policy**

The CO must ensure that instructions to contractors result in the most efficient and economical use of carrier services and equipment through transportation and traffic management administration. The contract office must obtain traffic management advice and assistance in the consideration of transportation factors required for:

- ☐ SIRs and awards;
- ☐ Contract administration, modification, and termination;
- ☐ Transportation of property by the Government to and from the contractor; and
- ☐ Plants.

## **3.12 Reserved**

## **3.13 Other Administrative Matters**

### **3.13.1 Applicability**

This section is applicable to all screening information requests and contracts.

#### **3.13.1.1 Plain Language Added 7/2006**

When the statement of work for a contract requires the contractor to deliver any document that will be published, either electronically or in hard copy, for dissemination outside the FAA, or for broad dissemination within the FAA, the document must comply with FAA Order 1000.36, "FAA Writing Standards."

### **3.13.2 Policy**

#### **3.13.2.1 AMS Contract Clauses and Provisions Revised 1/2024**

AMS clauses and provisions used in screening information requests and contracts must be consistent with the procurement guidance and clause prescriptions, unless there is an approved rational basis for adopting a different approach.

For supplies, services, and construction contracts, the Assistant Chief Counsel, Acquisition and Fiscal Law Division and the Chief of the Contracting Office (COCO) must approve in advance each rational basis determination regarding the use or tailoring of a mandatory clause or provision.

For real property contracts, the Assistant Chief Counsel, Acquisition and Fiscal Law Division must approve, in advance, rational basis determinations regarding the use or tailoring of mandatory clauses or provisions. For determinations on mandatory clause use or tailoring that pose significant legal and/or financial risk to the FAA, the Assistant Chief Counsel, Acquisition and Fiscal Law Division and the COCO must approve in advance each rational basis determination.

#### **3.13.2.2 Reserved**

##### **3.13.2.2.1 Reserved**

##### **3.13.2.2.2 Reserved**

#### **3.13.3 Reserved Revised 7/2013**

#### **3.13.4 Contract Data Reporting**

The FAA will comply with the uniform reporting requirements of the Federal Procurement Data System.

#### **3.13.5 Congressional Notification of Contract Awards Revised 9/2020**

Through the Department of Transportation's Assistant Secretary for Governmental Affairs, the FAA will notify Congress of contract awards and contract modifications. For congressional notification thresholds, see Guidance T3.13.1.

#### **3.13.6 Seat Belt Use by Contractor Employees**

The FAA will comply with the requirements of Executive Order 13043 entitled "Increasing Seat Belt Use in the U.S.".

### **3.14 Security**

#### **3.14.1 Applicability**

This section is applicable to all screening information requests and contracts.

#### **3.14.2 Policy**

##### **3.14.2.1 Contractor Personnel Security Program Revised 4/2022**

The acquisition community must ensure an adequate level of security for contractor employees as stated in FAA Order 1600.1F, allowing for compliance with OMB Circular A-130, "Management of Federal Information Resources", Executive Order 12829 "National Industrial Security Program", and DOD Directives 5200.2 and 5220.22M.

All FAA employees and contractor and subcontractor employees are subject to the FAA's Insider Threat Detection and Mitigation Program (ITDMP) provided they meet the definition of an "FAA employee" and fall within the scope of the program as defined in FAA Order 1600.82. For more information on this Program, please see [https://www.faa.gov/regulations\\_policies/orders\\_notices/](https://www.faa.gov/regulations_policies/orders_notices/) (FAA only).

##### **3.14.2.1.1 Employment Suitability Revised 10/2007**

Contractor employees (including contractors, subcontractors, or consultants) must be subject to the same investigative and personal identification verification requirements as Federal employees if in similar positions requiring recurring access to FAA facilities or access to FAA information systems or sensitive information.

##### **3.14.3 Classified Information Revised 4/2022**

The CO will ensure that all proposed and awarded procurement actions contain appropriate provisions and clauses if access to classified information is required, in accordance with the National Industrial Security Program Operating Manual as codified by 32 CFR 117, FAA Order 1600.2F Classified National Security Information (CNSI), and FAA Order 1600.1F, Personnel Security Program.

##### **3.14.4 Sensitive Unclassified Information**

The CO, in coordination with the service organization, will ensure that all contractual actions contain provisions and clauses to protect the unauthorized dissemination of FAA sensitive information. Such information may entail Sensitive Unclassified Information (SUI), For Official Use Only (FOUO), Sensitive Security Information (SSI), or any other designator assigned by the US Government to identify unclassified information that may be withheld from public release. The Freedom of Information Act (FOIA) provides in exemptions 2 through 9, the guidelines for

withholding sensitive unclassified information from the public and how such information must be protected from unauthorized disclosure. Section 552a of Title 5, United States Code (the Privacy Act) identifies information, which if subject to unauthorized access, modification, loss, or misuse could adversely affect the national interest, the conduct of Federal programs or the privacy to which individuals are entitled.

#### **3.14.5 Facility Security Program Revised 1/2019**

The Facility Security Risk Management process, as developed through the FAA's Facility Security Management Program, FAA Order 1600.69C, must be an integral part of program concept, planning, engineering design, and the implementation of required protective measures maintained throughout the lifecycle for physical security enhancements.

#### **3.14.6 Information Security and Privacy (IS &P) Revised 10/2022**

The Federal Information Security Modernization Act, 2014 (FISMA), OMB Circular A-130, and other federal standards and regulations describe information security for all agency information that is collected, stored, processed, disseminated, or transmitted using agency or non-agency owned information systems. For additional FAA IS &P Program policy, see FAA Order 1370.121B at [https://www.faa.gov/regulations\\_policies/orders\\_notices/](https://www.faa.gov/regulations_policies/orders_notices/) (FAA only). The contractor must comply with all applicable policies as indicated in the Statement of Work/Specification.

Regarding possible security breaches, in accordance with OMB Memorandum 07-16, when the breach involves a Federal contractor or a public-private partnership operating a system of records on behalf of the agency, the agency is responsible for ensuring any notification and corrective actions are taken.

FAA will notify and consult with the United States Computer Readiness Support Team (US-CERT) regarding information security incidents involving the information and information systems that support the operations and assets of the FAA, including contractor systems that support the FAA.

Offerors must indicate in responding to SIRs for Information Technology (IT) or services in support of IT whether they will be using an international processing hub or exchange for FAA data or information, or if any subcontractors or third parties more than 50% foreign owned will be processing, storing, or backing up the data and information.

Protection of privacy is applicable to all FAA procurements including agreements, real property, utilities, credit cards, commercial and simplified purchase method. When the FAA contracts for the design, development, and/or operation of a system of records on individuals, the FAA will apply the requirements of the Privacy Act to the contractor and its employees working on the contract.

#### **3.14.7 Defensive Counterintelligence Program (DCIP) Added 7/2021**

The Defensive Counterintelligence Program (DCIP) detects, deters, and denies illicit human and technical intelligence collection activities by a foreign power or agents of a foreign power as defined in 50 U.S.C. § 1801. This Program is implemented by FAA Order 1600.84 "FAA



Defensive Counterintelligence Program” found at  
[https://employees.faa.gov/documentLibrary/media/Order/FAA\\_Order\\_1600.84\\_Final.pdf](https://employees.faa.gov/documentLibrary/media/Order/FAA_Order_1600.84_Final.pdf).  
(FAA only). This Order applies to FAA employees and contractors as indicated in Part 2 of  
the Order. Additional information on applicability to contractor employees as well as  
CO/COR responsibilities is located at AMS Guidance T3.14.1A.7.

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