

National Transportation Safety Board

Office of the Chief Financial Officer

Washington, DC 20594



SOURCES SOUGHT NOTICE

August 28, 2023

THIS IS NOT A REQUEST FOR PROPOSALS, AN INVITATION FOR BIDS, OR A REQUEST FOR QUOTATIONS. FURTHER, IT DOES NOT REPRESENT A COMMITMENT BY THE GOVERNMENT TO PAY FOR COSTS INCURRED IN PREPARATION AND SUBMISSION OF DATA OR ANY OTHER COSTS INCURRED IN RESPONSE TO THIS ANNOUNCEMENT.

This is a Sources Sought Notice with the intent to award a sole source award to L3Harris Aviation Products, Inc. (L3) under the authority of FAR 13.106-1 based on L3's unique technical qualifications as the only manufacturer and provider of the L3 Aircraft Investigation Kit (AIK) as described below. Notice is provided as information to the marketplace, market research, and is an invitation for any other qualified companies to express their interest in and demonstrate their capability to provide AIKs that performs the required functions.

Background

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB's Office of Research and Engineering, Vehicle Recorder Division (RE-40) requires the capability to download data from a variety of vehicle recording devices, especially flight data recorders (FDR) and cockpit voice recorders (CVR) from aircraft involved in aviation accidents. These systems require proprietary hardware and software from the manufacturer to download data.

L3 has released a new AIK known as the SRVIVR25/FA7000 series Cockpit Voice and Flight Data Recorder. It is currently being delivered to Original Equipment Manufacturers for installation on new production aircraft. The SRVIVR25/FA7000 series can recover data from future updated aircraft and is also backwards compatible with the FA5000 and FA2100 series of recorders. The kits include a golden chassis, two unlimited licenses of the required software, and cabling necessary for data recovery. This AIK is required for recovery of data from both undamaged and damaged SRVIVR25/FA7000 recorders.

Without the accident investigator kit, RE-40 will not have the ability to recover data in-house from any SRVIVR25/FA7000 series data recorder that may be recovered from an aircraft. Recovery will be delayed and would likely require travel with the recorder to read out the data.

Required Capabilities

The NTSB requires the SRVIVR25/FA7000 series Cockpit Voice and Flight Data Recorder.

Sources capable of fully satisfying the above requirements are invited to submit capability statements/expressions of interest providing the Government the necessary information to determine actual capability. At a minimum, this information, which must be prepared specifically in response to this notice should, must include: (1) identification of company or organization; (2) an assertion of existing, full capability to meet proposed requirements; (3) business/contracts/marketing office point(s) of contact; (4) notification of business size and /or special status; and (5) any additional information that may be useful to the successful procurement of the requirements, if solicited. These expressions of interest shall adhere to a ten (10)-page submission limit plus web links and any specialized product descriptions. The statement of qualifications should include only information that clearly demonstrates the respondent's capabilities, expertise, and experience to perform the requirements described in this notice. General marketing material should not be included. The NTSB prefers that companies do not submit proprietary material. However, the Government recognizes that proprietary data may be a part of your submittal. If so, clearly mark such restricted or proprietary data and present it as an addendum to the non-restricted/non-proprietary information. Information received will be considered solely for the purpose of determining whether to conduct a competitive procurement. A determination by the Government not to compete the proposed order based upon responses to this notice is solely within the discretion of the Government. All responsible sources may submit a capability statement, which shall be considered by NTSB. Parties must submit information within ten (10) days of publication of this notice. NTSB will not return capability statements and the supporting documentation submitted in response to this notice. Telephone responses and inquiries will not be accepted. You may email questions regarding this notice to the issuing office to Ciara Bond via email at: ciara.bond@ntsb.gov.