

UNITED STATES NAVY
AVIATION SUPPLY OFFICE

OVERVIEW

The Aviation Supply Office (ASO) was officially established at the Naval Aircraft Factory in Philadelphia on 1 October, 1941, and since that time has grown to become one of the USN's two inventory control points. ASO is responsible worldwide for the procurement, inventory control, and distribution of Navy and Marine Corps aviation spare parts, systems, and related equipment. As such, it has the responsibility to forecast spares requirements for the total aviation fleet of the USN and of those foreign governments which have USN-type aircraft in their fleets.

The items which ASO procures include gas turbine jet engine spare parts; airframe accessory equipment; aircraft engine accessory equipment; propeller assemblies; installed aircraft instruments; airborne communication and navigation equipment; aircraft fire fighting, rescue, safety, and survival equipment; aircraft armaments equipment; guidance and launching equipment; test equipment; specialized ground servicing and aircraft handling equipment; photographing equipment; meteorological equipment; specialized aircraft maintenance and repair shop equipment; reusable containers; airborne safety equipment; spare parts components or assemblies required for support of Naval aviation and armament simulators and devices.

PROCUREMENT TRENDS

ASO procurement responsibilities have gradually increased from a level of \$1.62 billion (US) in FY87 to \$1.736 billion (US) in FY89. However, the forecasted procurement level of FY92 was expected to be \$1.44 billion (US), and because of the shrinking U.S. defense market it is expected to remain stable for the next few years. Of this expected level of procurement activity, \$625 million (US) will be component parts and \$815 million (US) will be repairable parts. ASO has initiated plans to contract to the private sector for the repair and refurbishment of avionics, airframes, and air engine components, whereas in the past this has only been possible if the Naval Repair Depots (NAVDEPS) did not have the capacity to overhaul that particular item or system.

PROCUREMENT PROCEDURES

As is the case with all Department of Defense Procurement Agencies, it is necessary to be included in the Bidders Mailing List (BML) before your firm will receive solicitations. In addition, according to the U.S. Defense and Federal Acquisitions Regulations (DFARS), U.S. DoD procurement agencies are unable to contract directly with a Canadian firm for any contract value over \$25,000 (US). The procedure followed is that