STATEMENT OF WORK

For

[redacted] Program Depot Maintenance (PDM) Stands

Prepared By:

76 AMXG/MXDE
15 June 2026

1. SCOPE

The contractor shall provide design, fabrication, inspection, testing, documentation, delivery, installation assembly of one (1) comprehensive modular [redacted] maintenance work stand set for use in aircraft docks of [redacted] that are compatible and share interchangeable parts with the other existing work stand sets in accordance with this Statement of Work (SOW) and provided drawings. The work stand set is to facilitate one aircraft dock and be capable of being moved and used in any of the other aircraft docks in [redacted] The Contractor shall provide complete fabrication, inspection, testing, documentation, training, delivery, tools, installation/assembly, labor and other incidentals necessary to make the work stand set operational and usable. The work stands shall be compatible and interchangeable with existing stands in all ways (i.e. hydraulic, electric, air, vacuum, size and dimension). The new stands shall have all hardware recessed; this includes vacuum lines, to prevent damage from collision. New engine stand forward railings shall be collapsible to allow forklift access. Other stand sets not included in the original stand set drawings are also included as part of the overall stand set, including: the Conect/Crown, Staircase Stands, and the “Pig Pen” stand. The Government will provide current owner manuals for new work stands.

The assembly drawings will be provided by the Government and shall be used for fabrication of this maintenance work stand set purchase supporting the [redacted] weapon system in [redacted] A digital file of the current work stands design configurations will be provided to the Contracting Officer (CO). The contractor will need to field verify all dimensions before manufacturing and the Contractor shall provide a complete set of drawings, assembly, design, fabrication and manufacturing and any and all other drawings/drafts which would be required to design, fabricate, manufacture and assemble future stand. This work stand set purchased shall be assembled on-site and accepted by the Government. The Government owns the design for any future procurement. The contractor shall be ISO 9000 compliant.

1.1. BACKGROUND

Silhouette stands are work platforms (also referred to as work stands, work stand sets or stand sets) used in maintenance docks to surround the aircraft for personnel access during PDM operations. A [redacted] Maintenance Work Stand Set consists of stairways, work platforms, auxiliary step platforms and ladders. Each set provides lighting, compressed shop air and electric supply outlets for operations to be worked below the work stand sections, on the work platform level and on top of the aircraft back and wings. The work stand set provides access to the aircraft work areas for all the skills needed to perform their operations while serving as fall protection.

2. DOCUMENTATION

2.1. Specification. This SOW describes the requirements and capabilities that shall be incorporated in the new [redacted] maintenance work stand set.

2.2. Additional Supporting Data. The Government will provide assembly drawings and any additional required supporting data, based on authorized and availability, not provided in this SOW documentation package, as requested by contractor within 30 calendar days after receipt of award.

2.3. References: All work and equipment provided under this solicitation shall follow good engineering practices as documented in acceptable engineering literature and shall satisfy as a minimum the following publications of the issue in effect on the date of request for proposal that form a part of this SOW.

2.3.1. American Welding Society (AWS)
AWS D1.1: Structural Welding Code – Steel

2.3.2. American Society of Testing and Materials (ASTM)
ASTM A36: Standard Specification for Carbon Structural Steel.

2.3.3. National Fire Protection Association (NFPA)
NFPA 70-2002: National Electric Code

2.3.4. Occupational Safety and Health Administration (OSHA), including but not limited to:
29 CFR 1910 Subpart D: Walking-Working Surfaces
29 CFR 1910.23: Guarding Floor and Wall Openings and Holes
29 CFR 1910.26: Portable Metal Ladders
29 CFR 1910.27: Fixed Ladders
29 CFR 1910.28: Safety Requirements for Scaffolding
29 CFR 1910.29: Manually Propelled Mobile Ladder Stands and Scaffolds(Towers)
29 CFR 1910 Subpart N: Materials Handling and Storage
29 CFR 1910.179: Overhead and Gantry Cranes
29 CFR 1910.184: Slings
29 CFR 1926.450: Scope, Application and Definitions Applicable to Subpart L (Scaffolds)
29 CFR 1926.451: General Requirements (Scaffolds)
29 CFR 1926.452: Additional Requirements Applicable to Specific Types of Scaffolds

2.3.5. Air Force Occupational Safety and Health (AFOSH), including but not limited to:

AFOSH 91-5: Welding, Cutting, Brazing
AFOSH 91-46: Materials Handling and Storage Equipment
AFOSH 91-501: Air Force Consolidated Occupational Safety Standard:
Chapter 7: Walking Surfaces, Guarding Floor and Wall Openings, Fixed Industrial Stairs, and Portable and Fixed Ladders
Chapter 13: Fall Protection
Chapter 16: Vehicle Mounted Elevating and Rotating Work Platforms, Manually Propelled and Self-Propelled Mobile Work Platforms, and Rolling (Mobile) Scaffolds (Towers)

2.3.6. Tinker Air Force Base Instruction (TAFBI)

TAFBI 32-2001: Fire Prevention – Fire Protection Program

2.4. Order of Precedence. In the event of a conflict between the text of this SOW and the references cited herein, the text of the SOW shall take precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

2.5. Definition. Work stands or work stand sections in this SOW are defined as "Mobile Work Platforms" in AFOSH 91-501.

2.6. Reference Drawings. The following stand drawings are provided as reference:

- Overall Stand Drawing Set: DAE 3203
- [redacted] Pig Pen, X201961738

3. REQUIREMENTS

The contractor shall provide all necessary qualified personnel, management, non-personal administrative and technical services, materials and contractor facilities in support of the requirements of this SOW. Contractors must conduct site visit(s) as necessary to gather all design requirements including dimensions before design begins. All reference drawings are for general description information.

3.1. ITEM DESCRIPTION

Design, fabricate, assemble, and test fit all sets of stands as listed below, except for the Bombay Stand. See Appendix A for reference.

- WS6- Wing Stand 6 (Right/Left)
- NS1- Nose Stand 1 (Right/Left)
- NS2- Nose Stand 2 (Right/Left)

- WS5- Wing Stand 5 (Right/Left)
- WS7- Wing Stand 7 (Right/Left)
- WS3- Wing Stand 3 (Right/Left)
- WS4- Wing Stand 4 (Right/Left)
- WS2- Wing Stand 2 (Right/Left)
- ES2- Engine Stand 2 (Right/Left)
- ES1- Engine Stand 1 (Right/Left)
- FS1- Fuselage Stand 1 (Right/Left)
- WS8- Wing Stand 8 (Right/Left)
- WS1-Wing Stand 1 (Right/Left)
- HS1- Horizontal. Stab. Stand 1 (Right/Left)
- FS2- Fuselage Stand 2 (Right/Left)
- HS2- Horizontal. Stab. Stand 2 (Right/Left)
- Avionics Stand
- Root Access Stand
- Horizontal Access Stand (Right/Left)
- Wing Access Stand (Right/Left)
- Windshield Stand (Right/Left)
- FWD Crew Access Stand
- FWD Left Gear Stand
- FWD Left Rear Gear Stand
- AFT Gear Stand
- Short AFT Landing Gear Stand
- AFT Hatch Access Stand
- Jack Cone Covers
- Jack Gap Covers
- Conect (Left/Right)
- Crown (Left/Right)
- Staircase (Left/Right)
- [redacted] Pig Pen, X201961738

3.2. DESIGN DESCRIPTION

All stands must meet the following general design requirements listed below:

3.2.1. [redacted] **Conect/Crown/Staircase Stand**; qty: 1 full set (one (1) left and one (1) right stand). See Appendix B.

3.2.1.1. Stands must be compatible with other stands sets and match existing stand configuration.
3.2.1.2. Conform to OSHA 1910 Subpart D and designed to ANSI/ASSE Z359.1
3.2.1.3. Contoured sliders with rubber bumpers flush to jet.
3.2.1.4. Removable heavy duty polyurethane casters w/ total lock.

3.2.1.5. Guardrails to be aluminum. All designed to ANSI 359.1 and OSHA 1910.
3.2.1.6. Paint to match new design colors.
3.2.1.7. Slider/deck material to be aluminum and type to match existing stands.
3.2.1.8. Stairs to be modular and removable for ease of setup; design for method of easy pinning and securing to crown stand.
3.2.1.9. Stands and stairs to latch together and to the Nose Stand.
3.2.1.10. Lifting anchors for sling hoisting.
3.2.1.11. Forklift pockets for stands and stairs.

3.2.2. [redacted] **Pig Pen, X201961738**, qty: 1. See Appendix C.

3.2.2.1. Stands must meet the requirements IAW drawing X201961738.

3.2.3. Shall include the design, drawings, engineering, manufacturing/fabrication, on-site installation, on-site training, and operation and maintenance manuals in electronic format and hard copy.

3.2.4. Stands sets shall be assembled and fit with each other, and silhouette around the [redacted] aircraft, without any interference.

3.2.5. Stands shall be designed IAW OSHA requirements listed in section 2.

3.2.6. Stand decking, stairs, and sliders shall be aluminum, and meet OSHA requirements listed in section 2. Substructure to be steel.

3.2.7. Stands shall be designed to match existing stands' working load limit capacity.

3.2.8. Nose/Wing/Tail Stands must have a minimum capability of 36" of vertical height adjustment; the engine stands shall have a minimum of 75", providing a max working height of 113" and minimum of 38."

3.2.9. **Electric/Compressed Air/ Lighting**: Each stand shall carry electric, compressed air, and lighting, with electrical outlets and shop air mounted to the stand guardrails/frame tallow shop air tools to be used on the stands and on the shop floor under the stands.
3.2.9.1. Power panel shall be located at the nose, wing tips, and the tail of the aircraft. Supplied power to be 208V/70A.
3.2.9.2. All electrical, compressed air, and LED lighting to match existing stand locations.
3.2.9.3. All electrical components to be weather rated for outside storage.

3.2.10. Guardrails: Shall be constructed IAW the following requirements:
3.2.10.1. All guardrails shall be IAW OSHA standard 1926.502.

3.2.10.2. All guardrails shall have no more than 19” gaps between the horizontal rails.
3.2.10.3. All guardrails shall be 42 inches tall minimum measured from the surface of the platform.
3.2.10.4. All removable guardrails shall be constructed of aluminum or lighter equivalent material than steel and meet OSHA 1926.502 standards.
3.2.10.5. There shall not be a rail on the side near the aircraft from the platform, unless otherwise specified.
3.2.10.6. All removable guardrails shall have markings with the aircraft stand used on with location when in use shown in Appendix F.
3.2.10.7. All guardrails shall have standard 4in toe board IAW OSHA standards.

3.2.11. Removable Guardrails: Design of removable guardrails/gates to be easily installed and removed on the following exposed edge locations below, and as shown in Appendix H:

3.2.11.1. Wing Stand 1 (WS1) AFT edge.
3.2.11.2. Wing Stand 1 (WS1) and 8 (WS8) sliders wing tip edges.
3.2.11.3. Wing Stand 2 (WS2) outboard edge.
3.2.11.4. Wing Stand 3(WS3) AFT edge.
3.2.11.5. Wing Stand 4 (WS4) AFT edge.
3.2.11.6. Wing Stand 5 (WS5) AFT edge.
3.2.11.7. Wing Stand 7(WS7) FWD edge around jack FWD Edge and FWD Edge adjacent to Engine Stand.
3.2.11.8. Wing Stand 8 (WS8) FWD edge.
3.2.11.9. WS2/WS3/WS4/WS7 edge when Engine Stands are removed.
3.2.11.10. Fuselage stand 1 (FS1) stand aft edge/Fuselage stand 2 (FS2).
3.2.11.11. Horizontal stab stand (HS1) FWD edge.

3.2.12. Casters: Stands shall be mobile with swivel Casters/wheels towable on rough improved surfaces (pavement with potholes), hangar door tracks, and inclines without causing damage to the stand or the casters/wheels at a minimum of 5 miles per hour.

3.2.12.1. Casters load rating shall be equivalent to the OEM casters load rating specified in the drawings provided.
3.2.12.2. Casters shall have swivel lock and brake lock, or total lock.
3.2.12.3. Casters must be bolted onto a replaceable mounting plate to allow for repairs and replacement.
3.2.12.4. Caster material shall be resistant to hydraulic fluid, meeting the minimum specs for RADCOLUBE® FR257 Red MIL-PRF-87257C Spec Fire-Resistant Synthetic Low Temperature Hydraulic Fluid.
3.2.12.5. Casters shall include socket for turning bar to turn casters

3.2.13. Towbars: Each stand shall have a towbar for towing by a powered tug. The towbar shall be equipped with a spring-loaded storage snap hook for storing the towbar when not in use.

3.2.14. All design and fabrication of stands shall meet or exceed OSHA Fall Protection Standards and shall have MSDS documentation for all coating processes and hazardous materials.

3.2.15. Each stand shall have a Certificate of Conformance (COC) signed by the appropriate authority.

3.2.16. Vendor shall submit design for review at three stages of completion: Preliminary Design Review (25%), Intermediate Design Review (75%), and Final Design Review (100%). Government (76 AMXG/MXDEB) shall be allowed up to 10 business days after submittal for review, comments, and/or approval.

3.2.17. Company shall have at least 15 years of experience in aircraft stand/work platform fabrication.

3.2.18. Stands steel structure and guardrails to be painted a unique color to be determined by the Government during the design process.

3.3. Design Modifications: All Stand sets must be modified with the following changes:

3.3.1. All air/electric lines need to be routed to the interior of the stands instead of outside to prevent damage. See Appendix D for reference.

3.3.2. Stands shall be adjustable using electric power instead of air pneumatic for raising and lowering, with backup system for hand/power tool use. No compressed air powered stands.

3.3.2.1. All legs are to be actuated by electrical motor power, but each individual legs shall be individually adjustable by manual or power tool
3.3.2.2. Lift speed: 0.25in/s-0.5 in/s
3.3.2.3. Mechanical screw drive in legs with self-locking nut
3.3.2.4. Limit switches at lowest and highest
3.3.2.5. E Stop button/switch for automatic shut off in case of emergency
Duty Cycle: 10-25 sec, for intermittent duty
3.3.2.6. Each stand leg shall have the ability to be adjustable individually.
3.3.2.7. Manual hand/power tool for fine tune raising/lowering of individual legs

3.3.3. All removable guardrails to be aluminum instead of steel, IAW OSHA design standards.

3.3.4. Horizontal Access Stand, ref DAE 3203-54-01.

3.3.4.1. Change height from stand bottom to bridge deck platform from 75 ½" to 80."

3.3.5. Engine Stands, ES1L/R, ES2 L/R

3.3.5.1. Engine Stands guardrails shall be modular and adjustable to allow guardrail to be adjusted from 4' to 8', to allow mechanics to work on platform within 6' of edge.

3.3.6. Wing/Tail Jack Covers, DAE 3203-82-10

3.3.6.1. Jack Covers design be such that square foot and overall dimensions are reduced as much as possible to allow for small work platforms to be placed adjacent to the jacks. Appendix G for reference

3.3.6.2. Material shall be aluminum and meet OSHA requirements

3.3.7. Wing/Tail Gap Covers, DAE 3203-73c/3203-74d

3.3.7.1. Material shall be aluminum and meet OSHA requirements

3.3.7.2. Shall be designed such that no more than two people are required to lift each side of the gap cover and fit with Jack Covers.

3.3.8. Wing Stand, WS5, and Fuselage Stand, FS1

3.3.8.1. Design extended section for Fuselage Stand, FS1to cover up gap left by unused jack location, as shown in Appendix F.

3.4. Company shall have at least 15 years of experience fabricating fall protection equipment IAW OHSA 1910/1926 and ANSI Z359 fall protection regulations.

3.5. Quality assurance specialist who will val/ver the assembly shall have at least 5 years of experience with the ASME Y14.100 specification

3.6. The results of all weld and assembly val/ver inspections must be compiled in a report and provided to the Government along with the finished stands.

3.7. A final post-build quality inspection must be conducted verifying dimensions and conformity to the drawing, with a report detailing the results being provided to the Government.

3.8. Any changes to the design described by attachments must be approved in writing by the project SME.

3.9. All work stated in writing by the contractor shall encompass shipping, handling and/or transfer fees.

3.10. Assemblies shall be packaged and shipped in a manner that prevents them from being damaged or destroyed.

3.11. Task Description

The contractor shall provide services and deliverables to support the following tasks:

3.11.1. Program Management

The contractor shall provide an Integrated Master Schedule (IMS) describing work tasks, schedule, cost and deliverables (Appendix P). A program kickoff meeting shall be conducted within ten (10) days after project award and prior to delivery of the program plan to ensure all parties fully understand the requirements and are ready to proceed. The contractor shall prepare and deliver monthly status reports.

Informal communication through face-to-face, telephone, electronic mail, and facsimiles throughout the project is encouraged and shall be supported. All communication, either formal or informal, shall be documented in writing and shall become a permanent portion of the next scheduled meeting. Any communications, either formal or informal, that are not introduced as official items at the next scheduled monthly meeting shall not be interpreted as approved by or for the Government.

3.11.1.1. Monthly/Biweekly Progress Meetings

Monthly status meetings shall take place within thirty (30) days of the start of the contract and continue through Final Design Review approval. The contractor shall provide an agenda at least two (2) business days prior to monthly meeting and provide meeting minutes within five (5) business days after the monthly meeting to the Government Point of Contact (POC) and CO.

After Final Design has been approved and fabrication starts, the monthly meetings will be biweekly.

3.11.2. Baseline Requirements

The contractor shall provide complete fabrication, inspection, testing, documentation, training, delivery, tools, labor, and other incidentals necessary in accordance with this SOW, the assembly drawings and specification [redacted] Maintenance Stand SOW.

3.11.3. Requirements Review. The contractor shall hold requirements review at Tinker AFB within 30 calendar days after contract award. The primary purpose of the review will be the identification of key personnel, and for final clarification of the requirements. The contractor shall prepare the agenda and technical report of this review. Findings and recommendations will be incorporated into the meeting minutes. All reports or submittals by the contractor shall be submitted to the CO.

3.11.4. Pre-Fabrication Review (PFR). The contractor shall hold a PFR at Tinker AFB within sixty (60) calendar days before maintenance stand fabrication. A fabrication data package and IMS shall be provided by the contractor five (5) working days prior to the PFR. The IMS shall be updated throughout the duration of the project and shall be provided to the Government when requested. The contractor shall prepare the agenda and minutes for the PFR.

The contractor shall address as a minimum the following:

a. Integrated Master Schedule (see Appendix P)

b. Personnel Training

c. Equipment Technical Data

d. Warranty Description

3.11.5. Assembly Drawing/Design Reviews

The fabrication shall be reviewed by the Government, and the Government PCO shall provide the contractor with written comments. Before fabrication, there shall be the design reviews conducted in accordance with (IAW) section 3.2.16 of this SOW. The Government (76 AMXG/MXDEB) shall be allowed up to ten (10) business days after submittal for review, comments, and/or approval. The drawings shall be in PDF and CAD files.

3.11.6. Final Verification / Limited Production

Upon completion and acceptance of the task requirement of this contract, the manufacturer shall begin the fabrication and delivery of one (1) set of [redacted] Maintenance Stands to Tinker AFB. The contractor shall also support Government personnel with a full functional checkout/demonstration of the maintenance stands with a [redacted] aircraft. This fit-check shall be performed by Government personnel, with the Contractor present for consultation and documentation of this fit-check. If any discrepancies are noted, the Contractor shall document the deficiencies and corrective actions for submission to the Government POC and CO for approval prior to making corrections on all applicable drawings, work stand components, and documentation. Any changes necessary (technical or non-technical) shall be requested by the Government to the CO and then issued by the CO.

3.11.7. Fabrication

The contractor shall procure the equipment and hardware necessary to support the fabrication of the [redacted] Maintenance Stand. All equipment and hardware shall be commercial-off-the-shelf COTS items to the fullest extent possible. The Contractor shall perform all fabrication activities at the contractor's location and assembled on-site at Tinker AFB.

3.11.8. Shipment.

The contractor shall be responsible for maintenance stand preservation, packaging, loading, shipping, unloading, on-site placement and storage at Tinker AFB IAW the manufacturer's commercial practices unless otherwise specified herein. The contractor shall provide a fully authorized representative on-site at all times during the receipt, assembly, installation, testing, and acceptance. The Government shall not provide storage for intermittently shipped equipment.

3.11.9. Assembly.

General Assembly. Safety equipment shall be used during maintenance stand assembly. Safety equipment shall contain up-to-date certifications and shall be in good working conditions. Remediation of any component that cannot be assembled properly as a result of errors in manufacturing or deformation due to handling or transportation shall be the responsibility of the contractor. The contractor shall immediately report any discoveries to the CO. Repair methods shall have prior approval by the CO before any work is performed. The straightening of steel base fames, tubing, angles, connecting devices, casters or other components shall be done by methods approved by the original component manufacturer and shall follow industry. The contractor shall replace all items damaged beyond acceptable repair.

3.11.10. Assembly Site Limitations.

The contractor shall take the following precautions on-site:

3.11.10.1. All assembly work shall be completed in such a manner as to minimize disruption of Government activities. The contractor shall perform any on-site work that shall disrupt Government activities during non-production hours and shall be coordinated and approved by the Government PCO and CO.

3.11.10.2. The contractor's work area shall be maintained clean and orderly. Debris shall be removed and disposed of daily.

3.11.10.3. Material cutting shall not introduce shavings or chips in, onto or around the aircraft, aircraft access panels, or aircraft engines.

3.11.10.4. All phases of work shall be accomplished safely to comply with OSHA 29 CFR 1910.29, 1926.450, 1926.451, 1926.452, and AFOSH 91-501.

3.11.10.5. The contractor tooling shall not be stored on-site unless in a secured container. All tooling shall be removed at the end of each work shift.

3.11.10.6. The contractor shall be responsible for handling equipment and supplies during progress of the contract.

3.11.10.7. Utility requirements shall be the responsibility of the contractor. Sources of electrical power and compressed air shall be provided on an "as available" basis. The contractor shall be responsible for ensuring adequate utility supplies and hookups are available on-site prior to the time of need.

3.11.10.8. No welding is permitted within fifty (50) feet of an aircraft.

3.11.10.9. Storage of flammable materials such as paints and solvents shall be in authorized areas and approved through the Government PCO and CO.

3.11.10.10. The contractor shall comply with base requirements on handling hazardous materials. Disposal of hazardous materials shall be coordinated with the Government PCO and CO and performed by the contractor.

3.11.10.11. The contractor employees shall not wear watches, rings, or jewelry within aircraft maintenance areas. Proper personal protective equipment (safety glasses, hearing protection, hard hats, safety shoes and protective coveralls) shall be worn in and around all production areas.

3.12. Installation Requirements

3.12.1. **General.** The contractor shall provide all necessary equipment necessary to support the delivery, assembly and installation of all items identified in this SOW. The contractor shall supply all necessary manpower for the on-site installations. The contractor shall coordinate the design and installation details with Government and Aircraft Facilities and Engineering (76AMXG/MXDEB) prior to start. Failure to obtain appropriate coordination shall be a cause to stop all activities until proper coordination is obtained.

3.12.2. **Supervision.** The contractor shall provide technical supervision and shall be available on-site at all times during the installation, testing, and acceptance by the Government.

3.12.3. **Storage.** The Contractor may not be provided additional space to store equipment and tools. The Contractor shall be responsible for all tools and equipment. The Government shall not be responsible for the safety and security of contractor property and shall not assume any risk on behalf of the contractor or any sub-contractors.

3.12.4. Installation. The contractor shall be responsible for all equipment and personnel requirements supporting transportation of equipment during receipt, to and from any storage area, and on the installation site. The storage area may not provide weather protection and is subject to change depending on storage space available. Installation will begin no later than five (5) working days after receipt of all fabrication equipment with completion being accomplished within twenty (20) working days after start.

3.12.5. Fit and Function Tests. The contractor shall perform a complete fit and function test on and around the [redacted] aircraft. This test shall be conducted in the presence of Government personnel under the direction of the authorized Government POC. Aircraft personnel, familiar with fitting work stands around the aircraft, shall be provided to perform the assembling and fitting of the work stand sections and components to the aircraft under the supervision of the contractor representative. The contractor is responsible for moving the work stand sections and components into the hangar space in the vicinity of the aircraft as designated by the aircraft production foreman. The entire [redacted] work stand set will be fully functional upon completion of installation. All work stand components shall be capable of a total four (4) hour set-up time by twenty (20) aircraft personnel and one (1) towing vehicle.

3.12.6. Scheduling. Upon notifying the Government POC and CO, the Government will establish a storage and preassembly location. Within three (3) working days, the contractor will be notified when and where they may off-load materials on-site. All work shall be performed during normal 8-hour day shift hours (6:45 AM to 4:30 PM) Monday through Friday and must minimize disruptions to Government activities. Contractor shall perform any on-site work that will disrupt Government activities during non-production hours and shall be coordinated and approved by the Government POC. No work will be allowed on weekends or Government holidays unless coordinated and approved by the CO.

3.12.7. Acceptance Standards. Work stands shall be fabricated to be compatible and interchangeable with existing work stands.

3.12.8. Matching Fit. All components shall be installed in a manner to provide for expansion and contraction; prevent shearing of bolts, screws, and other fasteners; ensure rigidity of all close-fitting sections and components.

3.13. Technical Data

3.13.1. Commercial Off The Shelf (COTS) Manuals. The contractor shall furnish one (1) copy each at completion, of literature and/or catalogs for the following COTS Manuals:

3.13.1.1. Operation Manuals shall include assembly procedures.
3.13.1.2. Maintenance Manuals. The contractor shall supply his recommendations for an on-going maintenance program. Program recommendations shall include recommended inspection criteria, intervals and periodic and long-term maintenance operations. Recommendations shall also include quantities and frequency of repair parts to be kept on hand for frequent repairs.
3.13.1.3. Inspection Manuals
3.13.1.4. Training Manuals
3.13.1.5. Spare Parts List – Contractor's recommended spare parts list

3.14. Spare Parts and Proprietary Tools. The contractor shall provide a spare parts kit based on the contractor's recommended spare parts list. Proprietary or uncommon tools required for maintenance or assembly shall be provided with the work stand set in the quantity of two (2) per work stand set.

3.15. Warranty. The contractor shall provide a warranty period equal to the standard industry practice for the entire work stand set, components and tools. The warranty will not begin until work stand set is fully inspected, accepted, and operable.

3.16. Training – *Not Applicable*

4. GENERAL REQUIREMENTS

4.1. Hours of Operation

4.1.1. The Contractor shall perform the work required under this contract during the following days and hours.
4.1.2. Monday through Friday, 0645 to 1630 hrs.
4.1.3. These dates and hours exclude federal holidays, base closures due to inclement weather, and furlough days, as applicable.
4.1.4. If work hours are required outside the hours stated, the Contractor shall contact the Government POC for approval from the CO. Upon approval from the CO, the Government Subject Matter Expert (SME) or Government POC must be present with the Contractor.

4.2. Special Qualifications – The Contractor shall provide personnel with the special qualifications listed throughout this section.
4.2.1. Vendor must have the minimum following qualifications:
- Licensed Engineering PE

- Professional Electrical Engineer
- ISO 9001:2015 certification for Design, Engineering, and Manufacturing
- Welding – AWS certifications to D1.1. and D1.2 standards.

5. ON-BASE REQUIREMENTS

5.1. Environmental Protection & Safety

5.1.1. The Contractor shall be knowledgeable of and comply with all applicable federal, state and local laws, regulations, instructions and requirements regarding environmental protection and occupational safety and health. The Contractor shall comply with any laws, instructions or regulation changes during the term of this contract.

5.1.2. Contractors shall be compliant Tinker Air Force Base (TAFB) Supplement to Air Force Instruction (AFI) 32-7086, "*Hazardous Materials Management*", Tinker AFB procedures per Tinker Air Force Base Instruction (TAFBI) 32-7004, "*Hazardous Waste Management"*, and Complex procedures per Oklahoma City Air Logistics Complex (OC-ALC) Sup to AFI 32-7086, *"Hazardous Material Management"* and OC-ALCI 32-101 *"Air Quality Record Keeping Procedure"*. Publications are available digitally on e-Publishing website at www.e-publishing.af.mil for downloading or ordering.

5.2. Spills

5.2.1. Upon occurrence of any spill that could enter the storm system or cause any harmful environment effects, the Contractor shall immediately call 911 to report the incident. When possible, the Contractor shall use a base telephone to receive help from Tinker AFB 911. If using a cell phone, the Contractor shall request Tinker AFB 911. The Contractor shall immediately report all environmental violations to the GPOC and UEC.

5.2.2. The Contractor shall provide five (5) copies of a typed or written report about the incident within four (4) clock hours as follows:

5.2.2.1. One (1) copy to CO
5.2.2.2. Two (2) copies to the GPOC
5.2.2.3. One (1) Copy to the UEC
5.2.2.4. One (1) Copy for Record

5.2.3. The format of the report shall be left up to the Contractor, but the report shall contain the following information:

5.2.3.1. Name and contact number of person reporting the spill
5.2.3.2. Date and time of incident
5.2.3.3. Location and source of spill

5.2.3.4. Substance or pollutant spilled
5.2.3.5. Amount spilled and rate of discharge
5.2.3.6. Any damages or injuries involved
5.2.3.7. Extent of area impacted
5.2.3.8. Potential hazards
5.2.3.9. Actions taken
5.2.3.10. Organizations contacted
5.2.3.11. Remarks Section - that addresses the cause of the spill (e.g. human error, equipment, etc.) and whether 911 was called and which agencies responded.

5.3. Housekeeping - The Contractor shall keep the work areas clean and neat IAW industry standards, OSHA, fire and safety standards, and this SOW.

5.4. Foreign Object Damage (FOD) and Dropped Object Prevention

5.4.1. Contractor personnel who work in or travel though areas near operational and production aircraft, engines, munitions, missiles, drones, space systems, support equipment, Aerospace Ground Equipment (AGE), trainers, and the Contactor personnel operating vehicles and equipment on flight lines, runways, taxiways, parking ramps, and in aircraft hangers and maintenance areas are required to receive the FOD/DOP training and to comply with AFI 36-2650, AFMC Supplement 1, paragraph 9.2., and A4.4.4. (Initial)/A4.4.5. (Refresher). The Contractor and Contractor personnel shall acknowledge the FOD/DOP training either by viewing the Digital Versatile Disc (DVD) provided by the Government POC or the YouTube site, http://www.youtube.com/watch?v=tYcbodjFPnM.

5.4.2. The Contract Manager shall provide written certification to the Government POC for each employee within ten (10) business days after the contract award date. The certification shall have the title of the training, the name of the person who received the training, and the date of the training. The Contractor shall also ensure all new employees view the FOD/DOP training and provide written certification of training to the Government POC prior to the employees starting work in the OC-ALC shops. Every 36 Months, the Contractor and Contractor personnel shall be required to review the FOD/DOP training and to provide written certification to the Government POC.

5.5. Tool Control and Accountability

5.5.1. While performing contract services in or around Maintenance Production Shops, which includes ramp areas, the Contractor shall comply with AFI 21-101_AFMC Supplement 1, 21-101, Chapter 10 (all paragraphs) and OC-ALCI 21-112, paragraph 14.1. and 14.5.3. The Contractor shall provide the

completed MXRIWRS Form 032 prior to performing work in the OC-ALC industrial areas. The MXRIWRS Form 032 is available from the Government POC.

5.5.2. The Contractor shall provide a Contractor Tool Listing, MXRIWRS Form 032, to the Government POC within five (5) business days of assembly. The Contractor or Contractor's personnel shall inventory the container or bag of tools at the beginning of each work day and at the end of each work day.

5.5.3. The Contractor personnel shall immediately notify the Government POC of any tools that are missing or lost from the work area or container (e.g. tool or job box or tool bag).

5.5.4. The Government POC will report any missing Contractor's tools which have not been located within one (1) hour after notification to the appropriate Government personnel. The Contractor shall obtain the Form 32 from the Government POC.

5.5.5. The CM shall ensure each employee on the job site receives a briefing from the Government POC about Housekeeping, FOD/DOP, and Tool Control prior to starting work in OC-ALC Industrial Areas.

5.6. Privately Owned Motor Vehicles (POV): Contractor personnel shall comply with the directives pertaining to operation of POVs on Tinker AFB per AFMAN 31-116, in its entirety, "*Motor Vehicle Traffic Supervision"*. The Contractor shall comply with Tinker AFBI 24-302, in its entirety for the operation of POVs within Tinker AFB.

5.7. Visitors Pass: The Contractor shall contact the Government POC seven (7) business days before arriving on Tinker AFB in order to make arrangements for Visitors Passes. The Government POC will assign a sponsor for the Contractor from within the organization. The Contractor and the sponsor shall arrange to meet at Pass and Registration, Building 6611 at the Tinker Gate which is South of I-40 off of Air Depot. The Contractor shall provide two (2) forms of identification, one of which shall be a picture ID, to the 72 SFS. The 72 SFS will provide an AF Form 75, *Visitors Pass*, which will be valid for up to thirty (30) calendar days.

5.8. Foreign Nationals: The Contractor shall notify the Government POC before sending a Foreign National representative to perform services. Special rules apply for foreign nationals visiting a US Government facility.

5.9. Safety and Health on Government Installations: While performing work under this contract on a Government installation, the Contractor shall comply with federal, state and local regulations, and AFI 91-203, "Air Force Consolidated

Occupational Safety Instruction", as established by this contract. The Contractor shall notify the CO, Government POC, and Government Contract Administrator (CA) within one (1) business day of any injuries that occur to contractor personnel while they are on the installation. The Contractor shall notify the CO, Government POC, and Government CA within one (1) business day of damage to Government property or equipment during the execution of the contract.

5.10. Emergency Procedures: The Contractor personnel shall follow the direction of the Government personnel regarding emergency procedures, such as fire, tornado, active shooter, bomb threats, or other emergencies. It is the responsibility of the Contractor to provide guidance and to establish procedures for its employees to respond to an emergency. It is the Contractor's responsibility to account for their employees following an emergency evacuation. The Contractor personnel shall participate with the Government personnel in all fire and tornado drills at no additional cost to the Government.

5.11. Environmental Protection and Safety.

5.11.1. Environmental Protection. The contractor shall ensure none of their activities on Tinker AFB emit material, fumes or compounds that are hazardous to the ecological systems of Tinker AFB and its surrounding communities. If during this project the Base Environmental Management office determines ecological hazards are being emitted then the contractor shall immediately cease operations until approved mitigation measure are employed. Approval of all mitigation measure shall be at the discretion of the Base Environmental Management and Bioenvironmental offices.

5.11.2. Environmental Restrictions. The following materials, substances and compounds are strictly forbidden from use on Tinker AFB and shall not be brought on the installation by the contractor, their direct workers and their subordinate contractors and workers.

5.11.3. Lead: Lead and lead-based compounds including lead-based paints are strictly forbidden.

5.11.4. Mercury. Mercury, mercury compounds and free mercury are strictly forbidden.

5.11.5. Asbestos. Asbestos or asbestos containing materials are strictly forbidden.

5.11.6. Ozone Depleting Compounds. All class 1 ozone depleting compounds (ODCs) or any use during manufacture is strictly forbidden.

5.11.7. Bioenvironmental Protection. The contractor shall ensure all activates do not subject worker to bioenvironmental hazards including excessive noise,

production of dust particles, toxic fumes, inadequate lighting, inadequate ventilation and excessive heat.

5.11.8. Safety. The contractor shall be knowledgeable of and comply with all applicable federal, state and local laws, regulations and requirements regarding environmental protection. In the event environmental laws or regulations change during the term of this contract, the contractor shall comply with such laws when enacted. The contractor shall comply with all safety practices posted in the assigned work area.

Appendix A: [redacted] Maintenance Stands

[redacted]

Appendix B: Conect/Crown/Staircase Stand

Appendix C: Pig Pen

Appendix D: Utilities (Air/Electric) Lines Routed from the outside to Inside

Appendix E: WS8/WS1 Outboard Guardrails

[redacted]

Appendix F: WS5 and FS1 gap

[redacted]

Appendix G: Wing/Tail Stand Jack Cone and Gap Cover

[redacted]

Appendix H: Removable Rails Table of Content

Stand Number	Stand Nomenclature	Removable Guard Identifier
1	WS6R - Wing Stand 6 Right	A - Otbd
2	WS6L - Wing Stand 6 Left	A - Otbd
3	NS1R - Nose Stand 1 Right	NA
4	NS1L - Nose Stand 1 Left	NA
5	NS2R - Nose Stand 2 Right	NA
6	NS2L - Nose Stand 2 Left	NA
7	WS5R - Wing Stand 5 Right	A - Aft Inbd
8	WS5L - Wing Stand 5 Left	A - Aft Inbd
9	WS7R - Wing Stand 7 Right	A - Fwd Inbd
9		B - Fwd Inbd Mid
9		C - Fwd Inbd Mid
9		D - Fwd Otbd Mid
9		E - Aft Otbd
10	WS7L - Wing Stand 7 Left	A - Fwd Inbd

10		B - Fwd Inbd Mid
10		C - Fwd Inbd Mid
10		D - Fwd Otbd Mid
10		E - Aft Otbd
11	WS3R - Wing Stand 3 Right	A - Fwd Inbd
11		B - Fwd Mid
11		C- Fwd Otbd Mid
11		D - Fwd Otbd
11		E - Aft
12	WS3L - Wing Stand 3 Left	A - Fwd Inbd
12		B - Fwd Mid
12		C- Fwd Otbd Mid
12		D - Fwd Otbd
12		E - Aft
13	WS4R - Wing Stand 4 Right	A - Aft Inbd
14	WS4L - Wing Stand 4 Left	A - Aft Inbd
15	WS2R - Wing Stand 2 Right	A - Aft
16	WS2L - Wing Stand 2 Left	A - Aft

Appendix H: Removable Rails Table of Content, cont.

Stand Number	Stand Nomenclature	Removable Guard Identifier
17	ES2R - Engine Stand 2 Right	A - Inbd Aft
17		B - Inbd Fwd
17		C - Fwd Inbd
17		D - Fwd Otbd
17		E - Otbd Fwd
17		F - Otbd Mid
17		G - Otbd Aft
17		H - Aft Otbd
17		I - Aft Inbd
18	ES2L - Engine Stand 2 Left	A - Inbd Aft
18		B - Inbd Fwd
18		C - Fwd Inbd
18		D - Fwd Otbd
18		E - Otbd Fwd
18		F - Otbd Mid
18		G - Otbd Aft

18		H - Aft Otbd
18		I - Aft Inbd
19	ES1R - Engine Stand 1 Right	A - Inbd Aft
19		B - Inbd Fwd
19		C - Fwd Inbd
19		D - Fwd Otbd
19		E - Otbd Fwd
19		F - Otbd Mid
19		G - Otbd Aft
19		H - Aft Otbd
19		I - Aft Inbd
20	ES1L - Engine Stand 1 Left	A - Inbd Aft
20		B - Inbd Fwd
20		C - Fwd Inbd
20		D - Fwd Otbd
20		E - Otbd Fwd
20		F - Otbd Mid
20		G - Otbd Aft
20		H - Aft Otbd
20		I - Aft Inbd
21	FS1R - Fuselage Stand 1 Right	NA
22	FS1L - Fuselage Stand 1 Left	NA

Appendix H: Removable Rails Table of Content, cont.

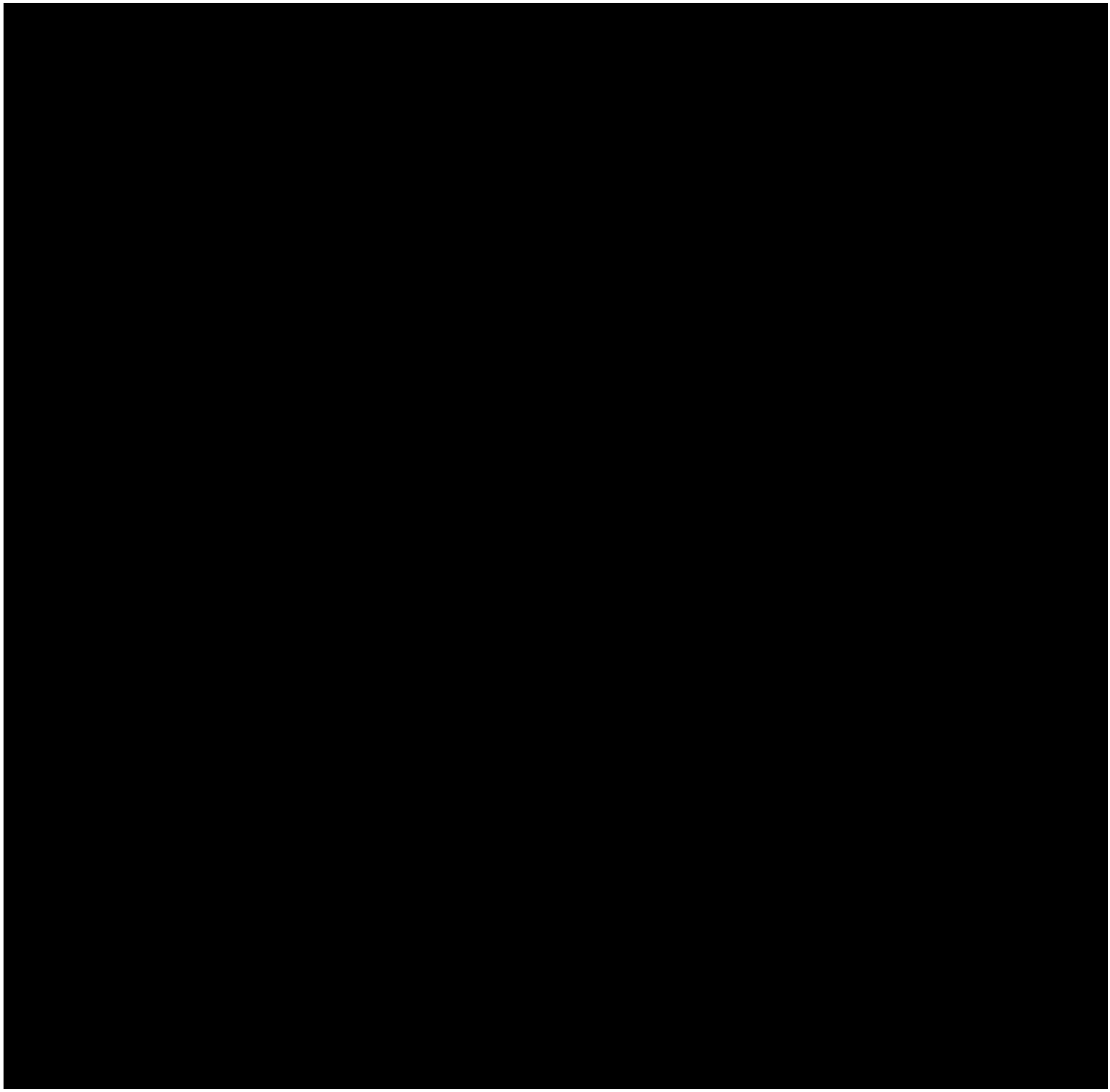
Stand Number	Stand Nomenclature	Removable Guard Identifier
23	WS8R - Wing Stand 8 Right	NA
24	WS8L - Wing Stand 8 Left	NA
25	WS1R - Wing Stand 1 Right	A - Otbd Fwd
25		B - Otbd Mid
25		C - Otbd Mid
25		D - Otbd Aft
26	WS1L - Wing Stand 1 Left	A - Otbd Fwd
26		B - Otbd Mid
26		C - Otbd Mid
26		D - Otbd Aft
27	HS1R - Horz. Stab. Stand 1 Right	NA
28	HS1L - Horz. Stab. Stand 1 Left	NA
29	FS2R - Fuselage Stand 2 Right	NA
30	FS2L - Fuselage Stand 2 Left	NA

31	HS2R - Horz. Stab. Stand 2 Right	NA
32	HS2L - Horz. Stab. Stand 2 Left	
33	HS3 - Horz. Stab. Stand 3	NA

Appendix I: Removable Rails

[redacted]

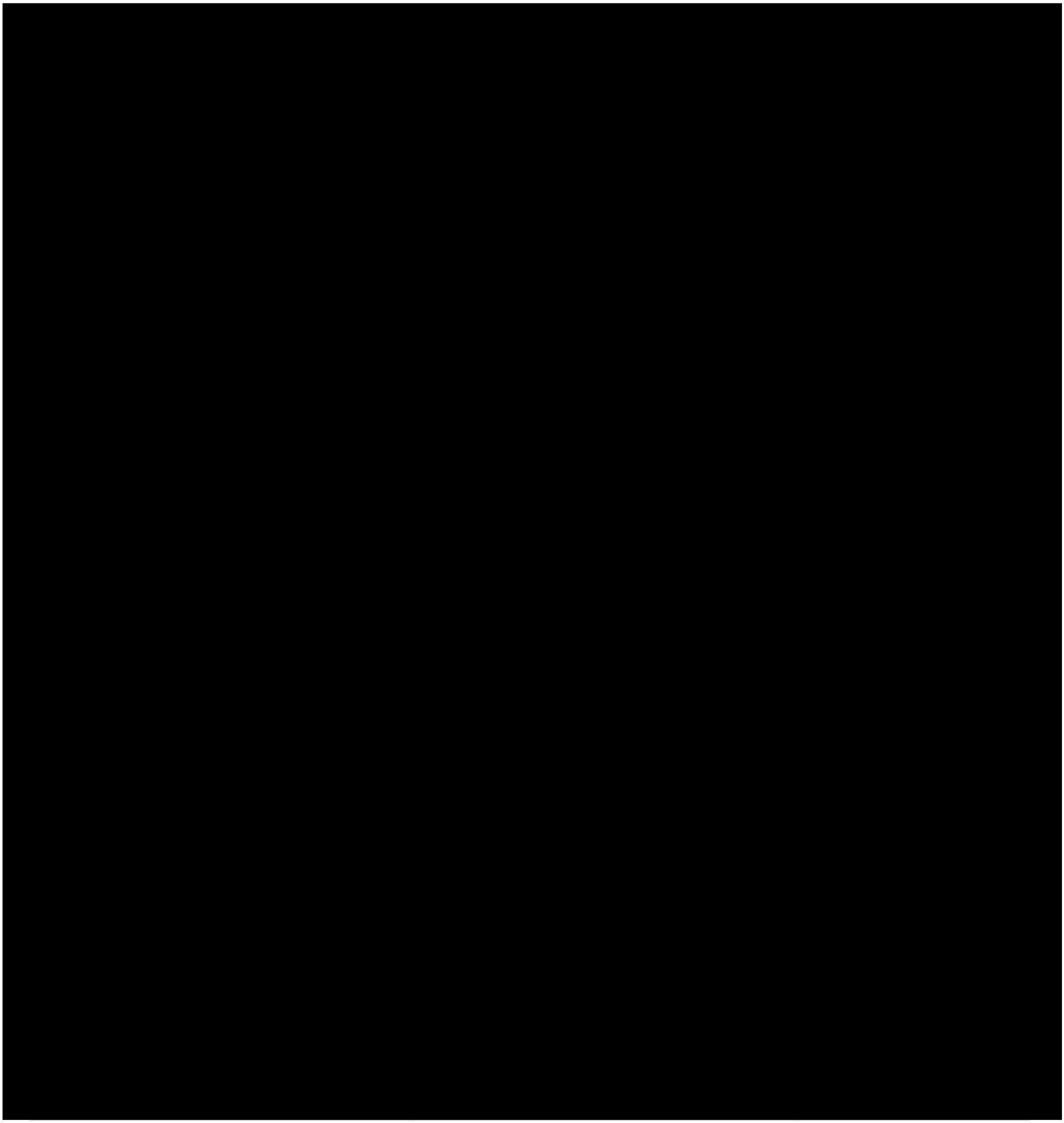
Appendix J: Removable Rails Configuration 1 – All Stands



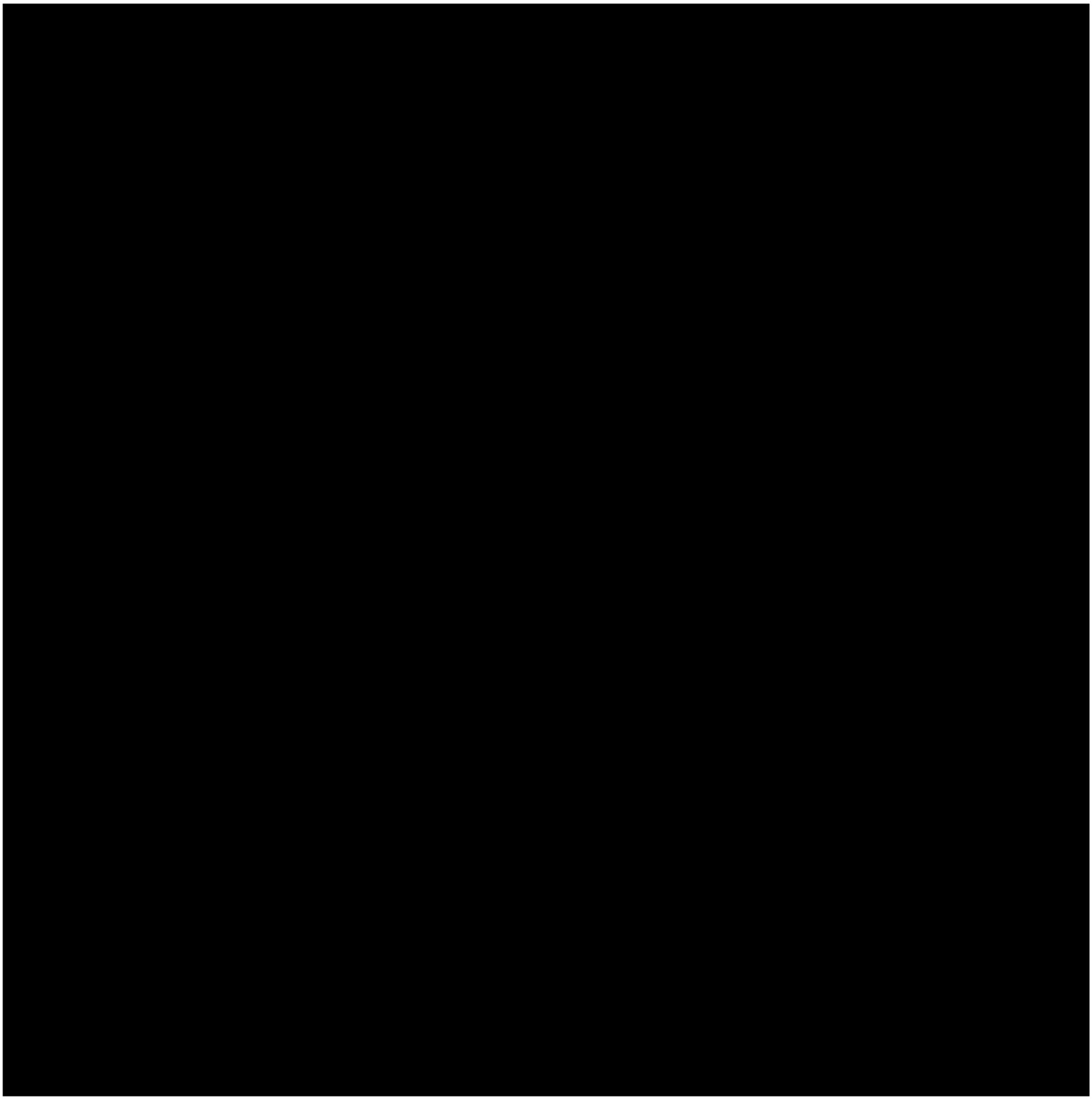
Appendix K: Removable Rails Configuration 1 – Wing Tip Stands Removed

[redacted]

Appendix L: Removable Rails Configuration 2 – Engine Stands moved, Sliders Back

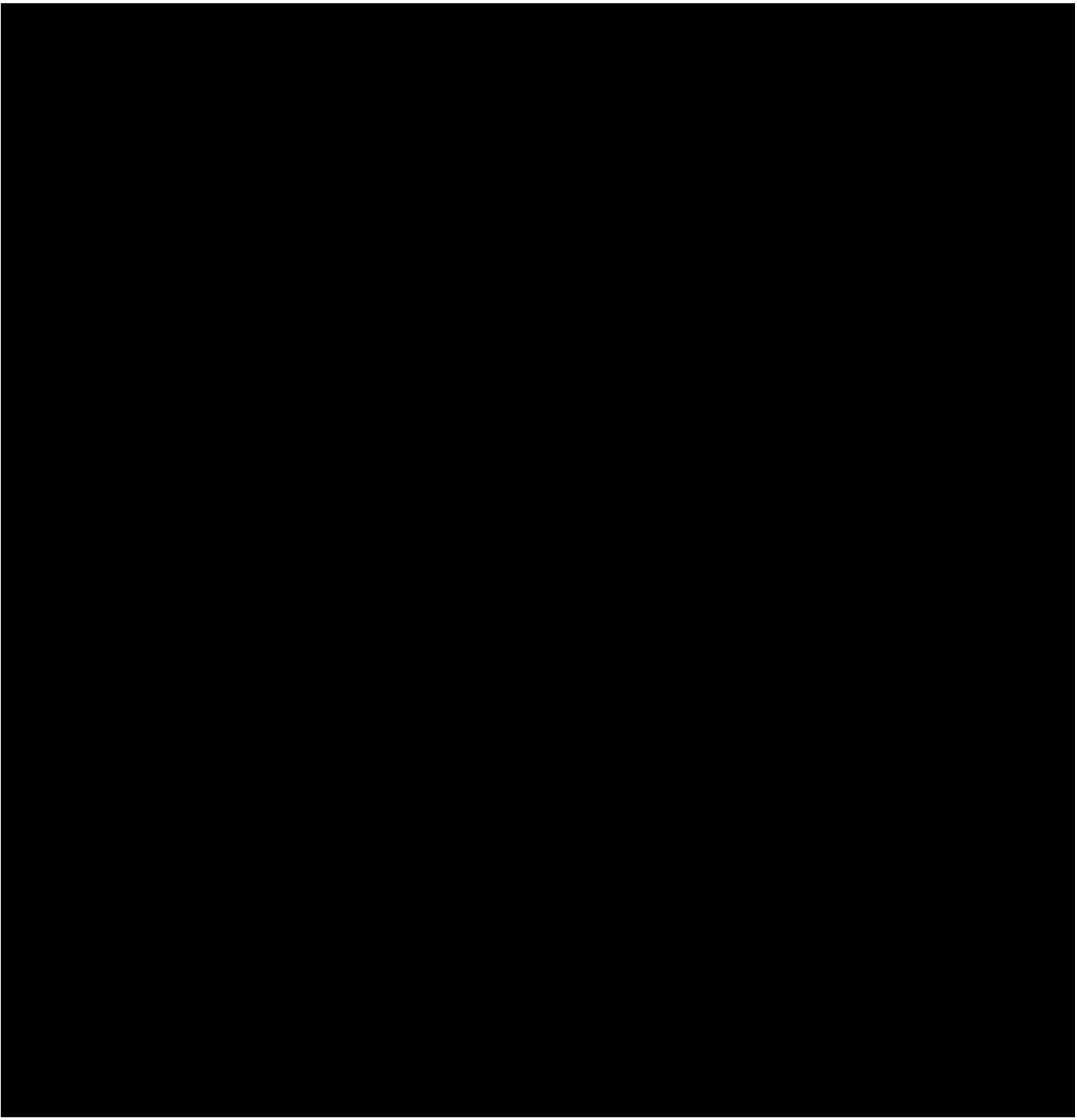


Appendix M: Removable Rails Configuration 4 – Engine



Stands Removed, Sliders Out
Appendix N: Removable Rails Configuration 5 – Engine Stands Lowered

Appendix O: Removable Rails Configuration 6 – Stands 1, 2, 5, 6, 21, 22 Removed



Appendix P: Integrated Master Schedule (IMS)

The IMS is an integrated schedule developed by logically networking detailed program activities. The contract Integrated Master Plan (IMP) is the foundation of the program schedule and provides a hierchy for schedule traceability and summarization. Milestones, events, accomplishments, and criteria are included in the schedule to monitor progress. This information will be used to verify attainability of program objectives, evaluate the progress of the government and contractor team toward meeting the program objectives, and to integrate program schedule among all related components.

1. **Format**: The precedence logic diagram shall be in the contractor's format in the form of a network, milestone, or Gantt chart. This diagram shall be provided in digital format.
2. **Content**: The schedule shall contain all of the contract IMP events and milestones, accomplishments, criteria, and activities from contract award to the completion of the contract. The schedule shall be integrated, logical network-based schedule that correlates to the program WBS, and vertically and horizontally traceable to the cost/schedule reporting instrument used to address variances (such as cost performance report (CPR)/Schedule Status Report (C/SSR)), et). It shall have a numbering system that provides traceability through the IMP and SOW. It shall contain program events and milestones and definitions, summary, intermediate and detailed schedules, and periodic analysis of progress to date. It shall be possible to access the information by product, process, or organizational lines. Descriptions of the key elements are as follows:
   - **2.2. Program Milestones and definitions:** Key programmatic events defined by IMP, the contracting agency or weapon system contractor which define progress and completion in each WBS element along with the definition for successful completion of the milestone.
   - **2.3. Summary Master Schedules:** A graphical display of top level program activities and key events and milestones of the IMP which depict major work activities in an integrated fashion at the summary level of the WBS, e.g. level 1-3 of the WBS.
   - **2.4. Intermediate schedules**: A graphical display of top-level program activities and key milestones which includes all associated accomplishments of the IMP, traceable to the WBS element as necessary to display the work effort at the intermediate level of summarization, e.g. level 3-5 of the WBS as appropriately tailored.
   - **2.5. Detailed Schedules.** A graphical display of detailed activities and milestones which depict work activities in a particular work breakdown structure element, to include the criteria associated with each accomplishment of the WBS element as well as any additional activities necessary to display the work effort to detailed WBS levels; e.g. level 4-8 of the WBS as appropriately tailored.
   - **2.6. Periodic Analysis**. A brief summary which identifies progress to date, variances to

the planned schedule, causes for the variance, potential impacts and recommended corrective action to avoid schedule delays. For each program activity planned, forecasted and actual completion dates shall be reported. The analysis shall also identify potential problems and a continuing assessment of the network critical path.

2.7. **Integrated Program Network**. Logical diagram of all activities in the program. The key elements of the integrated network to be constructed in the diagram are as follow:

2.7.1. Milestone or event - A specific definable accomplishment in the program/project network, recognizable at a particular point in time. Milestones are numbered and may be contained within an activity box.

2.7.2. Activity or task - A time consuming element, e.g. work in progress between interdependent events, represented by an activity box

2.7.3. Duration - Planned length of time needed to accomplish an event/activity.

2.7.4. Constraint- A line that defines how two activities or events are logically linked. It can take up to four (4) forms:

2.7.4.1. FS (Finish to start) - An activity must finish before another can start.

2.7.4.2. SS (Start to start) – An activity depends on the start of another activity.

2.7.4.3. FF (Finish to finish) - One activity cannot finish until another activity is finished.

2.7.4.4. (4) SF (start to finish) - An activity cannot finish until another activity starts.

2.7.5. Slack or float - Extra time available on an activity before it will impact an activity on the critical path.

2.7.6. Lag - The delay or wait period between two tasks.

2.7.7. Critical path - A sequence of activities in the network that has the longest total duration through the program or project. Activities along the critical path have zero or negative slack/float. It should be easily distinguished on the report formats; e.g. a thick line, patterned or in red ink. This should be calculated by computer-based software.

2.7.8. Target start (TS) - A program defined date of when an activity should start. This is an operator defined date rather than a computer-calculated date.

2.7.9. Target complete (TC) - A program defined date of when an activity should finish. This is an operator-defined date rather than a computer-calculated date.

2.7.10. Actual start (AS) - Actual start date of an activity.

2.7.11. Actual finish (AF) - Actual finish date of an activity.

2.7.12. Early start (ES) - The earliest start date an activity can begin the precedence relationships. Computer-calculated data.

2.7.13. Early finish (EF) - The earliest finish date an activity can end. Computer-calculated date.

2.7.14. Late start (LS) - The latest start date an activity can start without delaying the program or project target completion date. Computer-calculated date.

2.7.15. o. Late finish (LF) - The latest date an activity can have without affecting the program or project target completion date.

2.7.16. Computer-calculated date.

2.7.17. Percent complete (PC) - Actual progress of an activity from its start to its

finish.

2.8. **Master integrated program schedule.** It shall display all of the proposed program activities, events, and milestones from contract award to the completion of the contract

2.9. **Descriptive titles**. Activities. tasks. events, and milestones shall be labeled with a brief descriptive title, numbered or coded and contain time constraints (e.g. durations, TS, ES, EF, LS, etc.). Standard abbreviations may be used to conserve space. Descriptive titles used on activities, events, and milestones shall be identical on all program schedules. A legend shall be provided to aid in ease of reading the schedules.

2.10. **Schedule risk**. The schedule shall include a description of the approach that will be taken to limit the schedule risks identified as a result of the contractor's risk assessment. Risk shall be defined considering impact on cost and technical performance and assessing the probability of schedule change. Additionally, technical performance measurement tasks and their correlation with contractual cost/schedule elements permit assessment of the program effort in terms of the schedule as well as cost of work increments. As technical performance measurement tasks, as well as cost reviews, reveal potential impacts to the schedule these risks will be identified.

2.11. **Schedule risk assessment (SRA)**. Optimistic, pessimistic, and most likely durations for each MIPS activity/task and milestone/event shall be provided as the basis for determining the probability of meeting schedule dates. The government will assess the durations and use an appropriate cumulative probability (0-100%) for the chosen milestones to determine expected completion dates.