DRAFT PERFORMANCE WORK STATEMENT (PWS)
For
HC-130J Isochronal (ISO) Inspection Stand System Purchase and Installation Contract

Objective. To procure a short model HC-130J Isochronal (ISO) Inspection Stand

1.0 DESCRIPTION OF SERVICES / GENERAL INFORMATION

1.1. Introduction: This Performance Work Statement (PWS) outlines the requirements for a contractor to provide all necessary management, labor, tools, equipment, and materials to procure, deliver, and install a complete short model HC-130J Isochronal (ISO) Inspection Stand System for the [redacted] at [redacted]

1.2. Background: The [redacted] requires a new short HC-130J ISO Stand System to support aircraft maintenance operations. The stands must provide safe and efficient access to all major inspection and repair areas of the short HC-130J aircraft. The system shall be new, complete, and meet all requirements specified in this PWS. Maintenance stands that provide wrap around coverage with elevated access are needed to execute the mission. These stands must be lightweight, strong, and OSHA Compliant. The nature of the work demands a durable product that can endure industrial environments, hazardous chemicals, and all-weather conditions.

1.3. Scope: The contractor shall perform all actions required to deliver a turn-key solution. This includes the purchase of a stand system that meets all technical requirements, transportation to the installation site, full assembly and installation, system testing, and removal of all project-related debris.

1.4 Inspection: Upon completion of the work highlighted in this requirement, acceptance inspections shall be conducted by the contractor and a member of the ISO team. If any deficiencies are found during the inspection, the government will pursue the appropriate remedies available in accordance with RFO 52.212-4.

1.5 Technical Specifications/Drawings: The contractor shall provide design drawings for the proposed maintenance stands. The drawings shall reflect all the requirements set forth in this requirement and the visual representation. The drawings must include all areas of the stands around the aircraft. Visual representation must be clear and detailed to allow proper understanding and interpretation of designs effectively. As part of the evaluation for technical acceptability, a concept design MUST be included with the initial proposal submission.

1.6 Damages: Any damages caused to U.S. Government property during the course of performing this contract shall be restored, replaced and/or repaired to its original condition at no additional cost to the U.S. Government.

1.7 Delivery and Installation Schedule: The contractor shall provide a detailed, clearly outlined Delivery and Installation Schedule with their proposal submission to be evaluated for technical approach.

1.8 Warranty Requirements: The contractor shall provide documentation outlining the

proposed product's full warranty coverage period with their proposal submission.

2.0 CONTRACTOR REQUIREMENTS

2.1. General Requirements: The contractor shall deliver and install a short HC-130J ISO Stand System that complies with all applicable Federal, State, and Local regulations, including but not limited to, ANSI-ASC A14.7 Occupational Safety and Health Administration (OSHA) and National Fire Protection Association (NFPA) standards. The contractor must demonstrate and maintain the necessary facilities and skilled staffing required to manufacture and install the requested HC-130J Maintenance Stands.

2.2. Technical System Requirements: The system provided shall meet the following minimum specifications:

2.2.1. Design and Configuration:

2.2.2 The system shall be a multi-level wrap around maintenance stand set providing full access to the HC-130J aircraft. The stand system shall be constructed of modular sections supporting the nose, wings, tail, and fuselage. Each modular section shall be capable of independent operation or integration into the complete wrap around configuration. When operated independently, each section shall incorporate fall protection features that ensure continuous personnel protection in areas where adjacent stand sections are not present.

2.2.3 The design must enable ergonomic access to elevated work areas, allowing technicians to remain positioned without dismounting and remounting between sections of the aircraft.

2.2.4 Six access stair modules for safe and easy entry and exit from all work elevations.

2.2.5 Two tail stair access platforms featuring adjustable deck heights, contour-fit platforms, hinged ramps, and edge slides for precise aircraft fit-up.

2.2.6 Two fuselage bridge access platforms, designed to allow mid-body access and provide full wraparound maintenance capabilities.

2.2.7 Four wing access platforms, equipped with fall protection tie-off systems, in-deck lighting, and over-wing stairs.

2.2.8 A bridging element to enable technicians to move seamlessly between aircraft left and right-side platforms without dismounting.

2.2.9 Height-adjustable work zones for wing and fuselage maintenance.

2.2.10 A jacking system with a mechanical adjustment point for easy platform leveling

2.2.11 All stair assemblies must feature a consistent rise and run with a climbing angle not to exceed 50 degrees from the horizontal.

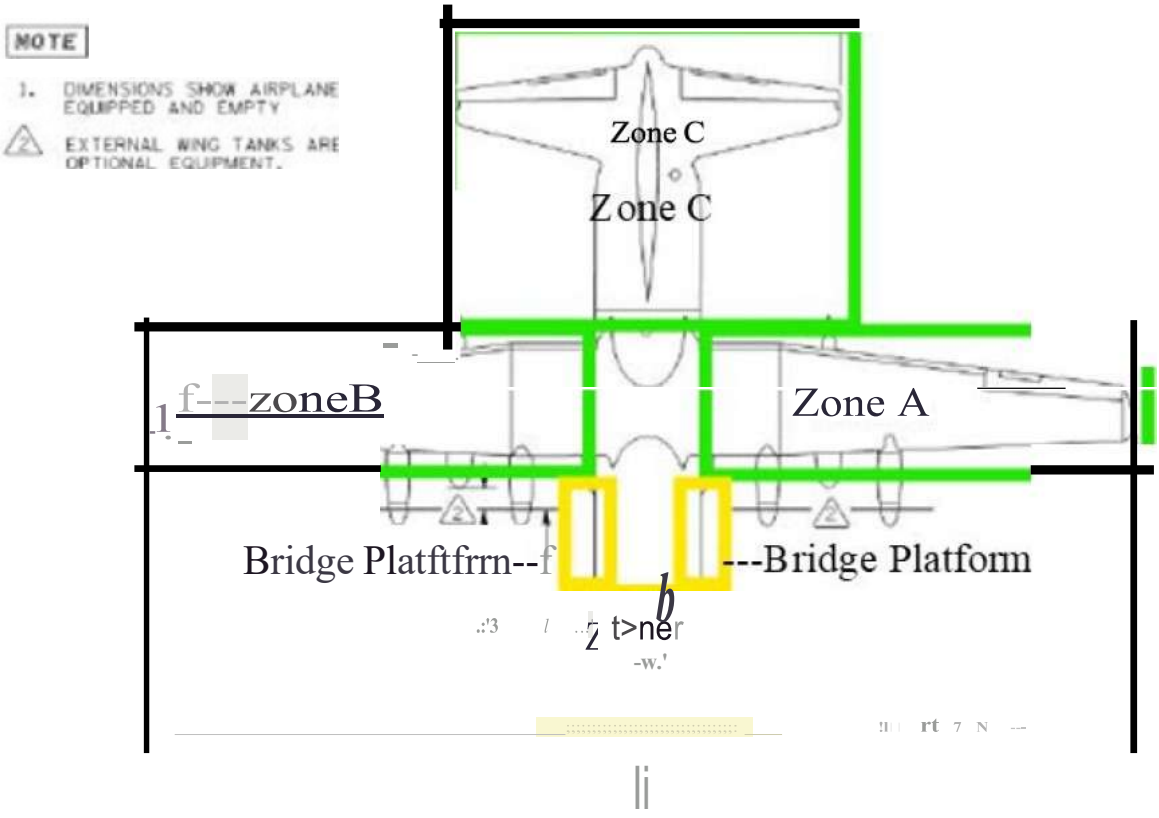
2.2.12 The system must be equipped with heavy-duty locking casters for mobility, stability, and

steerable sections.

2.2.13 An integrated grounding system with designated connection points shall be included to dissipate static electricity.

2.3 General and Zones Sections: The following conditions apply to all stand zone sections unless othe1wise stated. The appendixes provided should be used as an example for customers' intent and visual representation and not used for sole design.

No:	Zone Section Name	Components	Appendix
1	Zone A	Left Wing Stand	AppendixD
2	ZoneB	Right Wing Stand	AppendixD
3	ZoneC	Tail Area	AppendixC
4	Bridge Platfo1m---	Along Fuselage	AppendixE
5	ZoneD	Nose and Flight Deck	AppendixB
6	Aircraft Entiy Platfo1m	Flight Deck door and para troop doors	AppendixF



2.3.1 Stands: Stands must be able to adjust their height to accommodate an aircraft on jacks stands. Platfonn height needs to reach 76-96 inches but can be stowed at a lower height. Stands must have mechanical lifting mechanisms in case of operation failure. The lifting mechanism must be reliable and durable

2.3.2 Flooring: Stands must have metal flooring that with anti-slip properties such as but not limited to textured coating, grooves, etc. Flooring must not have any holes to help prevent losing dropped objects. All walking and working surfaces, including platforms and stairs, must be constructed of heavy-duty, anti-slip, anti-bounce safety grating. The entire structure shall be finished with a durable, Skydrol-resistant chemical-resistant powder coat or polyurethane paint. The color must be "Safety Yellow" or another government-approved high-visibility color.

2.3.3 Mobility: Stands must be able to be moved in and out of the hangar and around objects. Stands need to be light enough so that a team of technicians can move it without the need for motorized support equipment. Stands need to be built in a modular design. One stand for each zone would be too large for transport and storage.

2.3.4 Aircraft Skin Safety: Stands that meet aircraft skin directly, must come equipped with buffering to prevent damage to the aircraft. All leading edges of platforms adjacent to the aircraft shall be equipped with soft, non-marring foam or rubber bumpers to protect the aircraft. Sliding deck panels and adjustable sliders at key access points for flexible clearance and precise positioning.

2.4. Integrated Utilities:

2.4.1 The stand system shall include integrated compressed airline connections at specified locations.

2.4.2 The system shall include integrated electrical power outlets at specified locations. All electrical components and wiring must comply with NFPA 70 (National Electric Code) standards and in-deck lighting for enhanced visibility during tasks.

2.4.3 Electrical Outlets Accessibility (Zone C and D): Maintenance stands require six standard 120V 20A electrical outlets with NEMA 5-20R receptacles, wired to a dedicated 20A circuit and protected by a GFCI breaker in the stand's junction box. Position of the plugs must be evenly spaced along the aircraft wing, three located in front of the wing and three located behind the wing.

2.4.4 Electrical Supply: Stands must be equipped with standard two plug outlets. Three (3) in the front and three (3) aft (behind) of the wings are all evenly spaced in the most inner part of the wing, middle of the wing, and wing tip (Six (6) total). Circuits should be capable of powering power tools, lighting, compressors, etc. Standard 120v 50/60Hz 20a circuits should be sufficient.

2.4.5 Lighting: The stands must have lighting underneath stands specifically in both main landing gear areas of zone A and B, auxiliary power unit, and area where the wing meets the fuselage (arm pit) on both sides of the aircraft. The stands must have lighting on the stands platform as well to illuminate under the wing.

2.5 Handrails: The stands must have handrails. Handrails are not required in positions that meet up against the aircraft. OSHA requires the top of a guardrail system to be 42 inches from the walking surface. The rails would need to adhere to this height. The stand system must include folding

handrails for tow-in tow-out operations. Integrated tie-off anchor points located at key deck areas to enhance fall protection and Integrated perimeter handrails and fall protection systems.

2.6 External Tanks and Refueling Pods: The stands cannot interfere with HC-130J aircraft that are equipped with external tanks and refueling pods. The stand system must be able to allow for 2 each (one on each wing) external refueling pods attached to the underside of the aircraft wings. This can be accomplished by either sliding or removal of a section of the stand to facilitate towing operations or other system design. Once the aircraft is towed into the stands, the removal section must be able to close beneath the fuel pods for ease of work. There should be no open areas or gaps around the fuel pods once the open areas are in place.

2.7 Access Points: The stands must allow access to paratroop and air deflector doors located on the ground level.

2.8 Markings: The Stands should be painted with high visibility paint and markings along stairs, edges, handrails etc.

2.9 Connections: All stands should be able to be joined easily and have the capability to be locked in place.

2.10 Storage: All stands with requested panel racks/storage should make sure storage is padded. Panels cannot be stored directly on metal or hard surfaces and should have some layer of Protection.

2.11 Left wing Stands (Zone A) & Right wing Stands (Zone B):

2.11.1 Zone A and B stands are identical and are opposite in design. Both zones should all have the same requirements and accessibility, but one is for the left wing and the other for the right. Zone A has an APU inlet door which makes it unique. The stands must leave ample space for maintenance around the APU inlet door located just forward of the left MLG.

2.11.2 Overall Requirement: Technicians must have an elevated platform to access both wing. Stands must provide access to the top of the wings. Stands must allow for the rotation of the propeller but must also extend out to the propellers for maintenance. Stands must be able to accommodate wing jacks with railings around the jack pass through. Stands must still allow the opening and closing of the main landing gear doors with a locking feature to hold open the main landing gear door in a fully extended position. Stands must be open and allow extensive maintenance underneath around both main landing gear bays extending 20 feet out to the wing. Handrails in front of the engine must be removable to allow engine and propeller changes.

2.11.3 Storage: Stands must have panel racks on the platform. Panel racks must be capable of storing panels with a maximum size of 90 inches by 50 inches. There must be space for a 72" toolbox with a 48" workbench space in the immediate vicinity and in front of the wing in between both engines. Stands must come equipped with storage for 2 main landing gear tires. Preferred location is connection "bridge stands" between Zone C and Zone D.

2.11.4 Wing Tip Access: Technicians need an additional elevated platform to gain access to the

aircraft wing tip. This platform should adjust form 3-6 feet.

2.11.5 Lighting: Stands must have strong lighting underneath the stands, especially in the main landing gear area. Stands must also have lighting on the platforms to illuminate the underside of the wing in a modular design. Stands must be able to connect to current electrical power supply hardware.

2.12 Tail Area Stands (Zone C):

2.12.1 Overall Requirement: Technicians must have an elevated platform to the entire underside, top side, leading edge, and trailing edge of the horizontal stabilizer. Stands must not affect cargo ramp door opening and closing. Recommendation is four modular pieces for total access to horizontal stabilizer. The tail of the aircraft is 52 feet 8 inches long. The stands must be able to enclose the tail.

2.12.2 Connection Points: There must be connections points (bridge) from Zone C to Zone B and A for technicians to walk across, act as fall protection, and perform maintenance.

2.12.3 Storage: Stands must be capable of holding panels with a maximum size of 55 inches by 80 inches. Panel racks must not impede maintainers' access to the aircraft

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2.13 Nose and Flight Deck (Zone D):

2.13.1 Overall Requirement: Technicians must have an elevated platform to access the three center windshields for maintenance. The stands cannot prevent the radome's ability to open or close, being able to enter and exit the nose landing gear bay or impede access to the battery compartment. Technicians must have ample space to repair, replace, and inspect windows and all other local components

2.13.2 Height Range: 76-96 inches. The height from the ground to the floor of the stand must be 81 inches from the ground. The stands would then need to be able to rise 15 inches.

2.13.3 Storage: Stands must have a panel rack capable of accommodating panels with a maximum size of 55 inches by 50 inches.

2.13.4 Stands must be able to hold two nose landing gear tires.

2.13.5 Ladder: Ladder to the platform must be built into the stand.

2.14 Bridge Platforms:

2.14.1 Overall Requirement: Four (4) platforms will be needed to join zone D to B and A in the front of the aircraft and to join zone C to B and A in the aft of the aircraft. The two bridge stands forward of the wing that join zone B and A to zone D should each have storage for two (2) MLG wheels (51 x 16 inches).

2.15 Aircraft Entry Platforms:

2.15.1 Overall Requirement: Technicians require stairs to safely enter and exit the aircraft when it is jacked. Stairs/platform must have railings and be easily movable. Three stands are required for flight deck and both paratroopers jump doors.

2.15.2 Height: Platforms must be 57 inches to allow access into the aircraft.

2.15.3 Rails: OSHA requires the top of a guardrail system to be 42 inches from the walking surface, as well as midrails installed 21 inches above the walking surface. The rails would need to adhere to these requirements.

2.16 Construction and Materials:

2.16 The main structure of the stands shall be fabricated from high-strength, welded steel. All welding must be performed by certified welders per American Welding Society (AWS) standards.

2.17 Load Capacity:

2.17.1 Walking surfaces must support a minimum distributed load of 500 pounds and a concentrated load of 250 pounds. The overall structure must support all intended loads with a safety factor of at least 4:1.

3.0 SPECIFIC TASKS

3.1. Task 1: Procurement & Delivery:

3.1.2 The contractor shall procure a HC-130J ISO Stand System that meets all requirements specified in Section 2.2.

3.1.3 The contractor shall arrange for and manage the complete delivery of all stand components to [redacted], Davis-Monthan AFB, AZ 85707. The contractor is responsible for all shipping and handling logistics.

3.2. Task 2: Installation:

3.2.1 The contractor shall provide all personnel, tools, and equipment necessary to assemble and install the complete HC-130J ISO Stand System in the designated facility.

3.2.2 Installation includes securely anchoring stands where required, assembling all modules, installing guardrails, and connecting all integrated utilities to government-provided junction points.

3.2.3 The contractor shall coordinate with the government Point of Contact (POC) for site access and to schedule utility connections.

3.2.4 The installation team must be prepared with a self-sufficient plan and equipped with their own tools. The installations team will work in our maintenance hangar. The Government shall not be relied on to acquire tools or equipment needed during installation. The Government may assist with a 10K and possibly 15K forklift to move large objects with prior coordination. Any machinery like a forklift should be coordinated in advance to ensure a smooth process.

3.3. Task 3: System Verification & Acceptance:

3.3.1 Upon completion of installation, the contractor shall conduct a joint walkthrough and functional test with the government POC to verify that the system is fully operational and meets all PWS requirements.

3.4. Task 4: Training & Documentation:

3.4.1 The contractor shall provide 1 or more days of on-site familiarization training for government personnel on the proper use, safety procedures, and preventative maintenance of the stand system.

3.4.2 The contractor shall provide a minimum of two (2) complete sets of technical manuals, including assembly instructions, inspection points, parts lists, preventative maintenance guidance and warranty contact information.

3.4.3 Must include a minimum of 1-year full warranty on all items of the stand system.

3.5 Task 5: Previous Performance:

3.5.1 The company has an established history of satisfied customers that are using the stand design in the field for C-130 aircraft. They must provide 6 examples of previous customers that use the C-130 stand design. The customers could be DOD, other federal organizations, or civilian companies.

3.6. Task 6: Site Cleanup:

3.6.1 The contractor is responsible for the removal and disposal of all project-related waste, including crates, packaging, and construction debris, leaving the site in a clean and orderly condition.

3.7 Task 7: Customer Support:

3.7.1 Must have a customer support system where we can order replacement parts, general questions, and any support we need after the 1-year warranty.

4.0 GOVERNMENT FURNISHED ITEMS

4.1 The Government will provide access to the installation facility Building 129.

4.1.2 The Government will provide access to utility connection points (electrical, compressed air) for the stand system.

5.0 PERIOD OF PERFORMANCE

5.1 The total Period of Performance shall be 360 calendar days from the date of contract award. This includes time for procurement, delivery, and installation.

6.0 PLACE OF PERFORMANCE

6.1 The place of performance will be Davis-Monthan Air Force Base, Tucson, AZ 85707, within a facility designated by the [redacted].

7.0 WORK SCHEDULE

7.1 The contractor shall coordinate with the ISO representative for the establishment of performance schedule and submit a work schedule to government POC no later than (NLT) 15 calendar days prior to the work start date specified in the applicable delivery order.