REQUEST FOR INFORMATION #2

[PWS 2.2.2] Independent Module Operation — Temporary Guardrails
Please confirm the intent of the PWS is for each modular stand section to be capable of independent, standalone use. Specifically, confirm that each module would include temporary guardrails that can be deployed when maintainers want to use a stand independently, without adjacent modules in place to provide continuous fall protection on any open edges. **Yes. Each module shall be capable of safe, independent operation. Temporary fall protection shall be provided whenever a module is used independently and adjacent modules are not installed. The fall protection may be integrated into the module or provided through a stored, attachable guardrail system.**

[PWS 2.2.3] Access Levels — Desired Working Heights
Please define the desired access levels and acceptable working heights for ergonomic positioning. What are the target deck heights that would allow technicians to remain positioned at the work area without dismounting? **The desired floor height for the stands is 96 inches.**

[PWS 2.2.6] Fuselage Bridge Sections — Continuous Walk-Around Access Please confirm the intent of the fuselage bridge sections is to allow maintainers to walk around the entirety of the aircraft without having to descend stairs to access another section, or to transition from pilot-left to pilot-right. In other words, confirm the bridge provides a continuous, same-level walking surface connecting all zones. **Yes. Maintainers shall be able to walk continuously from the left wingtip to the right wingtip without descending to the ground. Where transitions between modules are required, they shall be accomplished without stepping off the maintenance stands.**

[PWS 2.2.7] Overwing Access and Tie-Off Points
Please confirm the intent is for overwing access from the platform, and that once on the wing, maintainers would use the facility fall protection system (not the stand system) as tie-off points. Additionally, please clarify whether the stand-mounted tie-off points referenced in Section 2.2.7 are intended strictly as access restriction anchor points — for use when maintainers fold down guardrails during aircraft movement (tow-in / tow-out) operations — rather than as personal fall arrest anchors for overwing work. **The stand-mounted tie-off points are intended solely as access restraint/fall protection anchor points. They are intended for infrequent situations requiring removal or folding of guardrails. The facility has established personal fall arrest anchors for overwing work.**

[PWS 2.2.8] Bridge Section — Continuous Walking Surface Between Wing and Tail Stands
Please confirm the intent of the bridge section at the aircraft is to connect the wing stands to the tail stands, providing a continuous walking surface with no stairway required between modules. **Yes the maintainer should be able to walk from left wingtip to right wing tip without getting down off of the stands to include the tail section, the walking surface can slope up or down where it is needed, to ensure continuous access is given with the maintenance platforms.**

[PWS 2.2.9] Operational Deck Heights — Low and High Positions
Please define the operational deck heights desired for the height-adjustable work zones. Specifically, what is the desired low position (stowed/transport height) and what is the desired high position (operational/working height)? Is it aligned with the 76-96" called out in 2.3.1? **The 76-inch and 96-inch heights are minimum required operational heights. The stands shall be stable throughout the entire adjustment range between these positions.**

[PWS 2.2.10] Jacking System — Conjoined Operation and Drive Method
Is the preference for each module's jacks to be conjoined so they raise simultaneously (all jacks on a module lift together), or should each jack be independently adjustable?
Is the preferred drive method mechanical (e.g., screw jack) or pneumatic? **A mechanical lifting system is preferred. A single-point raise/lower system is desired but is not a pass/fail requirement. If feasible, an automatic leveling capability to compensate for uneven concrete is also desired.**

[PWS 2.3.2] Platform Decking — Solid Surface and Color Confirmation
Please confirm that platform decking should not allow drainage — i.e., a solid surface with no openings or perforations.
Please confirm the flooring color is to be Safety Yellow. **The platform shall utilize a solid walking surface. Expanded metal, grating, or perforated decking is not acceptable. The design does not need to be watertight, but it shall prevent tools, hardware, and debris from falling through the platform. These stands are not intended to be used during aircraft wash procedures. The floor coloring should be safety yellow at areas within the stand design where caution or pinch points exist. For example, between engine areas, propellers, and stairs. The intent of yellow is to highlight areas of concerns. Use industry experience and knowledge of the offerors particular stand design to highlight those areas.**

[PWS 2.4.1] Pneumatic Air Access Points — Quantity and Co-Location Please confirm the quantity of pneumatic air quick-disconnect access points required for maintainers, and their preferred locations by zone.
Would the Government prefer pneumatic air points co-located with the electrical receptacle points, or at separate designated locations? **Pneumatic air access points shall be co-located with the electrical receptacle locations.**

[PWS 2.4.2] Electrical System Classification
Please confirm the type of electrical system required — NEMA 3R, Class I Division 1 (explosion-proof), or other classification.
This determination will drive the design of junction boxes, conduit routing, receptacle housings, and in-deck lighting fixtures, and has a direct impact on system cost. **NEMA 4R electrical enclosures are acceptable, the stands at times may be stored outside for relatively short amount of time.**

[PWS 2.4.5] Lighting Intent — Under-Stand and Under-Wing Illumination Please confirm the lighting intent is twofold: **Correct. Lighting shall be provided beneath the wing and beneath the stands to illuminate maintenance work areas beneath the aircraft when required.**

a) Illuminate the area under the stands — providing ground-level work area lighting (e.g., MLG bays, APU, wing-fuselage junction); and

b) Illuminate the underside of the wings from the platform level.

[PWS 2.5] Aircraft Tow-In Direction
Is the aircraft intended to tow in over the stands nose first or tail first? **The aircraft will tow nose in to the hangar.**

This determines which handrail sections require folding capability, the stand separation and staging sequence during docking/de-docking operations, and the placement of safety gates.

[PWS 2.12.1] Horizontal and Vertical Stabilizer Access Requirements
Please confirm what type of access is required to the horizontal stabilizer. Specifically, is top-of-horizontal stabilizer access required (maintainers standing on top of the horizontal), or is access to the underside, leading edge, and trailing edge sufficient?
Additionally, is access required to the top of the vertical stabilizer? **Access to the underside, leading edge, and trailing edge of the horizontal stabilizer is required. Access to the vertical stabilizer is not required.**

[PWS 2.17.1] Load Capacity — Distributed Load Basis
Please confirm the minimum distributed load of 500 lbs and concentrated load of 250 lbs. What square footage is the distributed load based on per square foot, per panel section, or per module? This clarification is necessary to properly size structural members and validate the 4:1 safety factor through engineering analysis. **Confirmed. The minimum load requirement is 500 lbs distributed load and 250 lbs concentrated load. The distributed load shall be calculated across the usable platform surface of each individual platform or module section, not the total assembled stand**

[PWS 3.2.2] Mobile Modular Stands vs Semi-Permanent Installation
Please confirm the Government's intent for this requirement. Is the stand system intended to be mobile, modular stands that can be repositioned around the aircraft and moved in and out of the hangar — or is a semi-permanent, anchored installation requested? **The stand system shall be mobile and modular, allowing it to be repositioned around the aircraft and moved into and out of the hangar as required.**

[PWS 2.3.2] – Flooring
Will the government consider an ergonomic, high traction decking material, perforated to allow slipping fluids and fire suppression to permeate but not debris or objects greater than 1/16" diameter? **The platform shall utilize a solid walking surface. Expanded metal, grating, or perforated decking is not acceptable throughout the entire stand design other than areas with tripping or slip hazards like stairs and steps. The design does not need to be watertight, but it shall prevent tools, hardware, and debris from falling through the platform. These stands are not intended to be used during aircraft wash procedures.**

Non-Finished Metallic - Will the government consider non finished metallic materials both structural and non-structural, that are inherently corrosion resistant as acceptable, as an alternative to painted/powder coated corrosion susceptible materials providing equal or better structural integrity? Yes, the government will consider it.