W50S99-26-Q-1004
DAMAS KITS
Q & A

1. Kit configuration: The requirement identifies two 20K two-leg DAMAS kits, but the package does not provide a complete bill of materials or configuration list for each kit. Please provide the required quantities and lengths of ramp modules, transition pieces, floor-contact components, carts, containers, restraints, and accessories that constitute one complete kit.
   Assembled Approach Shoring configuration must:
   1) Rest on top of the aircraft cargo ramp (OVER configuration)
   2) Rated for 20,000lb axles, with a 2-to-1 safety factor (40,000lb axle before any deformation of the aluminum)
   3) Assembled Length of a minimum of 224 inches
   4) Two Runways, each with a width of 30 inches
   5) Adjustable slope of 5.47° to 6.67° (no greater)
   6) Container length and width dimensions allow placing two containers side-by-side on a 463L pallet, allowing correct aisleway in the wheel well area of the C-130

2. ATTLA certification: Please identify the required ATTLA certification number, approved configuration, and current revision. Must the offeror submit the complete current ATTLA certification with its quotation, or is identification of the certification number sufficient?
   ATTLA Certified File #2012.02.06.01 Rev1
   The purchased kit must be already ATTLA certified for use immediately. If the purchased kit is ATTLA certified, we would need the ATTLA to review specifications with the quote.

3. Existing certified design: Must the offered product be an existing ATTLA-certified production configuration, or may an offeror propose a newly engineered equivalent that would obtain certification after award?
   Must be already certified and ready for application.

4. Nonmanufacturer Rule: Because this is a total small-business set-aside under NAICS 336413, please confirm whether an SBA class or individual Nonmanufacturer Rule waiver applies. If no waiver applies, must the end items be manufactured by a qualifying small-business manufacturer in the United States? The vendor submitting quote must be small business, not the manufacture.

5. Award structure: Must one contractor furnish both complete kits, or may the Government make a partial award for one kit? Per the combined solicitation; If you cannot quote all items requested in this RFQ, please submit quote on what you can provide, as it may be considered if government determines best for the government, however it's the government's intent to award to a vendor who can provide all that is requested. Meaning, the goal of this solicitation is to find a small business to fill the requirements of the 164th Airlift Wing.

W50S99-26-Q-1004
DAMAS KITS
Q & A

6. **Lead-Up Ramp Length** – What is the required length of the initial lead-up ramps that transition from the ground to the pad resting on the ground?
   The Lead Up length will be based on the solution each vendor determines will meet the requirement

7. **4-Inch Thickness Restriction** – If the requirement limiting the ramps to a maximum thickness of 4 inches is related to the maximum transport height of the container, what is the maximum container height permitted by ATTLA? Additionally, could you provide the documentation or reference that establishes this height restriction?
   Maximum container height is not determined by ATTLA. It is determined by our mission requirement.
   1) Stack of two can be restrained by the nets of a 463L pallet
   2) Container will fit in an 8-foot pickup bed and not extend more than 4 inches above the cab height.

8. **High-Traction Rungs** – Are the specified high-traction rungs the same as serrated cleats that are spaced several inches apart, creating a gap (or "rung") between each cleat?
   "Rung" is another term for what you refer to as cleats (because they resemble rungs on a ladder). A rung is not the space between.

9. **Loading Angle** – What loading angle must be achieved for the required configuration?
   Adjustable slope of 5.47° to 6.67° (no greater)

10. **Ground-End Transition** – Does the ramp section that rests on the ground need to taper to a point? If not, what is the maximum allowable thickness at the ground contact point? In other words, what is the maximum height of the transition ("bump") that the vehicle tires may encounter?
    Depends on the manufacturer's design. Normal vehicle tires should be able to transit. No Point-load can be created on either the aircraft or tarmac. Must comply with 50psi limits.

11. The system being solicited is the DAMAS™ system. Our MMARS system is an equivalent ATTLA-approved system. Is this solicitation open to equivalent/alternative bids, or is the requirement restricted to the DAMAS™ system only?
    That all depends if the MMARS is completely interchangeable with the DAMAS shoring kits that our sister units have across the country.

12. How can a vendor ensure they are providing "all that is requested" if the solicitation does not identify the specific components and quantities required?
    Per the attachment in the combines synopsis, Dunnage Kit for POL R-11 Airlift, all requirements are in this document. See question 1 answer

W50S99-26-Q-1004
DAMAS KITS
Q & A

13. What is the purpose of the requirement that the ramp system be 4 inches or less in thickness? Does a thicker ramp system prevent it from performing the intended function? My understanding is that if the ramp system can be properly transported and stored within the required container, the overall thickness should not affect operational capability. Could you please clarify the intent behind this requirement? Shoring kits may not always be shipped or stored in containers. A shoring kit that can stack into a shorter space and take up fewer cubic inches on an aircraft for flight allows much more operation flexibility. We may not have room on the aircraft for a container during flight. We may have to stack the shoring and strap it down under a vehicle or trailer during flight.

14. Does the tailgate of the 8-foot pickup bed need to fully close during transportation? Our system would fit within the pickup truck bed; however, it is approximately 6 inches longer than the DAMAS™ system, which would prevent the tailgate from closing. Considering the short transportation distance and low operating speeds typically used between the hangar and airfield, it seems unlikely that the container would shift or fall from the vehicle. If this is a concern, would transportation by another suitable vehicle be acceptable? Airfields typically have a variety of available vehicles and support equipment. Could you clarify whether the tailgate closure requirement is an operational necessity or simply a preferred transportation method? Tailgate must be able to close so it will not rest on the trailer jackstand we are towing. Tailgate closure is an operational requirement.

15. What type of ramp surface is required? Is the Government requiring a heavy-duty cleated surface or a pooch plate-type surface?
Either is acceptable, as long as they provide traction for "highway-sized" tires.

16. Can the ATTLA certification documentation for the equipment being loaded be provided? ATTLA Certified File #2012.02.06.01 Rev1

17. Since a shoring kit is normally dedicated to and transported with the aircraft it supports (C-17, C-5, etc.), please clarify the mission requirement or operational scenario that necessitates the capability to transport two complete shoring kits simultaneously on one 463L master pallet. The need for two kits on the same transport is not a requirement, however needs to be a possibility. The purpose of the kits adaptability to different airframes is due to different mission requirements with the same equipment loading and unloading on different frames at different locations as mission dictates.

18. Assuming the two containers are placed side-by-side, what are the required length and width dimensions of the available space needed to ensure the required aisle clearance is maintained? Side-Loading Top-Opening Container 96"L x 42"W x 53"H

W50S99-26-Q-1004
DAMAS KITS
Q & A

19. Assuming stacking of the containers one on top of the other is permissible, what is the maximum allowable height restriction?
    No more than 53 inches in height for containers