

## Hangar N RFI Questions and Answers:

- 1. What were the average annual costs to manage the equipment and the facilities, maintenance etc.?\_Can the government provide estimated annual/monthly O&M costs for the Hangar N facility?**

**Response:**

For the Hangar N facility (FY12 totals):

- Utility Costs: \$64,186 annually
- O&M Costs: \$122,692 annually

Hangar N NDE Equipment (FY12 totals):

Non-Labor Costs for O&M of inspection equipment:

- Calibration and maintenance - \$50,000 annually
- Consumables - \$30,000 annually
- NDE certification maintenance costs - \$30,000 annually

Note: costs do not include unanticipated repairs.

- 2. Does the government require the bidder to insure the facility or the Government equipment in the facility? Will NASA indemnify the government equipment?**

**Response:** Yes, in order to enter into a partnership agreement, the industry partner will be required to carry general liability insurance. In addition, the industry partner would be responsible for damage to the Hangar and equipment, for which insurance could be obtained or the partner could claim self-insurance under certain conditions. The actual amount of the insurance may be negotiable. NASA has no authority to indemnify third parties.

- 3. Several sections of the facility appeared to be in a state of disrepair, i.e., the north section of the Hangar was supplied with conditioned air via a portable HVAC unit. The unit is a source of exhaust, noise, condensation all within the Hangar under roof space. The HVAC unit also occupies valuable storage space on the floor of the Hangar. Will the government conduct an inspection with the bidder prior to assumption of the facility? If items are identified during the inspection that need attention or repair for operational purposes, will the government pay for the repairs prior to assumption of the facility?**

**Response:** An inspection could take place prior to or immediately following a potential Partner taking possession of the facility. It is most likely that the equipment and facility would be offered "as-is" and any repairs would be the responsibility of the Partner. Hangar N has a specific schedule for Operations and Maintenance, and prioritization of any required repairs. NASA cannot guarantee that these items will be completed prior to any transition of Hangar N operations. Specific terms concerning

the status of operations, maintenance, and repairs will be further defined as part of agreement negotiations with a potential partner.

**4. Who is responsible for facility repairs? For example if the HVAC were to fail who is responsible for the repair costs?**

**Response:** Per the RFI, the potential Partner would be responsible for any operations and maintenance of the facility, including all facility and HVAC system repairs. Partner would be responsible for ensuring that all facility systems are maintained in good working order. Specific terms will be further defined as part of agreement negotiations with a potential partner.

**5. Can the outside of the facility be painted?**

**Response:** Yes, the facility could be painted as part of facility maintenance. Certain color restrictions would apply. Painting or similar modifications will need to be coordinated with NASA KSC and CCAFS. The AF Facilities Excellence Handbook provides guidelines for facilities on USAF property.

**6. Can any modifications be made to the facility by the bidder if desired during the period of O&M?**

**Response:** Any facility modifications will require prior coordination with NASA KSC and CCAFS. Any modifications proposed by the potential Partner will need to be approved by NASA and be fully funded and implemented by the Partner. Specific terms for facility modifications will be further defined as part of agreement negotiations with a Partner. Please identify any related assumptions or special conditions in the response to the RFI.

**7. There are two ovens in the facility that are listed in the attached equipment file. During the site visit it was stated the ovens will be “abandoned-in-place. If the tenants desires, can the ovens be made operational and turned over to the tenant as part of the facility capability?**

**Response:** As part of any negotiated partnership agreement, additional equipment such as the ovens could potentially be made operational. The potential Partner would be responsible for O&M of the ovens. Shuttle Transition and Retirement (T&R) is working to the previously defined end state of Safe and Abandon, however a potential Partner would have the option of returning this equipment to operation within the facility. Partner would need to provide manpower and skills to reactivate equipment, in coordination with NASA KSC. Please identify any specific hardware and systems of interest in the response to the RFI.

**8. Are there other pieces of equipment that are being placed into a state of abandonment?**

**Response:** Per the T&R plan, certain Hangar N equipment is being safed and abandoned, including:

- (2) Ovens
- X-ray cell
- Salt fog corrosion booth
- Dry film lube lock spray booth
- Tensioning machine
- Optical/microcomparator
- General paint booth

**9. The RFI was unclear regarding the Materials and Processes (M&P) work. Is the M&P capability part of the equipment set that is being transferred?**

**Response:** The focus of the RFI is the consolidated Hangar N NDE equipment. There is NDE-related M&P equipment in the RFI list that will be made available as part of a final consolidated Hangar N equipment list to be included in a final agreement. Any M&P-specific equipment that the Partner does not wish to utilize will either be relocated to another NASA facility or excessed.

**10. Are institutional services available to the facility tenant? Who is providing those services? Is the tenant responsible for contracting with the base services providers?**

**Response:** Institutional services are not provided unless requested and negotiated in a partnership agreement. Industry partners may elect to perform Operations and Maintenance activities in house or contract with service providers. Institutional services may be provided as part of a Reimbursable Space Act Agreement (RSAA), at the Partner's expense.

**11. Is there a list of other potential equipment that could be made available for Hangar N consolidation to enhance the overall capability? Is the CNC machine potentially available, and can it be relocated temporarily?**

**Response:** The Hangar N equipment list provided in the RFI is already comprehensive. Additional Hangar N or NDE-specific equipment may be made available as part of any potential partnership negotiations and final agreements. The CNC Mill Vertical Machine is included in RFI Attachment 2, Property # 3060358. An additional supplemental listing of NASA-tagged NDE property items is included with this Q&A response. All equipment will be identified and listed as part of any partnership agreement negotiations. Please identify specific additional equipment items requested in the RFI response.

Per the RFI, any portable use of equipment at other locations would be at the expense of the Partner, and for property accounting purposes, KSC would need to be informed of any equipment relocation.

**12. What are NASA plans for on-going NASA funded work? How will this work be transitioned?**

**Response:** NASA will not be purchasing NDE services directly as part of any agreement. NASA will follow the Federal Acquisition Regulations (FAR) when contracting for NDE-related work, including any potential sole source procurements. Any current NASA-funded contracts will be completed prior to transition to a potential commercial partnership.

**13. What are NASA plans for on-going R&D initiatives or studies? How will this work be transferred?**

**Response:** NASA will not be purchasing R&D services directly as part of any agreement. NASA will follow the Federal Acquisition Regulations (FAR) when contracting for any R&D initiatives. Any current studies will be completed prior to transition to a potential commercial partnership.

**14. In the past wasn't URS contracted by NASA to manage their NDT programs? If so, are they still contracted by NASA?**

**Response:** URS is under contract by NASA to provide Institutional Support Services at KSC, however Hangar N is not within their area of responsibility. This RFI will not result in a NASA contract, nor will any NASA-funded work be directly provided as part of any partnership agreement. NASA will follow the Federal Acquisition Regulations (FAR) when contracting for NDT work.

**15. Are there other companies on site at Hangar N?**

**Response:** Currently United Space Alliance LLC (USA LLC) is operating onsite at Hangar N. Transition of Hangar N RFI assets will be negotiated as part of agreement negotiations with a potential partner. USA LLC can also provide points of contact for negotiations for specific USA LLC NDE property residing at Hangar N.

**16. Are there any USA patents or NASA-owned patents that apply, and how would these patents be managed as part of any Hangar N agreement?**

**Response:** There are no patents that are in-house at Hangar N, however there are several pieces of software that are in-house that are USA-owned relating to the computed tomography and backscatter x-ray systems. Intellectual property requirements and policies will be managed as part of any agreement negotiations.

**17. Are there certifications or specialized training necessary to operate Hangar N NDE equipment? For the specialized equipment, will a potential Partner need to hire new personnel from the outside in order to operate this equipment? What certifications are currently at Hangar N and are there certified weld inspectors?**

**Response:** Specialized training is required to operate the advanced NDE equipment, namely the Par Robot, digital radiography systems, computed tomography systems, computed radiography systems, ultrasonic phased array system, eddy current array, flash thermography, and backscatter x-ray system. Personnel currently assigned to Hangar N are trained and experienced in operating this NDE equipment. Hangar N capability currently includes National Level III certification in NDE methods, a rating that requires extensive experience and education specifically in NDE methods, as well as National Level II certifications. Additional current Hangar N capability certifications include: NAS 410, ASNT SNT-TC-1A, CP-189, and Boeing BSS 7698, as well as certified weld inspection capability. With the completion of the Shuttle Program and Shuttle Transition and Retirement (T&R), highly-skilled and qualified personnel are becoming available for hire. It is up to potential Partners to decide what certifications will be required per their proposed concept of operations and use of the highly specialized equipment and methodologies.

**18. How many companies are you looking for to manage the one Hanger?**

**Response:** NASA is specifically looking for one potential partnership, although combinations of partnerships within the same facility could be considered, as well as potential subleasing arrangements. Multiple companies could partner together to operate the facility under a single agreement. Specific terms would be defined as part of agreement negotiations with a potential Partner.

**19. Is the Little N facility on the Hangar N complex potentially available as well?**

**Response:** Yes. This logistics facility is available as part of any potential agreement.

**20. Will any further remediation be required of the facility following Transition and Retirement activities? Are there any asbestos or lead concerns?**

**Response:** T&R will perform required safing of the facility, including environmental remediation for the dry film lube equipment or other areas. Detailed records have been maintained for the location of any areas containing lead or asbestos, which will be made available as part of information provided for any agreement.

**21. Are O<sub>2</sub> monitors working in the facility?**

**Response:** Any required O<sub>2</sub> monitors are operational, as Hangar N remains an operational facility.

**22. Is the NFPA fire protection code up to date? Would the fire protection be brought up to code for any potential agreement?**

**Response:** Hangar N does not meet current NFPA fire protection code. The facility has been safely operated through the Shuttle period and any fire codes existing then were deemed appropriate and safe. No fire protection changes are being planned during the Transition and Retirement safing and abandonment period.

**23. For any software required to operate the NDE equipment, are there maintenance agreements available for this software? Will these transfer with the equipment?**

**Response:** There is a maintenance agreement for the Backscatter x-ray system that includes the software. All other software maintenance agreements have lapsed since 2011. Any transfer of software maintenance agreements will be coordinated by the appropriate NASA and USA LLC organizations as part of agreement negotiations.

**23. Will POCs be provided regarding USA or commercial customer-provided NDE equipment that may also become available?**

**Response:** As part of any potential partnership negotiations, these points of contact will be provided.

**24. Are the NDE computer workstations slaved or networked?**

**Response:** The current setup has a combination of slaved and networked devices, depending on the specific workstation. This information will be made available as part of any potential equipment agreement.

**25. How much time is required for each scan when using the backscatter equipment? What is the resolution available? Is there a standard sized head for the equipment?**

**Response:** Scan time varies with the size of interest, material and required resolution. Resolutions range from 0.05-3mm pixel size, and scans times can range from 1 minute to several hours depending on part and technique requirements. Current system contains a 70kV and 160kV tube. Option is available to take standard 225kV tube. A separate scanning head is required for 320kV and 450kV tubes.

**26. Will equipment maintenance records be made available as part of any potential agreement?**

**Response:** Yes, these are available and can be provided as part of any potential agreement. This data will be available after RFI responses are received and reviewed by NASA, prior to negotiating any final agreement.

**27. What types of incentives are available?**

**Response:** NASA does not have incentives available. However, the State of Florida promotes the aerospace industry through organizations such as Space Florida and the Economic Development Commission of Florida's Space Coast. They may be contacted for more information.

**Space Florida POC:** \_\_\_\_\_

**Dale Ketcham, Chief of Strategic Alliances**

Space Florida

SPFL Building M6-306, Room 9030

Kennedy Space Center, FL 32899

[dketcham@spaceflorida.gov](mailto:dketcham@spaceflorida.gov)

321-730-5301 X225

office

321-427-7915

cell

[www.SpaceFlorida.gov](http://www.SpaceFlorida.gov)

**Economic Development Commission of Florida's Space Coast POC:**

**Robert E. Salonen, CEcD**

**Director, Business Development**

*Economic Development Commission*

*of Florida's Space Coast*

Office: 321.638.2000

Mobile: 321.501.1900

[www.SpaceCoastEDC.org](http://www.SpaceCoastEDC.org)