

SLF RFI Q&A

Q1: How is controlled airspace called up for use by KSC?

A1: SLF airspace is called up by issuing a Notice To Airmen (NOTAM). Requests for activation of the restricted airspace (R-2934) are passed from the KSC Chief of Flight Operations through the Air Force 45th Space Wing Airspace Manager to Miami Air Route Traffic Control Center (FAA) who puts out the NOTAM to pilots. The Point of Contact (POC) for airspace is the KSC Chief of Flight Operations.

Q2: How do you maximize airspace operations and how open is the Air Force to change?

A2: Operational profiles are worked through KSC Chief of Flight Operations who coordinates with the 45th Space Wing Airspace Manager. The Air Force has been an excellent partner and is committed to working with the commercial space industry.

Q3: How do you deal with competition for airspace in an aggressive commercial space scenario with multiple sorties per day; who gets priority?

A3: Airspace issues are worked between the NASA KSC Chief of Flight Operation and the 45th Space Wing through continuous dialogue. Similar communication will be needed between the 45th SW, KSC and the SLF operator to ensure commercial space flight rates can be handled by airspace managers. The new operator will be expected to work with all stakeholders to determine priority of use.

Q4: How often is restricted airspace R-2934 activated?

A4: R-2934 is activated periodically to serve the needs of specific customers, such as Starfighters. Currently it is being used about 5-10 times a year.

Q5: How active is the USAF Skid Strip Runway?

A5: The USAF Skid Strip is used infrequently to support Air Force space missions and Homeland Security. The USAF Skid Strip is not within the scope of this RFI.

Q6: Will the Military Radar Unit (MRU) controllers continue to be funded by the Air Force?

A6: This will be negotiated between the new SLF operator, KSC and the 45th Space Wing.

Q7: Can you explain the NASA Airfield decision memo?

A7: The Mission Support Council at NASA Headquarters determined there is no NASA requirement for the SLF, and directed KSC to proceed with divestment (demolition, transfer of ownership or abandonment in place) of this asset. The preferred divestment

option is to transfer the SLF to a government or commercial entity, to maintain and operate the SLF at no cost to NASA, and from which NASA could purchase airfield services as required.

In response to this decision, KSC released the SLF RFI seeking ideas and information from industry on how to re-purpose the SLF.

Q8: How can respondents obtain a copy of the KSC Future Development Concept (FDC)?

A8: The FDC can be found and downloaded at the following link:

<http://kscpartnerships.ksc.nasa.gov>

Q9: Will the SLF KSC Fire Station stay open? Who will operate and maintain it?

A9: KSC Fire Station #2, located at the SLF, will remain in operation as a NASA funded responsibility.

Q10: Can you explain what the 20 year build out means on the KSC SLF Brochure?

A10: The 20 year build out section of the new KSC SLF Brochure came from the study titled: 21 CLC (21st Century Launch Complex). The Horizontal Launch and Landing Development Plan was completed on April 20, 2012. This is a historical reference concept document that was completed before the decision was made to divest the SLF asset. This document is non-binding on future SLF operations. The new operator will operate to their own business plans and the terms of a negotiated agreement with KSC.

Q11: Please explain why the KSC SLF Brochure shows development only on the east side of the SLF?

A11: The SLF Brochure was completed before a decision was made to divest the SLF asset, so this document is for reference only. The new operator will develop the SLF according to their own business plans and the terms of a negotiated agreement with KSC. The plans for development on the east side of the runway were based on a cost-benefit analysis and probable development requirements as a NASA operated facility.

Q12: Will there be any encumbered infrastructure and customer agreements when the new operator signs an agreement with KSC

A12: Yes. NASA expects to honor all existing agreements. For example, The Space Florida Reusable Launch Vehicle (RLV) Hangar will remain a Space Florida asset under the new agreement. A list of customer agreements will be provided during negotiations between KSC and the SLF operating entity.

Q13: Does NASA anticipate any reduction and staffing at the SLF Fire station?

A13: No. The staffing for Fire Station #2 is expected to remain stable through the period of performance of the KSC Protective Services Contract, which runs through September 30, 2016.

Q14: Who are the current SLF users and what is their frequency of use

A14: Strategic airlifts, such as the C-17, C-5 and Antonov aircraft and various straight line testing occurs monthly. NASA aircraft, including helicopters, G-4's and T-38's, fly several times weekly. Commercial users, such as Starfighters fly infrequently.

Q 15: Would the new operator have to get NASA's approval to develop the SLF and how will land ownership liability be covered?

A15: The new operator will be able to develop the SLF within the negotiated parameters of the agreement with KSC. Land ownership liability will also be covered in the agreement.

Q16: Are Pads 39A and 39B in the launch Area Development Plan?

A16: Yes, but the Pads are not part of the SLF RFI.

Q17: How will the issue of assets such as personal property, land and infrastructure improvements be addressed?

A17: This will be negotiated in the agreement.

Q18: How will the issue of land mitigation and environmental impact studies (EIS) be addressed?

A18: NASA has contracted for a center-wide EIS, that will begin in October of 2012 and be completed 18 months later. The new EIS will cover all lines of business anticipated for future SLF operations. KSC will make the EIS available to the new SLF operating entity.

Q19: Can you discuss KSC's plans for straight line testing?

A19: Existing agreements with straight line testing organizations are scheduled to expire on September 30, 2013. Although there is a precedence for allowing this type of activity, it will be up to the new SLF operating entity to decide if they want to continue allowing straight line testing.

Q20: How much DOD activity is anticipated at the SLF?

A20: Currently, there are monthly DOD strategic airlift flights that support NASA programs, and that level of activity is expected to continue. Additional support, such as horizontally landed space vehicles, may materialize.

Q21: Can you tell us what the anticipated impact at the SLF will be as a result of the shuttle retirement?

A21: When Endeavour flies out of KSC on September 18, 2012, the Shuttle program requirements for the SLF will end.

Q22: What support will the KSC Institutional Support Contract (ISC) provide to the SLF during the period of this activity?

A22: The ISC provides airfield services to all NASA customers at the SLF, including airfield management, control tower operations, flight operations, and ground operations. This ISC support will continue at the current level until changes are implemented through a contract modification. Changes to NASA contracts, like the ISC, will be determined during negotiations.

Q23: What is the current annual operations and maintenance costs for the facilities listed in the appendix?

A: The current operations and maintenance costs (excluding energy) for the facilities listed in the RFI appendix is approximately \$730,000. Energy costs are approximately \$100K/year.

Q24: What was the initial cost of the Landing Support Complex facility construction?

A24: NASA has determined that this question is not relevant to the SLF RFI.

Q25: What is the expected support provided by NASA Test Operations Support Contract (TOSC) to this facility and operation?

A25: The TOSC contract has not been signed and is not relevant to the RFI. There are no SLF requirements included in the scope of TOSC.

Q26: Can you provide the list of current SLF users and the contract or support value cost associated with the use of the SLF

A26: See question 14 above. Costs for each customer agreement is determined on a case-by-case basis, depending on the customer's unique support requirements.

Q27: What is the rate that NASA charges for use of the SLF facilities and support?

A27: See question 26 above.

Q28: Is there any NASA funding planned for the SLF after FY '12?

A28: NASA funding for the SLF is confirmed through FY 2013.

Q29: What is the total SLF operations and maintenance cost for FY '12?

A29: The total SLF operations and maintenance (O&M) costs for FY12 (including energy) was approximately \$2,130,000.

Note: The facilities listed on the RFI attachment (per Q23) do not include the SLF runway itself, or the viewing areas and several other items that are normally included in KSC's analysis of total SLF costs. This explains difference between answers to Q23 & Q29.