FY2002 AMENDED
BUDGET SUBMISSION

AIR NATIONAL GUARD

MILITARY CONSTRUCTION
APPROPORIATION 3830

Justification Data Submitted to Congress
June 2001

NOTICE:

This administration has not addressed FY 2003-2007 requirements. All FY 2003-2007 budget estimates included in this book are notional only and subject to change.

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD
MILITARY CONSTRUCTION PROGRAM FOR FISCAL YEAR 2002

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MILITARY CONSTRUCTION PROGRAM - FY 2002

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SUMMARY PROJECT LIST
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STATE	INSTALLATION AND PROJECT	AUTH/APPN AMOUNT ($000)	SECTION II PAGE NO.
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	Replace Weather Flight Complex	900	51-53
	SUB-TOTAL INSIDE THE UNITED STATES	**135,800**	
Guam	**Andersen Air Force Base**		
	Construct Operations and Training Facility	4,300	54-56
	SUB-TOTAL OUTSIDE THE UNITED STATES	**4,300**	
	SUB-TOTAL -- ALL BASES	**140,100**	
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	SUB-TOTAL -- SUPPORT COSTS	**8,972**	
	GRAND TOTAL	**149,072**	

NEW MISSION/CURRENT MISSION EXHIBIT
AIR NATIONAL GUARD
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LOCATION	PROJECT	COST ($000)	MISSION TYPE
Elmendorf AFB, AK	Upgrade 206th Combat Communications Facilities	5,000	C
Orange ANGS, CT	Replace Air Control Squadron Complex	12,000	C
Camp Blanding, FL	Replace Weather Training Complex	6,900	C
Robins AFB, GA	Replace Operations and Training Complex	6,100	C
Sioux Gateway APT, IA	KC-135 Extend and Upgrade Taxiway	4,300	N
	KC-135 Construct Fuel Cell/Corrosion Control Hangar	8,300	N
	KC-135 Aircraft Parking Apron/Hydrant Refueling System	14,400	N
Selfridge ANGB, MI	Runway Clear Zone Land Acquisition	2,000	C
Jackson IAP, MS	C-17 Facility Conversion	16,500	N
	C-17 Upgrade Corrosion Control Facility	5,700	N
Reno-Tahoe IAP, NV	Replace Base Supply Warehouse Complex	8,500	C
Pease Tradeport, NH	Replace KC-135R Simulator Training Facility	2,200	N
Atlantic City IAP, NJ	Replace Communications and Security Forces Complex	6,300	C
McGuire AFB, NJ	Replace Joint Medical Training Facility (ANG/AFRC)	4,900	C
F. S. Gabreski APT, NY	Composite Support Complex	19,000	C
Pittsburgh IAP, PA	Replace Vehicle Maintenance Complex	3,200	C
Quonset State APT, RI	C-130J Replace Composite Maintenance Shops (Phase II)	9,600	N
Camp Mabry ANGS, TX	Replace Weather Flight Complex	900	C
Andersen AFB, GU	Construct Operations and Training Facility	4,300	C
	PLANNING AND DESIGN	**3,972**	
	UNSPECIFIED MINOR CONSTRUCTION	**5,000**	
	TOTAL ENVIRONMENTAL	**0**	
	TOTAL NEW MISSION (7)	**61,000**	
	TOTAL CURRENT MISSION (12)	**79,100**	
	GRAND TOTAL - FY 2002 REQUEST	**149,072**	

DEPARTMENT OF THE AIR FORCE
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SECTION I

APPROPRIATIONS LANGUAGE

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the Air National Guard, and contributions therefore, as authorized by Chapter 1803 of Title 10, United States Code, and Military Construction Authorizations Acts, $149,072,000 to remain available until September 30, 2006.

SPECIAL PROGRAM CONSIDERATIONS

Environmental Compliance

The environmental compliance projects proposed in this program are necessary to correct current environmental noncompliance situations and to prevent future noncompliance.

Flood Plain Management and Wetland Protection

Proposed land acquisitions, disposals, and installation construction projects have been planned in accordance with the requirements of Executive Orders 11988, Flood Plain Management, and 11900, Protection of Wetlands. Projects have been sited to avoid long and short-term adverse impacts, reduce the risk of flood losses, and minimize the loss, or degradation of wetlands.

Design for Accessibility of Physically Handicapped Personnel

In accordance with Public Law 90-480, provisions for physically handicapped personnel will be provided for, where appropriate, in the design of facilities included in this program.

Preservation of Historical Sites and Structures

Facilities included in this program do not directly or indirectly affect a district, site, building, structure, object, or setting listed in the National Register of Historic Places, except as noted on the DD Form 1391s.

Environmental Protection

In accordance with Section 102(2) (c) of the National Environmental Policy Act of 1969 (PL 91-190), the environmental impact analysis process has been completed or is actively underway for all projects in the Military Construction Program.

Economic Analysis

Economics are an inherent aspect of project development and design of military construction projects. Therefore, all projects included in this program represent the most economical use of resources.

SPECIAL PROGRAM CONSIDERATIONS
(continued)

Reserve Manpower Potential

The reserve manpower potential to meet and maintain authorized strengths of all reserve flying/non-flying units in those areas in which these facilities are to be located has been reviewed. It has been determined, in coordination with all other Services having reserve flying/non-flying units in these areas, that the number of units of the reserve components of the Armed Forces presently located in those areas, and those which have been allocated to the areas for future activation, is not and will not be larger than the number that reasonably can be expected to be maintained at authorized strength considering the number of persons living in the areas who are qualified for membership in those reserve units.

Potential Use of Vacant Schools and Other State and Local Facilities

The potential use of vacant schools and other state and local owned facilities has been reviewed and analyzed for each facility to be constructed under this program.

Construction Criteria Manual

Unless otherwise noted, the projects comply with the scope and design criteria prescribed in Part II of Military Handbook 1190, “Facility Planning and Design Guide.”

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MILITARY CONSTRUCTION PROGRAM FOR FISCAL YEAR 2002

SECTION II

PROJECT JUSTIFICATION DATA

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
ELMENDORF AIR FORCE BASE, ALASKA	UPGRADE 206TH COMBAT COMMUNICATIONS FACILITIES

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	171-447	FXSB019033	$5,000

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
206TH COMBAT COMMUNICATIONS COMPLEX	SM	2,550		3,755
COMMUNICATIONS TRAINING COMPLEX AREA	SM	1,654	1,851	(3,062)
VEHICLE STORAGE AREA	SM	232	753	(175)
UPGRADE SUPPLY STORAGE AREA	SM	664	753	(500)
AT/FP MINIMUM PROTECTION STANDARDS	SM	1,654	11	(18)
SUPPORTING FACILITIES				750
UTILITIES	LS			(350)
PAVEMENTS	LS			(200)
SITE IMPROVEMENTS	LS			(150)
COMMUNICATION SUPPORT	LS			(50)
SUBTOTAL				4,505
CONTINGENCY (5%)				225
TOTAL CONTRACT COST				4,730
SUPERVISION, INSPECTION AND OVERHEAD (6%)				284
TOTAL REQUEST				5,014
TOTAL REQUEST (ROUNDED)				5,000
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(100)

10. Description of Proposed Construction: Steel-framed, masonry walled structure on a reinforced concrete slab-on-grade foundation and a sloped metal roof structure. Tie into existing facility and match architectural style. Provide interior walls and finishes including lighting, electrical distribution, fire protection, and heating and ventilation throughout the entire complex. Provide utility connections, storage and parking pavements, and site improvements. Install overhead doors. Facility to support prewired workstation installation.
Air Conditioning: 105 KW.

11. REQUIREMENT: 2,550 SM ADEQUATE: 0 SM SUBSTANDARD: 664 SM
PROJECT: Upgrade 206th Combat Communications Facilities (Current Mission).
REQUIREMENT: An adequately sized and properly configured facility is required to support combat communications responsibilities assumed by the 206th Combat Communications Squadron. Required functional areas include operations, training, maintenance, and administrative support areas. Operations and training areas support eight satellite terminals of varying sizes, five telephone switching systems, and numerous other electronic devices. Secure, classified storage is needed for communications, electronics, test, and cryptographic equipment that are high cost and high dollar value. Maintenance space is necessary to perform pre-mission testing as well as training. Command, supply, and orderly room functions necessitate administrative support spaces. All equipment, clothing, mobility assets, and tactical vehicles require indoor storage given the severe Alaskan winter environment.
CURRENT SITUATION: The existing communications facility is not adequately sized or properly configured to accommodate current mission requirements. Since the facility was originally constructed, assigned personnel have increased by 250 percent. Today, 70 percent of current equipment can not be properly stored in accordance with technical order specifications or alert mission requirements for lack of space. This project will reconfigure and renovate existing spaces while adding to the complex to alleviate facility shortfalls. Mission accomplishment and Status of Readiness and Training System (SORTS) levels are degraded as there is no adequate space to conduct wartime task training or to

properly store vehicle, generator, and equipment assets to be deployable within its response window given winter conditions. SORTS ratings are lower than should normally be expected as a result.

IMPACT IF NOT PROVIDED: Personnel and equipment will not be able to meet mission and operational requirements due to a lack of training, maintenance, and storage spaces resulting in degraded or incomplete communication support to the warfighter as tasked in theater operations plans. Not all of the required training will be conducted with frequency necessary to certify personnel as proficient. Equipment will not be maintained in accordance with maintenance interval requirements specified in supporting technical orders rendering systems less than mission capable. Response criteria will not be met due to circumstances of outside storage especially in the winter months. As a result, equipment will also deteriorate faster than programmed.

ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. These facilities are an "inhabited" building and meet the standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied. Design will be completed with construction funds in accordance with section 18233(f)(1) of Title 10 USC. All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed.

COMM TRAINING COMPLEX AREA	1,654 SM =	17,800 SF
VEHICLE STORAGE AREA	232 SM =	2,500 SF
UPGRADE SUPPLY STORAGE AREA	664 SM =	7,150 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

ELMENDORF AIR FORCE BASE, ALASKA

5. PROJECT TITLE	7. PROJECT NUMBER
UPGRADE 206TH COMBAT COMMUNICATIONS FACILITIES	FXSB019033

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	MAR 2001
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	10%
(d) Date 35% Designed	JUL 2001
(e) Date Design Complete	MAY 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	430
(b) All Other Design Costs	20
(c) Total	450
(d) Contract	450
(e) In-House	

(4) Contract Award (Month/Year) JUL 2002

(5) Construction Start AUG 2002

(6) Construction Completion MAR 2003

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3080	2003	100

POINT OF CONTACT: MR. ALEC EARLE
(301) 836-8724

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
ORANGE ANG STATION, CONNECTICUT	REPLACE AIR CONTROL SQUADRON COMPLEX

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	171-447	SKXJ979555	$12,000

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
REPLACE AIR CONTROL SQUADRON COMPLEX	SM	4,677		7,538
COMM-ELECTRONICS TRAINING/VAULT	SM	1,802	1,496	(2,696)
MEDICAL TRAINING/FITNESS CENTER	SM	125	2,131	(266)
DINING HALL	SM	427	2,982	(1,273)
AT/FP PHYSICAL SECURITY MEASURES	SM	2,355	11	(26)
VEHICLE MAINTENANCE/REFUELER SHOP	SM	1,635	1,701	(2,781)
BASE SUPPLY/HAZMAT PHARMACY	SM	242	1,432	(347)
ASE SHOP AND COVERED STORAGE	SM	446	334	(149)
SUPPORTING FACILITIES	LS			3,245
SITE IMPROVEMENTS/PAVEMENTS/UTILITIES	LS			(2,275)
TEMPORARY FACILITIES	LS			(300)
DEMOLITION/ASBESTOS REMOVAL	SM	4,161	161	(670)
SUBTOTAL				10,783
CONTINGENCY (5%)				539
TOTAL CONTRACT COST				11,322
SUPERVISION, INSPECTION AND OVERHEAD (6%)				679
TOTAL REQUEST				12,001
TOTAL REQUEST (ROUNDED)				12,000
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(485)

10. Description of Proposed Construction: A facility with reinforced concrete foundation and floor slabs; steel-framed masonry walls and roof structures; interiors supporting pre-wired workstation installation. All utilities, pavements, site improvements, fire protection, and support/landscaping items are included. Construct an access road to the installation. Demolish 10 buildings (4,161 SM) and landscape.
Air Conditioning: 105 KW.

11. REQUIREMENT: 4,677 SM ADEQUATE: 0 SM SUBSTANDARD: 4,161 SM
PROJECT: Replace Air Control Squadron Complex (Current Mission).
REQUIREMENT: The unit requires adequately sized, properly configured, and correctly sited facilities to support and train an air control squadron in their day-to-day operations, unit training assemblies, and immediate worldwide deployment capabilities. Functional areas include: communication and electronics training, supply and equipment storage areas, maintenance and storage of vehicles and support equipment, and miscellaneous support areas such as a dining hall, medical training, and fitness center.
CURRENT SITUATION: This geographically separated unit has grossly inadequate facilities and utility systems with many serious fire, health, safety, and environmental code violations. Constructed for a "Nike" air defense mission, the infrastructure dates back to 1950 and does not meet current mission or equipment needs. The installation has seen no significant new construction or renovation in 40 years. Computer electronics maintenance, training, and operations are conducted in very small, fragmented, and confined areas. Areas used for classified and cryptological work do not have air conditioning; vital equipment cooling is being done with ineffective window units. Most buildings only have one restroom which in one case is shared by approximately 60 men and women. The supply function is housed in an old dormitory. One side is an open bay area suitable for shelving, but constrained by the 7-1/2 foot ceiling height. The other side is compartmentalized and not conducive to

efficient storage. Maintenance facilities are all undersized forcing maintenance for vehicles, powered equipment, and electronics equipment to be done outdoors. The main entrance/access road for the installation cuts through the middle of the vehicle maintenance complex, leading to increased maintenance time and reduced equipment availability. Utility systems are grossly undersized, old, unreliable, and cannot adequately support current demands. The potable water system has been condemned due to a high lead content. Bottled water is used to support the site. The old water mains were replaced in an effort to mitigate lead contamination, but the buildings' piping system itself contributes to the lead content. Deteriorating roof systems are on the verge of causing condemnation of various facilities. When it rains many shops and office areas must cover their equipment, computers, and desks with plastic to prevent water damage. Structural damage from water is extensive and has been patch-repaired extensively over the years. Freezing and thawing has cracked masonry block and rotted wood to the extent it perpetuates water infiltration. Mold and mildew is pervasive and beyond treatment as is the extent of bird and insect infestation. Pavements are old and insufficient for authorized vehicles and equipment. Typically, military vehicles and equipment operate and park on grass areas, or areas where stone has been added. Additionally, when the unit deploys, it requires a sufficient amount of pavement to marshal more than 200 vehicles. A local mall parking area was used until the scope of operations and area needed overwhelmed mall management's expectations. Coupled with the parking problem, the roadways on the station are not wide enough for two-way traffic, thus making movement a very arduous, inefficient, and unsafe task.

IMPACT IF NOT PROVIDED: Decrepit working and training conditions continue. Workarounds and facility upkeep costs continue to escalate. Operations, required maintenance actions, and control of materials are negatively impacted. Significant loss of training opportunities. Forced use of substandard facilities degrades readiness. Accept the higher risk of hazardous conditions.

ADDITIONAL: Upon completion of this project, the following buildings will be demolished, and the land will be landscaped: 1, 2, 6, 7, 9, 10, 11, 12 , 13, and 17 for a total of 4,161 SM. This project meets the criteria/scope specified in the AF Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. Force protection requirements have been addressed. The communications and medical training areas are "inhabited" buildings and meet the standoff distance requirements. The dining hall is a "primary gathering" facility and does not meet the standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied to communications/electronics and medical training. Additional construction requirements are required for the dining hall. All known alternatives options were considered during the development of this project. Because existing facilities are beyond repair, no other option could meet the mission requirements; therefore, no economic analysis was needed or performed. This project is 35 percent designed and holding. Design will be completed with construction funds in accordance with section 18233(f)(1) of Title 10 USC.

COMM-ELECTRONICS TRAINING/VAULT	1,802 SM = 19,397 SF
MEDICAL TRAINING/FITNESS CENTER	125 SM = 1,345 SF
DINING HALL	427 SM = 4,596 SF
AT/FP PHYSICAL SECURITY MEASURES	2,355 SM = 25,349 SF
VEHICLE MAINTENANCE/REFUELER SHOP	1,635 SM = 17,599 SF
BASE SUPPLY/HAZMAT PHARMACY	242 SM = 2,605 SF
ASE SHOP AND COVERED STORAGE	446 SM = 4,801 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

ORANGE ANG STATION, CONNECTICUT

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE AIR CONTROL SQUADRON COMPLEX	SKXJ979555

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	AUG 1997
(b) Parametric Cost Estimates used to develop costs	NO
(c) Percent Complete as of Jun 2001	35%
(d) Date 35% Designed	DEC 1998
(e) Date Design Complete	MAR 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	790
(b) All Other Design Costs	90
(c) Total	880
(d) Contract	880
(e) In-House	

(4) Contract Award (Month/Year) MAY 2002

(5) Construction Start JUL 2002

(6) Construction Completion NOV 2003

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	485

POINT OF CONTACT: MR. STAN CHAN
(301) 836-8168

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
CAMP BLANDING MILITARY RESERVATION, FLORIDA	REPLACE WEATHER TRAINING COMPLEX

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	721-315	CYQL999097	$6,900

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
WEATHER TRAINING COMPLEX	SM	2,611		4,776
GENERAL TRAINING AREA	SM	604	1,776	(1,073)
TROOP TRAINING QUARTERS AREA	SM	1,347	1,938	(2,610)
EDUCATION CENTER AREA	SM	381	1,776	(677)
EQUIPMENT STORAGE AREA	SM	279	1,399	(390)
AT/FP PHYSICAL SECURITY REQUIREMENTS	SM	2,332	11	(26)
SUPPORTING FACILITIES				1,450
UTILITIES	LS			(550)
SITE IMPROVEMENTS/PAVEMENTS	LS			(700)
SECURITY FENCING	LS			(100)
COMMUNICATION SUPPORT	LS			(100)
SUBTOTAL				6,226
CONTINGENCY (5%)				311
TOTAL CONTRACT COST				6,537
SUPERVISION, INSPECTION AND OVERHEAD (6%)				392
TOTAL REQUEST				6,929
TOTAL REQUEST (ROUNDED)				6,900
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(500)

10. Description of Proposed Construction: Concrete foundation, masonry and steel construction with concrete sidewalks and paved parking, interior and exterior walls, fire protection, acoustical treatment, paved access roads, landscape, interior/exterior utilities, and all other support. Facility to support prewired workstation installation.
Air Conditioning: 350 KW.

11. REQUIREMENT: 2,611 SM ADEQUATE: 0 SM SUBSTANDARD: 901 SM
PROJECT: Replace Weather Training Complex (Current Mission).
REQUIREMENT: The Weather Training Center requires adequate facilities to provide weather training to Air National Guard (ANG) and active duty Air Force personnel. Sleeping accommodations are required for visiting weather flight personnel. The 159th Weather Flight requires adequate facilities to train and perform their mission. Facilities must accommodate the following functional areas: administrative, classroom and lab, sleeping accommodations, physical fitness area, and storage.
CURRENT SITUATION: The Weather Training Center (WTC) is presently housed in dysfunctional and cramped facilities. Their administrative and classroom space, located in building 3018, is not sufficient to train the visiting weather flights. The building was constructed in 1942, has had little renovation since then, and is not structurally sound. The weather flight occupies only the top floor of the facility where there is a single restroom that must be shared by men and women. The classroom area doubles for administrative space degrading the quality of training provided and lowering the effectiveness of administrative personnel. When a bigger classroom area is required the WTC must transport students across base to use a 202d RED HORSE facility which disrupts the training schedule and wastes time. The storage area for equipment and material is located in building 5521 which is in a third distinct area of the installation. This dispersed layout causes a dysfunctional working and training process. The WTC is expanding their organization to take on more training of total force personnel. Since existing facilities are severely undersized, the new student load can only be accommodated in temporary facilities. The 159th Weather Flight is also housed in building 5521 along with the training

center equipment. The facility was built in 1942 as a supply warehouse, but did not have any suitable space for administration. A temporary lean-to was built to provide the administrative space, but it does not meet minimum standards. The entire building has developed roof leaks that have damaged equipment and materials.

IMPACT IF NOT PROVIDED: Training of total force personnel will continue at a limited level in insufficient facilities. This will have a negative impact on morale, recruiting, and retention. The goal of establishing quality living quarters for visiting personnel cannot be met.

ADDITIONAL: Buildings 3018 and 5521 will be returned to Host for disposal. The lease for the temporary facility will be canceled. This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. These facilities are an "inhabited" building and meet the standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied. This project is 40 percent designed and holding. Design will be completed with construction funds in accordance with section 18233(f)(1) of Title 10 USC. All known alternatives options were considered during the development of this project. Since existing facilities do not belong to ANG, no other option could meet the mission requirements; therefore, no economic analysis was needed or performed.

GENERAL TRAINING AREA	604 SM = 6,501 SF
TROOP TRAINING QUARTERS	1,347 SM = 14,499 SF
EDUCATION CENTER	381 SM = 4,101 SF
EQUIPMENT STORAGE AREA	279 SM = 3,003 SF
AT/FP PHYSICAL SECURITY REQUIREMENTS	2,332 SM = 25,101 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 Jun 2001

3. INSTALLATION AND LOCATION

CAMP BLANDING MILITARY RESERVATION, FLORIDA

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE WEATHER TRAINING COMPLEX	CYQL999097

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	MAR 2000
(b) Parametric Cost Estimates used to develop costs	NO
(c) Percent Complete as of Jun 2001	40%
(d) Date 35% Designed	NOV 2000
(e) Date Design Complete	JAN 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	555
(b) All Other Design Costs	65
(c) Total	620
(d) Contract	620
(e) In-House	

(4) Contract Award (Month/Year) APR 2002

(5) Construction Start MAY 2002

(6) Construction Completion JUN 2003

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	300
Furniture	3840	2003	200

POINT OF CONTACT LT COL JAMES MITNIK
(301) 836-8429

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
ROBINS AIR FORCE BASE, GEORGIA	REPLACE OPERATIONS AND TRAINING COMPLEX

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	171-445	UHHZ939792	$6,100

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
REPLACE OPERATIONS AND TRAINING COMPLEX	SM	3,289		4,683
OPERATIONS AND TRAINING AREA	SM	1,672	1,324	(2,214)
WING HEADQUARTERS AREA	SM	186	1,324	(246)
SERVICES FLIGHT AREA	SM	344	1,528	(526)
COMMUNICATIONS TRAINING AREA	SM	762	1,528	(1,164)
AUDIO VISUAL AREA	SM	325	1,528	(497)
AT/FP MINIMUM PHYSICAL SECURITY MEASURES	SM	3,289	11	(36)
SUPPORTING FACILITIES				765
UTILITIES	LS			(275)
SITE IMPROVEMENTS/PAVEMENTS	LS			(200)
COMMUNICATIONS EXTENSION	LS			(100)
DEMOLITION/ASBESTOS REMOVAL	SM	2,538	75	(190)
SUBTOTAL				5,448
CONTINGENCY (5%)				272
TOTAL CONTRACT COST				5,720
SUPERVISION, INSPECTION AND OVERHEAD (6%)				343
TOTAL REQUEST				6,063
TOTAL REQUEST (ROUNDED)				6,100
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(400)

10. Description of Proposed Construction: Reinforced concrete foundation and floor slab. Steel-framed masonry walls and roof structure. Includes all utilities, pavements, fire protection, site improvements, communications extension, and support. Facility designed for pre-wired workstation installation. Exterior architectural style to match existing. Demolish one building (2,538 SM). Air Conditioning: 105 KW.

11. REQUIREMENT: 3,290 SM ADEQUATE: 0 SM SUBSTANDARD: 3,465 SM

PROJECT: Replace Operations and Training Complex (Current Mission).

REQUIREMENT: The Air National Guard (ANG) requires an adequately sized and properly configured area to support the wing and group staff functions to include: the command sections, public affairs, safety, finance, chaplain, historian, personnel, social actions, legal, services, communications training, and audio visual. Conference and training rooms, and support space are also required.

CURRENT SITUATION: The operations and training, wing headquarters, and services training functions are in building 155. This is a wooden facility built in 1944. It has been identified by Robins Air Force Base Facility Board for immediate demolition. It has been taken off the base demolition plan and given to the ANG as a stop-gap measure on a temporary basis until this project is completed. The facility is grossly antiquated and poorly configured. There are extensive heating, ventilation, and air conditioning problems; the plumbing is defective with many of the pipes leaking. The roof has leaked, damaging room finishes and equipment. The metal siding is in poor condition and provides no insulation. The windows are rotted and inefficient window air conditioning units have been installed. The building lacks adequate fire protection system. There are other health, safety and environmental deficiencies. Upon completion of this project, the building will be returned to the host base for demolition. The communications squadron is in Building 56 which is not in close proximity to the ANG cantonment area. This facility is in good condition; however, it is undersized for the combined communications and audiovisual functions which should be collocated, where possible. Also, the

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
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3. INSTALLATION AND LOCATION	
ROBINS AIR FORCE BASE, GEORGIA	
5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE OPERATIONS AND TRAINING COMPLEX	UHHZ939792

computer room does not meet physical security requirements. This building was also assigned to the ANG on a temporary basis. The host base expects it to be returned for reuse to allow demolition of other older facilities on base. The audiovisual function is in building 125 which is grossly undersized for this function. After completion of this project, the space in facility will be returned to the host base for their use. Buildings 155, 56, and 125 are far apart from the other ANG facilities resulting in span of control and training deficiencies. All of these functions have inadequate training space and they are not quality work and training areas. Over 75 percent of the personnel assigned to the ANG wing are being forced to travel over two miles from their workplace to address finance or personnel issues. These processes take anywhere from 40 minutes to an hour in round trip travel time alone due to the traffic and accessibility issues. The time could be better utilized in training and meeting other mission requirements. Span of Control: The Wing Commander, Operations Group Commander, Support Group Commander remain in interim facilities over two miles from the Command post and the functions they are responsible for overseeing.

IMPACT IF NOT PROVIDED: Unable to accomplish key staff functions in support of the mission which hampers the ability to reach full operational capability. Undermines and degrades training, command, control, and supervision. Unit readiness and quality of life are adversely affected. Higher operating costs will continue until the imminent failure of key building systems. Robins AFB will not be able to dispose of the temporary and high-energy use buildings. Accept the risk of the health, safety and fire code violations.

ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. Antiterrorism/Force Protection requirements have been considered in the development of this project. The following building will be demolished as a result of this project: 155 (2,538 SM). All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed.

OPERATIONS AND TRAINING AREA	1,672 SM = 17,997 SF
WING HEADQUARTERS AREA	186 SM = 2,002 SF
SERVICES FLIGHT AREA	344 SM = 3,703 SF
COMMUNICATIONS TRAINING AREA	762 SM = 8,202 SF
AUDIO VISUAL AREA	325 SM = 3,498 SF
AT/FP MINIMUM PHYSICAL SECURITY MEASURES	3,289 SM = 35,402 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

ROBINS AIR FORCE BASE, GEORGIA

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE OPERATIONS AND TRAINING COMPLEX	UHHZ939792

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	JAN 1997
(b) Parametric Cost Estimates used to develop costs	NO
(c) Percent Complete as of Jun 2001	100%
(d) Date 35% Designed	OCT 1997
(e) Date Design Complete	NOV 1998
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	377
(b) All Other Design Costs	0
(c) Total	377
(d) Contract	377
(e) In-House	

(4) Contract Award (Month/Year)	NOV 2001
(5) Construction Start	JAN 2002
(6) Construction Completion	DEC 2002

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	400

POINT OF CONTACT: MAJ MATTHEW PAPE
(301) 836-8115

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
SIOUX GATEWAY AIRPORT, IOWA	KC-135 EXTEND AND UPGRADE TAXIWAY

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
51411F	112-211	VSSB009204	$4,300

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
EXTEND AND UPGRADE TAXIWAY	SM	34,932		3,577
ADD TO TAXIWAY	SM	12,441	114	(1,418)
UPGRADE TAXIWAY	SM	22,491	96	(2,159)
SUPPORTING FACILITIES				305
SITE IMPROVEMENTS	LS			(85)
TAXIWAY LIGHTS	LS			(145)
DRAINAGE IMPROVEMENTS	LS			(75)
SUBTOTAL				3,882
CONTINGENCY (5%)				194
TOTAL CONTRACT COST				4,076
SUPERVISION, INSPECTION AND OVERHEAD (6%)				245
TOTAL REQUEST				4,321
TOTAL REQUEST (ROUNDED)				4,300

10. Description of Proposed Construction: Upgrade: removal of existing deteriorated concrete slabs that have been overlaid with asphalt, compaction of the subbase material, reconstruction of the taxiway with reinforced concrete surface, reset the lights, fix the shoulders, and restore pavement markings. Extend the taxiway: excavate the existing the top soil, compact the subbase and base material, install drainage system, construct concrete taxiway, extend lights, and provide pavement markings.

11. REQUIREMENT: 66,888 SM ADEQUATE: 31,962 SM SUBSTANDARD: 22,491 SM

PROJECT: KC-135 Extend and Upgrade Taxiway (New Mission).

REQUIREMENT: This project supports the conversion of one squadron of F-16 aircraft to KC-135. The base requires a well-maintained taxiway surface to allow the aircraft to taxi to/from the runway to the parking ramp. This project is not eligible for FAA funding since it is needed only to support the military requirements of a fully loaded KC-135 aircraft.

CURRENT SITUATION: The ANG base is located in one corner of the Sioux City International Airport (IAP), a civilian airport with commercial, general aviation and cargo operations. The base jointly uses the city-owned and operated runway, taxiways, and navigational aids with civil aviation. Only two commercial carriers, a TWA Express regional carrier from St Louis IAP, MO, and a Northwest Express regional carrier from Minneapolis, MN service the airport. Both carriers have about 10 flights per day using turbo propeller aircraft or small jets. The airport is not serviced by large or heavy DC-9s, 727s, etc. Funding for the repair of existing taxiways is the responsibility of the FAA, except where the military requirement exceeds that of civil aviation. Since this project is required solely to support the KC-135 aircraft it is not eligible for FAA funding. The airport has two runways. One runway (13-31) is 2,743 meters long and is used almost exclusively by the currently assigned F-16 aircraft. This is the runway which will be used by the new KC-135 aircraft. The other runway (17-35) is only 2,133 meters and cannot be used by the military aircraft. Based on current and projected commercial aircraft the FAA will only support the taxiways serving the shorter runway (17-35). The Airport Authority has used its own funds to maintain the taxiways supporting runway 13-31in the past however some areas of the taxiway are in need of repair. A portion near the 13 end of the runway cannot support the weight of a fully loaded KC-135 aircraft. Tests done by the Air Force Pavement Evaluation Team in August 2000 indicate the pavements will fail under the load of a KC-135. The city has strong objections to the arrival of the KC-135 unless the ANG upgrades the taxiways in advance.

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	
SIOUX GATEWAY AIRPORT, IOWA	
5. PROJECT TITLE	7. PROJECT NUMBER
KC-135 EXTEND AND UPGRADE TAXIWAY	VSSB009204

In addition, a portion of the parallel taxiway serving runway 13-31 does not exist. Without this extension the KC-135 aircraft must make three turns and taxi past the small commercial aircraft parking ramp near the passenger terminal. This movement will interfere with the commercial aircraft parking and will result in a safety hazard.

IMPACT IF NOT PROVIDED: The KC-135 aircraft cannot safely taxi to and from the runway ends. The City and the Airport Authority will object to the beddown of KC-135 aircraft at this location. Potential damage to the KC-135 tires and landing gear will endanger the aircraft and aircrews.

ADDITIONAL: The ANG is prohibited by the US Code from doing work where there is no Federal interest in the property (i.e. a long term Federal lease). The funds for the project will be passed from the ANG to the Airport Authority via a Master Construction Cooperative Agreement, using the Grants and Cooperative Law. The Airport Authority will accomplish the design with review by ANG and FAA. The airport authority will also award the construction contract and manage the construction. The ANG will provide construction oversight to insure the project meets military requirements. All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed.

ADD TO TAXIWAY:	12,441 SM = 14,880 SY
UPGRADE TAXIWAY:	22,491 SM = 26,900 SY

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
ANG	(computer generated)	27 June 2001

3. INSTALLATION AND LOCATION

SIOUX GATEWAY AIRPORT, IOWA

5. PROJECT TITLE	7. PROJECT NUMBER
KC-135 EXTEND AND UPGRADE TAXIWAY	VSSB009204

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:	
(a) Date Design Started	SEP 2000
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	35%
(d) Date 35% Designed	JAN 2001
(e) Date Design Complete	FEB 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	No
(2) Basis:	
(a) Standard or Definitive Design -	No
(b) Where Design Was Most Recently Used -	N/A
(3) Total Cost (c) = (a) + (b) or (d) + (e):	($000)
(a) Production of Plans and Specifications	280
(b) All Other Design Costs	110
(c) Total	390
(d) Contract	390
(e) In-House	
(4) Contract Award (Month/Year)	APR 2002
(5) Construction Start	MAY 2002
(6) Construction Completion	OCT 2002

b. Equipment associated with this project will be provided from other appropriations: N/A

POINT OF CONTACT: MR. STEVEN ROSNER
(301) 836-8186

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
SIOUX GATEWAY AIRPORT, IOWA	KC-135 CONSTRUCT FUEL CELL/ CORROSION CONTROL HANGAR

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
51411F	211-179	VSSB009166	$8,300

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
FUEL CELL AND CORROSION CONTROL HANGAR	SM	2,721		5,639
HANGAR BAY AREA	SM	2,443	2,088	(5,101)
CORROSION CONTROL SHOP AREA	SM	139	1,938	(269)
FUEL CELL SHOP AREA	SM	139	1,938	(269)
SUPPORTING FACILITIES				1,819
UTLITIES	LS			(145)
SEWAGE LINE RELOCATION	LS			(200)
ACCESS PAVEMENTS	SM	5,267	108	(569)
SITE IMPROVEMENTS/COMMUNICATION SUPPORT	LS			(225)
FIRE SUPPRESSION SYSTEM	LS			(400)
DEMOLITION/ASBESTOS REMOVAL	SM	2,169	129	(280)
SUBTOTAL				7,458
CONTINGENCY (5%)				373
TOTAL CONTRACT COST				7,831
SUPERVISION, INSPECTION AND OVERHEAD (6%)				470
TOTAL REQUEST				8,301
TOTAL REQUEST (ROUNDED)				8,300

10. Description of Proposed Construction: Hangar with reinforced concrete floor slabs, steel-framed masonry walls, insulated metal panels and roof structure. Exterior to match base architectural style. Interior walls and utilities; ventilation, fume extracting system; floor drains connected to an oil/water separator; access ramp pavement. Demolish five buildings (1,678 SM) in the way of construction. Relocate a base main sewer line in the way of construction. Reroute and extend exterior roads, utilities and drainage systems. Provide fire detection and suppression systems.
Air Conditioning: 35 KW.

11. REQUIREMENT: 2,721 SM ADEQUATE: 0 SM SUBSTANDARD: 1,678 SM
PROJECT: KC-135 Construct Fuel Cell/Corrosion Control Hangar (New Mission).
REQUIREMENT: This project supports the conversion of one squadron of aircraft from F-16 to KC-135. The KC-135 aircraft will arrive on base in 2003. The facility is required for the repair and periodic maintenance of aircraft fuel systems. Functional areas include fuel cell hangar bay, support shop space, administration and approach apron to hangar. Adequate fire suppression, explosion proof wiring, and ventilation must be incorporated. Facility must provide an environmentally safe operation and conform to the most recent air pollution and fuel disposal/containment statutes.
CURRENT SITUATION: The existing fuel cell and corrosion control building is a two bay hangar with a load bearing wall between the two bays. The facility is sized for F-16 aircraft and cannot accommodate the larger KC-135 aircraft. The existing fighter fuel cell building will be converted by a separate project to age maintenance shop, non-powered AGE storage and deicing equipment storage. There are no other buildings on base that can be modified or upgraded to support this function. Facilities in the way of construction will be demolished. The facility siting requires the relocation of a main sewage line that serves the entire base. The facility also requires the construction of a taxiway and access apron as well as the extension and upgrade of utilities and fire suppression system composed of a water storage tank, chemical storage tank, pumps, piping, control and drainage system.

1. COMPONENT	FY 2003 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

SIOUX GATEWAY AIRPORT, IOWA

5. PROJECT TITLE	7. PROJECT NUMBER
KC-135 CONSTRUCT FUEL CELL/CORROSION CONTROL HANGAR	VSSB009166

IMPACT IF NOT PROVIDED: Unable to properly operate and maintain the KC-135 aircraft at this base. The maintenance personnel will be unable to train. Unable to reach full operational capability. Operation of the fuel cell repair will have to be done outside on the ramp, weather permitting. At times this will be an unsafe operation. Environmental statutes will be violated through air pollution, water pollution and soil contamination during forced outside repair operations. Improperly maintained or repaired fuel cells result in an unsafe aircraft.

ADDITIONAL: The following buildings will be demolished as part of this project: 237 (at 372 SM), 238 (at 27 SM), 267 (at 334 SM), 232 (at 713 SM) and 266 (at 232 SM) for a total of 1,678 SM. This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. Antiterrorism/Force Protection requirements have been considered in the development of this project. All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed. This project will be held at 35 percent designed. Design will be completed with construction funds in accordance with section 18233(f)(1) of Title 10 USC.

HANGAR BAY AREA	2,443 SM = 26,296 SF
CORROSION CONTROL SHOP AREA	139 SM = 1,496 SF
FUEL CELL SHOP AREA	139 SM = 1,496 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
ANG	(computer generated)	27 June 2001

3. INSTALLATION AND LOCATION

SIOUX GATEWAY AIRPORT, IOWA

5. PROJECT TITLE	7. PROJECT NUMBER
KC-135 CONSTRUCT FUEL CELL/CORROSION CONTROL HANGAR	VSSB009166

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	MAR 2001
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	35%
(d) Date 35% Designed	JUN 2001
(e) Date Design Complete	JAN 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	YES
(b) Where Design Was Most Recently Used -	LINCOLN, NE

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	612
(b) All Other Design Costs	153
(c) Total	765
(d) Contract	765
(e) In-House	

(4) Contract Award (Month/Year) MAR 2002

(5) Construction Start MAY 2002

(6) Construction Completion APR 2003

b. Equipment associated with this project will be provided from other appropriations: N/A

POINT OF CONTACT: MR. STEVEN ROSNER
(301) 836-8186

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
SIOUX GATEWAY AIRPORT, IOWA	KC-135 AIRCRAFT PARKING APRON/ HYDRANT REFUELING SYSTEM

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
51411F	121-122	VSSB009168	$14,400

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
AIRCRAFT PARKING APRON / HYDRANT SYSTEM	LS			10,581
NEW PARKING APRON/DE-ICING PAD/TAXIWAY	SM	40,049	111	(4,445)
UPGRADE PARKING APRON	SM	1,672	75	(125)
HYDRANT PUMPHOUSE/ADDITIONAL TANK	LS			(1,372)
HYDRANT REFUELING LINE AND 6 PITS	LS			(3,822)
REPLICATE AIRPORT MUSEUM	LS			(817)
SUPPORTING FACILITIES				2,350
EXTEND TAXIWAY AND RAMP LIGHTS	LS			(500)
UTILITIES	LS			(350)
RELOCATE ROAD/FENCING/SECURITY MEASURES	LS			(500)
SITE IMPROVEMENTS/COMMUNICATIONS	LS			(600)
DRAINAGE IMPROVEMENT	LS			(400)
SUBTOTAL				12,931
CONTINGENCY (5%)				647
TOTAL CONTRACT COST				13,578
SUPERVISION, INSPECTION AND OVERHEAD (6%)				815
TOTAL REQUEST				14,393
TOTAL REQUEST (ROUNDED)				14,400

10. Description of Proposed Construction: Extend the concrete apron. Upgrade and extend the ramp lights; relocate and upgrade taxiway with lights; install additional 2500 BL fuel storage tank. Build a hydrant fuel system pump house. Install fuel lines to the ramp area and install 6 hydrant-refueling pits. Relocate and upgrade the utilities and road system in the POL area. Install an aircraft de-ice system on the ramp. Contribute toward the replacement of the airport museum facilities. Enlarge and extend the ramp drainage system. Install tie-down and grounding points. Upgrade the portion of the ramp which has failed. Relocate and extend the perimeter fence. Relocate the perimeter road and install a barrier wall along the relocated perimeter road. All utilities, site improvements and support.

11. REQUIREMENT: 41,721 SM ADEQUATE: 0 SM SUBSTANDARD: 1,672 SM
PROJECT: KC-135 Aircraft Parking Apron/Hydrant Refueling System (New Mission).
REQUIREMENT: The project supports the conversion of one squadron of F-16 aircraft to KC-135. The KC-135 aircraft will be arriving on base in 2003. The base requires a properly sized apron for parking and ground maneuver of the KC-135 aircraft. The ramp must have the capability to refuel the aircraft with a hydrant refueling system. The ramp must have adequate lights for security measures; the capability to de-ice the aircraft, recapture and recycle the de-icing fluid in an environmental a safe manner. The ramp must also have adequate drainage system, grounding points and security fencing.
CURRENT SITUATION: The aircraft parking ramp is sized for the smaller F-16 and cannot accommodate the much larger KC-135. The ramp must be extended and a small portion, which has failed, must be upgraded. No fuel hydrant system exists since it was not a requirement of the F-16 aircraft. The base has only 5,000 BL storage capability of jet fuel. An additional tank of 2,500 BL is required along with a pumping system to maintain constant pressure in a new ramp hydrant system. The fuel storage is located across the runway; a fuel line is required to deliver the fuel from the storage tanks to the aircraft-parking ramp. The fuel line must cross under the runway overrun and requires the relocation/protection of the electrical lines. A portion of the ramp constructed by this project will require the Sioux Gateway Airport to relocate their museum. The Airport Authority has agreed to add

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	
SIOUX GATEWAY AIRPORT, IOWA	
5. PROJECT TITLE	7. PROJECT NUMBER
KC-135 AIRCRAFT PARKING APRON/HYDRANT REFUELING SYSTEM	VSSB009168

the needed acreage to the Air National Guard (ANG) lease at no cost, but ANG must contribute to the replication of the museum facility. The larger ramp will also require an enlarged storm drainage system, ramp lights, and the relocation of roads, utilities, and the perimeter fencing. Since the ramp is very close to the perimeter road, a barrier wall must be constructed to provide a visual and physical blast barrier from the off-base perimeter road.

IMPACT IF NOT PROVIDED: The conversion must be canceled or delayed which would be very costly and manpower intensive. Unable to park and maneuver the KC-135 aircraft at this location. Without a hydrant refueling system, the aircraft must be refueled by trucks from a storage location which is across the runway.

ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. Antiterrorism/Force Protection requirements have been considered in the development of this project. All known alternatives options were considered during the development of this project. Because there is not physically enough pavement to park the aircraft, no other option could meet the mission requirements; therefore, no economic analysis was needed or performed. This project will be held at 35 percent designed. Design will be completed with construction funds in accordance with section 18233(f)(1) of Title 10 USC.

NEW PARKING APRON/DE-ICING PAD/TAXIWAY	40,049 SM = 47,898 SY
UPGRADE PARKING APRON	1,672 SM = 2,000 SY

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

SIOUX GATEWAY AIRPORT, IOWA

5. PROJECT TITLE	7. PROJECT NUMBER
KC-135 AIRCRAFT PARKING APRON/HYDRANT REFUELING SYSTEM	VSSB009168

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	MAR 2001
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	10%
(d) Date 35% Designed	AUG 2001
(e) Date Design Complete	MAY 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	NO

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	1,060
(b) All Other Design Costs	260
(c) Total	1,320
(d) Contract	1,320
(e) In-House	

(4) Contract Award (Month/Year) JUL 2002

(5) Construction Start AUG 2002

(6) Construction Completion AUG 2003

b. Equipment associated with this project will be provided from other appropriations: N/A

POINT OF CONTACT: MR. STEVEN ROSNER
(301) 836-8186

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
SELFRIDGE AIR NATIONAL GUARD BASE, MICHIGAN	RUNWAY CLEAR ZONE LAND ACQUISITION

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	900-000	VGLZ019026	$2,000

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
RUNWAY CLEAR ZONE LAND ACQUISITION	HA	12	126,083	1,513
SUPPORTING FACILITIES				490
PERIMETER FENCING	LS			(240)
SITE IMPROVEMENTS	LS			(250)
SUBTOTAL				2,003
TOTAL CONTRACT COST				2,003
TOTAL REQUEST				2,003
TOTAL REQUEST (ROUNDED)				2,000

10. Description of Proposed Construction: Acquire by fee or easements 30.1 acres of land inside the clear zone. Extend the perimeter fence to enclose this new area. Rearrange utilities.

11. REQUIREMENT: 12 ha ADEQUATE: 0 ha SUBSTANDARD: 0 ha

PROJECT: Runway Clear Zone Land Acquisition (Current Mission).

REQUIREMENT: Acquire by fee or easement 30.1 acres of land currently inside the clear zone off the north end of the primary runway.

CURRENT SITUATION: The clear zone at the ends of the primary runway on Selfridge Air National Guard Base cause the 3,000 foot restricted area to now encompass property owned by private citizens, corporations, and developers. The land inside this clear zone has the highest potential for aircraft accidents and extremely high noise levels associated with the operations at this installation. No vertical construction can be allowed in these areas, as it would obstruct the flight path of aircraft. The installation is home to three squadrons of aircraft (F-16s, C-130s, KC-135s) and has a large number of transient operations from all service branches. It is in the interest of the military mission and the surrounding community to prohibit development in these areas. The county has been unsuccessful in changing zoning on this land to limit development that will encroach on the mission. This acquisition of the portions currently under development will avoid potential problems and protect the ability to continue safe operations from this installation. The Corps of Engineers has completed an appraisal on the property showing acquisition of an easement would cost approximately $1.4 million. It is anticipated the landowners will not agree to the easement option, which would leave them with unusable land. This project prepares for the anticipated requirement to purchase the land in fee.

IMPACT IF NOT PROVIDED: If an easement or the land is not purchased the encroachment on the mission will limit operations and impact all components that operate from this joint installation (Air National Guard, Air Force Reserve, Army, Army National Guard, and Coast Guard).

ADDITIONAL: An environmental baseline study was completed on this installation in October 2000. No problems were identified for acquisition of the land. One other parcel of land was affected by the new clear zone limits. The acquisition, which is in progress, was of an emergency nature and was completed through an FY 01 reprogramming action.

RUNWAY CLEAR ZONE LAND ACQUISITION 12 HA = 30 ACRES

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

SELFRIDGE AIR NATIONAL GUARD BASE, MICHIGAN

5. PROJECT TITLE	7. PROJECT NUMBER
RUNWAY CLEAR ZONE LAND ACQUISITION	VGLZ019026

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	FEB 2001
(b) Parametric Cost Estimates used to develop costs	NO
(c) Percent Complete as of Jun 2001	20%
(d) Date 35% Designed	JUL 2001
(e) Date Design Complete	SEP 2001
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	NO

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A

(3) Total Cost (c) = (a) + (b) or (d) + (e):	($000)
(a) Production of Plans and Specifications	5
(b) All Other Design Costs	0
(c) Total	5
(d) Contract	5
(e) In-House	

(4) Contract Award (Month/Year) SEP 2002

(5) Construction Start SEP 2002

(6) Construction Completion DEC 2002

b. Equipment associated with this project will be provided from other appropriations: N/A

POINT OF CONTACT: MR. JOHN LOEHLE
(301) 836-8076

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
JACKSON INTERNATIONAL AIRPORT, MISSISSIPPI	C-17 FACILITY CONVERSION

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
54121F	211-154	LRXQ969517	$16,500

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
C-17 FACILITIES COVERSION	SM	14,487		13,377
ADDITION TO MAINTENANCE HANGAR AREA	SM	2,415	1,658	(4,004)
ALTER AIRCRAFT MAINTENANCE/STORAGE AREAS	SM	4,264	581	(2,477)
ALTER GENERAL PURPOSE SHOPS AREA	SM	2,137	872	(1,863)
ALTER WEAPONS SYSTEMS MANAGEMENT AREAS	SM	446	560	(250)
CONSTRUCT SQUAD OPS/AMU AREA	SM	2,369	1,539	(3,646)
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	SM	2,601	11	(29)
UPGRADE AEROMED /SERVICES TRAINING AREAS	SM	2,856	388	(1,108)
SUPPORT FACILITIES	LS			1,645
UTILITIES/PAVEMENTS/SITE IMPROVEMENTS	LS			(520)
FIRE SUPPRESSION/PILE FOUNDATION	LS			(750)
TEMPORARY FACILITIES / DEMOLITION	LS			(375)
SUBTOTAL				15,022
CONTINGENCY (5%)				751
TOTAL CONTRACT COST				15,773
SUPERVISION, INSPECTION AND OVERHEAD (6%)				946
TOTAL REQUEST				16,719
TOTAL REQUEST (ROUNDED)				16,500
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(250)

10. Description of Proposed Construction: Construction and Addition: Concrete foundation and floor slab on pile. Steel-framed masonry walls and roof structure. For the addition, the exterior will match the existing walls and roof. Provide interior partitions, acoustic ceiling, and floor coverings. Provide both interior and exterior utilities, site work and landscaping as required. Alteration: Repair, remove, or construct interior walls and utilities for efficient, functional configurations. Provide and install exterior utilities, pavements, site improvements, fire protection, storm drainage and support as required. Provide temporary trailers during construction. Demolish 2 buildings (704 SM) in the way of construction.
Air Conditioning: 1,225 KW.

11. REQUIREMENT: 14,487 SM ADEQUATE: 1,711 SM SUBSTANDARD: 10,407 SM
PROJECT: C-17 Facility Conversion (New Mission).
REQUIREMENT: The base is converting from 8 C-141 to 6 C-17 aircraft. The C-17 aircraft are scheduled to arrive the fourth quarter of FY 2004. The base requires adequately sized and configured maintenance and training space to support this training mission of the new aircraft. The maintenance hangar should fully enclose the C-17 to allow for jacking of the aircraft to repair and maintain the landing gear. The general purpose shops and aircraft maintenance unit (AMU) must be efficiently configured to support the C-17 aircraft. The squadron operations function requires space for administration, training, briefing and debriefing, flight planning, intelligence, command post, base operations, physical fitness, and life support. The aeromedical evacuation requires space for training, life support, administration, and mobility storage. Services requires space for training, administration, and mobility storage. All functions require safe, efficient work spaces complying with all applicable building codes, environmental standards and safety standards. This project removes non-aircraft maintenance related activities from the hangar area and returns the space to the critically short C-17 shop areas.

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

JACKSON INTERNATIONAL AIRPORT, MISSISSIPPI

5. PROJECT TITLE	7. PROJECT NUMBER
C-17 FACILITY CONVERSION	LRXQ969517

CURRENT SITUATION: The hangar (building 102) was originally built for C-130 and then converted with minimal interior changes to C-141 and it is not sized or configured for the C-17aircraft. The wing of the C-17 cannot fit inside the hangar. This project proposes an addition to the hangar to allow the C-17 to be fully enclosed. The aircraft maintenance shops are short of space and poorly configured. The building utility systems cannot support the larger loads. Heating, ventilation, and fire suppression systems have exceeded their useful life and are out of compliance with their respective codes and standards (ASHRAE and NFPA). The general purpose shops are not properly configured for the C-17. Some areas are too small, while other areas are too large. The hangar addition requires demolition of buildings 114 and 101, because they are in the way of construction. There is insufficient training space. Squadron operations (building 129) is undersized and poorly configured. An addition is not possible since the dining hall on one side and the hangar on the other side bound the space. This project constructs a new squadron operations area and reconfigures vacated space for use by the aeromedical evacuation training and services areas. The aeromedical evacuation training squadron is in poorly sized and configured space. They are in 65 percent of their minimum required space. They are currently in the maintenance hangar and split on 3 separate floors. This space will be reconfigured for use by maintenance shops, training, and administration. The Services functions which is also in the maintenance hangar in poorly configured space will be relocated to the dining hall area in a portion of the area vacated by the squadron operations area. The existing services area will be converted to aircraft shop space.

IMPACT IF NOT PROVIDED: The unit will be unable to perform adequate maintenance for the C-17. The C-17 mission will be adversely impacted. Without the hangar addition, there will not be a place to safely jack the aircraft to perform landing gear maintenance and other maintenance, because the tail will be subjected to the wind. There are no work arounds available on this installation to support the mission. Maintenance can only be provided by sending the aircraft and crews to Charleston AFB, SC. This travel will be expensive and reduces training time for both aircrews and maintenance crew who will be delayed in reaching full mission capable status. Recruiting and retention will be negatively impacted due to cramped conditions for many functional areas. Unit will be unable to perform repairs or maintenance for composite materials shop. The squadron cannot reach full operational capability.

ADDITIONAL: Two buildings will be demolished to make way for construction: buildings 114 and 101 for a total of 704 SM. This project meets the criteria/scope specified in the AF Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. Force protection requirements have been addressed. The squadron operations area is an "inhabited" building and meets the standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied to this area only. All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed.

ADDITION TO MAINTENANCE HANGAR AREA:	2,415 SM = 25,995 SF
ALTER AIRCRAFT MAINTENANCE/STORAGE AREAS:	4,264 SM = 45,897 SF
ALTER GENERAL PURPOSE SHOPS AREA:	2,137 SM = 23,002 SF
ALTER WEAPONS SYSTEMS MANAGEMENT AREAS:	446 SM = 4,801 SF
CONSTRUCT SQUAD OPS/AMU AREA:	2,369 SM = 25,500 SF
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS:	2,601 SM = 27,997 SF
UPGRADE AEROMED/SERVICES TRAINING AREAS:	2,856 SM = 30,742 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

JACKSON INTERNATIONAL AIRPORT, MISSISSIPPI

5. PROJECT TITLE	7. PROJECT NUMBER
C-17 FACILITY CONVERSION	LRXQ969517

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	NOV 1999
(b) Parametric Cost Estimates used to develop costs	NO
(c) Percent Complete as of Jan 2001	35%
(d) Date 35% Designed	JAN 2001
(e) Date Design Complete	DEC 2001
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	880
(b) All Other Design Costs	570
(c) Total	1,450
(d) Contract	1,450
(e) In-House	

(4) Contract Award (Month/Year) APR 2002

(5) Construction Start MAY 2002

(6) Construction Completion OCT 2003

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	250

POINT OF CONTACT: MR. ALEC EARLE
(301) 836-8724

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
JACKSON INTERNATIONAL AIRPORT, MISSISSIPPI	C-17 UPGRADE CORROSION CONTROL FACILITY

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
54121F	211-159	LRXQ019072	$5,700

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
C-17 UPGRADE CORROSION CONTROL HANGAR	SM	5,342		4,931
CORROSION CONTROL SHOP AREA	SM	641	2,228	(1,428)
COMPOSITE MATERIAL SHOP AREA	SM	650	1,163	(756)
UPGRADE CORROSION CONTROL	SM	4,051	678	(2,747)
SUPPORTING FACILITIES				220
SITE IMPROVEMENTS AND PAVEMENTS	LS			(55)
FIRE PROTECTION	LS			(25)
UTILITIES	LS			(75)
PILE FOUNDATION	LS			(65)
SUBTOTAL				5,151
CONTINGENCY (5%)				258
TOTAL CONTRACT COST				5,409
SUPERVISION, INSPECTION AND OVERHEAD (6%)				325
TOTAL REQUEST				5,734
TOTAL REQUEST (ROUNDED)				5,700

10. Description of Proposed Construction: Reinforced concrete foundation and floor slab on pile construction. Structural steel-frame, masonry walls and roof structure. Interior utilities with expanded ventilation/filtration and environmental waste disposal. Install trench drains with ventilation and utility support as required for full paint and stripping operation. Exterior utilities, pavements, site improvements, fire protection, communications extension, drainage improvements, and necessary support.
Air Conditioning: 88 KW.

11. REQUIREMENT: 5,342 SM ADEQUATE: 0 SM SUBSTANDARD: 4,051 SM
PROJECT: C-17 Upgrade Corrosion Control Facility (New Mission).
REQUIREMENT: The 172nd Airlift Wing is scheduled to convert from C-141 to C-17 aircraft in FY 2004 and does not have the capability to strip or paint C-17 aircraft. The base requires an adequate facility for C-17 corrosion control and maintenance functions, as well as shop areas to accommodate maintenance and training on composite materials. FY 2001 MILCON, Corrosion Control Facility was planned to only provide spot painting and washing. A full paint operation was approved after submission of the FY 2001 program. The full paint operation requires extensive environmental and air quality controls along with corrosion control and composite materials maintenance shops.
CURRENT SITUATION: The FY 2001 Corrosion Control Facility was submitted as a scuff and paint facility only. Full paint and strip environmental and air quality requirements must be met. The planned hangar configuration will not satisfy these requirements. The number of air changes per hour in the planned hangar will not meet these requirements without upgrades. Neither the electrical systems nor the trench drains in the planned hangar meet the requirement for a full paint and strip operation. No breathing air capability was proposed in the planned hangar. Full paint requires laminar airflow across the aircraft for proper ventilation and paint curing. An extensive dual filter air filtration system is required to capture paint over spray and volatile organic compounds. Additionally, the operation requires additional trench drains, expanded compressors for providing breathable air and an additional set of hangar doors. Fully operational corrosion control and composite material shops are required to perform required maintenance on the C-17. The shops require temperature and humidity controls and

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
ANG	(computer generated)	27 June 2001

3. INSTALLATION AND LOCATION	
JACKSON INTERNATIONAL AIRPORT, MISSISSIPPI	
5. PROJECT TITLE	7. PROJECT NUMBER
C-17 UPGRADE CORROSION CONTROL FACILITY	LRXQ019072

filtered high pressure air lines to operate pneumatically powered equipment. The base has very poor soil conditions and a very high water table. The proposed building site requires special pile foundations, drainage improvements, pavements and utilities.

IMPACT IF NOT PROVIDED: C-17's will not receive required maintenance thus impacting service life and flying hour availability. The service life policy contract could be voided if the corrosion control and maintenance requirements intended to be performed in this proposed facility are not accomplished. The work must be performed in a properly configured facility. Cleaning agents, corrosion treatment chemicals, and paint would not properly cure on the aircraft. Pollutants would not be properly captured and controlled.

ADDITIONAL: This project meets the criteria/scope specified in the AF Handbook 32-1084, "Facility Requirements." An economic analysis has been prepared comparing the alternatives of new construction, revitalization, leasing and status quo operation. Based on the net present values and benefits of the respective alternatives, new construction was found to be the cost efficient over the life of the project.

CORROSION CONTROL SHOP AREA	641 SM =	6,900 SF
COMPOSITE MATERIAL SHOP AREA	650 SM =	7,000 SF
UPGRADE CORROSION CONTROL	4,051 SM =	43,600 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

JACKSON INTERNATIONAL AIRPORT, MISSISSIPPI

5. PROJECT TITLE	7. PROJECT NUMBER
C-17 UPGRADE CORROSION CONTROL FACILITY	LRXQ019072

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	JAN 2001
(b) Parametric Cost Estimates used to develop costs	NO
(c) Percent Complete as of Jun 2001	70%
(d) Date 35% Designed	APR 2001
(e) Date Design Complete	SEP 2001
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A

(3) Total Cost (c) = (a) + (b) or (d) + (e):	($000)
(a) Production of Plans and Specifications	462
(b) All Other Design Costs	51
(c) Total	513
(d) Contract	513
(e) In-House	

(4) Contract Award (Month/Year)	NOV 2001
(5) Construction Start	JAN 2002
(6) Construction Completion	MAR 2003

b. Equipment associated with this project will be provided from other appropriations: N/A

POINT OF CONTACT: MR. ALEC EARLE
(301) 836-8724

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
RENO-TAHOE INTERNATIONAL AIRPORT, NEVADA	REPLACE BASE SUPPLY WAREHOUSE COMPLEX

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	442-758	UCTL000963	$8,500

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
BASE SUPPLY WAREHOUSE COMPLEX	SM	3,503		5,167
SUPPLY WAREHOUSE AND EQUIPMENT SHED	SM	2,086	1,076	(2,245)
SUPPLY ADMIN/STATE HQS/ACCOUNTING & FINANCE	SM	1,240	1,959	(2,429)
HAZARDOUS MATERIALS STORAGE	SM	158	2,368	(374)
BASE ENTRY CHECK HOUSE	SM	19	2,099	(40)
PAVED OPEN STORAGE YARD	SM	502	84	(42)
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	SM	3,326	11	(37)
SUPPORTING FACILITIES				2,465
UTILITIES	LS			(500)
SITE IMPROVEMENTS	LS			(700)
PARKING/BASE ENTRY ROAD	LS			(1,015)
COMUNICATIONS SUPPORT	LS			(250)
SUBTOTAL				7,632
CONTINGENCY (5%)				382
TOTAL CONTRACT COST				8,014
SUPERVISION, INSPECTION AND OVERHEAD (6%)				481
TOTAL REQUEST				8,495
TOTAL REQUEST (ROUNDED)				8,500
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(250)

10. Description of Proposed Construction: Construct a new base supply facility and a new base entry traffic checkhouse consisting of reinforced concrete foundation and floors, masonry walls, standing seam metal roofing system, metal studs with gypsum board interior walls, and necessary mechanical and electrical systems. Included is a base supply open storage yard. Site work includes upgrades to associated utility systems to accommodate the new facilities, soil stabilization, landscaping, associated organizational and non-organizational parking, and a new base entry road. Facility to support pre-wired workstation installation.
Air Conditioning: 385 KW.

11. REQUIREMENT: 3,503 SM ADEQUATE: 0 SM SUBSTANDARD: 2,285 SM
PROJECT: Replace Base Supply Warehouse Complex (Current Mission).
REQUIREMENT: The base requires a properly sized and configured supply complex to support one squadron of C-130 aircraft (8 PAA). The supply complex is required for storage, receiving, shipping, issuing, training, and administrative related activities. Other areas include traffic management, contracting, mobility storage, hazardous materials pharmacy, accounting and finance, and state headquarters functions. Relocation of the base entry road, traffic checkhouse, and associated utilities are needed in order to site new facilities in accordance with base master plan.
CURRENT SITUATION: The supply complex is too small to properly support the existing requirements. The supply facility is a 1955 vintage structure grossly inadequate, poorly insulated and only has 51 percent of the authorized space allocation for this function. The storage area is undersized and dictates that equipment be stored at numerous locations. The configuration of the facility is inefficient due to related functions not being in close proximity to one another. None of the supply facilities conform to the Uniform Federal Accessibility Standards or the Americans with Disabilities Act Accessibility Guidelines. The restrooms are inadequate for the number of personnel assigned and the facility is lacking standard security measures. Many safety issues are outstanding to include a Fire

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

RENO-TAHOE INTERNATIONAL AIRPORT, NEVADA

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE BASE SUPPLY WAREHOUSE COMPLEX	UCTL000963

Safety Deficiency Code (FSDC-2) for the lack of a fire suppression system, non-fire rated doors, and excessive noise levels. The roof has many leaks which are beyond repair. Accounting and Finance and State Headquarters activities housed in the existing Base Supply facility and adjacent maintenance hangar, must relocate in order to free up valuable administrative/shop space to fulfill other base deficiencies.

IMPACT IF NOT PROVIDED: Without these new facilities, the unit cannot adequately support the 152nd Airlift Wing mission. The lack of adequate storage space for war readiness supply kits, and lack of administrative space for resource acquisition, contracting, accounting and finance, and state headquarters activities impair the unit's ability to properly support the flying mission. Higher utility costs due to outdated equipment and non-energy efficient construction.

ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. Upon completion of this project, the existing supply facilities will be used as temporary swing space to accommodate other base development requirements in accordance with the base master plan. These facilities are an "inhabited" building and meet the standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied. All known alternatives were considered during the development of this project. No economic analysis was needed or performed due to the fact that the existing supply warehouse is malpositioned per the base master plan. This project is 35 percent designed and holding. Design will be completed with construction funds in accordance with section 18233(f)(1) of Title 10 USC.

SUPPLY WAREHOUSE AND EQUIPMENT SHED	2,086 SM = 22,454 SF
SUPPLY ADMIN/STATE HQS/ACCOUNTING & FINANCE	1,240 SM = 13,347 SF
HAZARDOUS MATERIALS STORAGE	158 SM = 1,701 SF
BASE ENTRY CHECK HOUSE	19 SM = 205 SF
PAVED OPEN STORAGE YARD	502 SM = 600 SY
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	3,326 SM = 35,801 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

RENO-TAHOE INTERNATIONAL AIRPORT, NEVADA

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE BASE SUPPLY WAREHOUSE COMPLEX	UCTL000963

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	SEP 2000
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	35%
(d) Date 35% Designed	MAR 2001
(e) Date Design Complete	MAY 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	YES
(b) Where Design Was Most Recently Used -	BARNES, MA

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	740
(b) All Other Design Costs	20
(c) Total	760
(d) Contract	760
(e) In-House	

(4) Contract Award (Month/Year) JUL 2002

(5) Construction Start SEP 2002

(6) Construction Completion DEC 2003

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	250

POINT OF CONTACT: MAJ TRACY RUGER
(301) 836-8080

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
PEASE INTERNATIONAL TRADEPORT ANG, NEW HAMPSHIRE	REPLACE KC-135R SIMULATOR TRAINING FACILITY

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
51411F	171-212	SZCQ009016	$2,200

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
REGIONAL SIMULATOR TRAINING FACILITY	SM	725		1,710
REGIONAL KC-135R SIMULATOR FACILITY	SM	632	2,465	(1,558)
COMBAT ARMS TRNG SIMULATOR FACILITY	SM	93	1,550	(144)
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	SM	725	11	(8)
SUPPORTING FACILITIES				245
UTILITIES	LS			(100)
PAVEMENTS	LS			(50)
SITE IMPROVEMENTS	LS			(60)
COMMUNICATIONS	LS			(35)
SUBTOTAL				1,955
CONTINGENCY (5%)				98
TOTAL CONTRACT COST				2,053
SUPERVISION, INSPECTION AND OVERHEAD (6%)				123
TOTAL REQUEST				2,176
TOTAL REQUEST (ROUNDED)				2,200
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(7,900)

10. Description of Proposed Construction: Reinforced concrete foundation and floor slab, structural steel-framing system, masonry and steel walls and roof system. Facility construction includes interior mechanical, electrical, and fire protection systems, exterior utilities, and site improvements. Facility to support prewired workstation installation.
Air Conditioning: 210 KW.

11. REQUIREMENT: 725 SM ADEQUATE: 0 SM SUBSTANDARD: 465 SM
PROJECT: Regional KC-135R Simulator Training Facility (New Mission).
REQUIREMENT: The base requires a properly sized area for a full motion, KC-135R simulator with enhanced visual simulation capabilities, and a properly sized area for a Combat Arms Training Simulator (CATS). This full motion, KC-135 simulator will be modified from the existing non-motion simulator, which is currently located at Pease Air National Guard Base in an aircraft maintenance hangar. Functional areas for the KC-135 simulator include a simulator bay, computer, hydraulic, and simulator shops, as well as training and administration rooms. This facility will comply with all requirements of the KC-135 Aircrew Training System (ATS) Facility Design Criteria, Revision 12, November 30, 1998. Headquarters Air Mobility Command has programmed this upgrade to the current non-motion simulator for the FY 02 program. A facility to house the upgrade must be in place no later than January 2003. As the Northeast Regional KC-135 Training Facility, this space must meet the requirements of Air Mobility Command, the contract simulator manufacturer, and the simulator operator. Aircrews currently use the flight simulator trainer for emergency procedures, which for safety reasons, cannot be performed in actual flight operations. In addition, budget constraints will soon require that normal proficiency training be conducted in a flight simulator, in order to save aircraft flying dollars for actual mission accomplishment and to save “wear and tear” on essential airframe assets. In order to make such training effective, motion simulators will be required to provide an environment approximating actual flight. Similarly, this construction will support the beddown of the National Guard Bureau procured CATS, which is due to arrive on the base in the near future. Security Forces and unit personnel are required to receive and maintain small arms proficiency. This will

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	
PEASE INTERNATIONAL TRADEPORT ANG, NEW HAMPSHIRE	
5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE KC-135R SIMULATOR TRAINING FACILITY	SZCQ009016

provide firearms instruction in a controlled environment, without the potential environmental degradation of live firing (lead contamination).

CURRENT SITUATION: The base has a KC-135 simulator without full motion capability. The equipment is located in the maintenance hangar. The space is not large enough and the building does not have sufficient ceiling height to allow the installation of full motion equipment which requires more space than the current non-motion simulator. The current facility does not have adequate utility electrical service to allow the full motion upgrade. The new full motion simulator equipment will arrive in the summer of 2002. Pilots travel to Dallas, TX on a regular basis for full motion simulator training. The significant travel time takes away from other training requirements. Pease Air National Guard Base has been designated the northern location for regionalized full motion simulator training. The Pease Air National Guard Base outdoor firing range is not capable of providing adequate instruction space to accommodate a small arms course of fire. Wing personnel are forced to travel to the nearest range, which is two hours away. The small arms training requirement limits other training opportunities, during the monthly Unit Training Assembly. The existing simulator area will be converted and reused to satisfy other mission requirement space shortages on base.

IMPACT IF NOT PROVIDED: Unable to beddown the procured full motion simulator, and the potential of losing this mission due to inadequate facilities. Continued high training costs, by sending personnel on temporary duty to Dallas, Texas to procure training in a full motion simulator. Inefficient use of Air Force resources for continued training of tanker aircrews in the Northeast Region. CATS would not be able to be bedded down. Without beddown of the CATS, Wing personnel would be forced to continue the four hour round trip to utilize adequate firing range facilities.

ADDITIONAL: The existing aircraft hangar, where the non-motion simulator is currently housed, will be utilized to house the Pacer Crag mission currently housed in the base aircraft washrack. Anti-terrorism/force protection requirements have been considered in development of this project. There is no threat and the level of protection is low, so minimum construction standards have been applied. This project meets the criteria/scope specified in the Air Force Handbook 32-1084, “Facility Requirements” and is in compliance with the approved base master plan. All known alternatives options were considered during the development of this project. Because the existing hangar can not be modified, no other option could meet the mission requirements; therefore, no economic analysis was needed or performed. This project is 35 percent designed and holding. Design will be completed with construction funds in accordance with section 18233(f)(1) of Title 10 USC.

REGIONAL KC-135R SIMULATOR FACILITY	632 SM = 6,803 SF
COMBAT ARMS TRNG SIMULATOR FACILITY	93 SM = 1,001 SF
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	725 SM = 7,804 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
ANG	(computer generated)	27 June 2001

3. INSTALLATION AND LOCATION

PEASE INTERNATIONAL TRADEPORT ANG, NEW HAMPSHIRE

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE KC-135R SIMULATOR TRAINING FACILITY	SZCQ009016

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	JAN 2001
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	35%
(d) Date 35% Designed	MAR 2001
(e) Date Design Complete	FEB 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	NO

(2) Basis:

(a) Standard or Definitive Design -	YES
(b) Where Design Was Most Recently Used -	SCOTT AFB, MO

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	190
(b) All Other Design Costs	0
(c) Total	190
(d) Contract	190
(e) In-House	

(4) Contract Award (Month/Year) APR 2002

(5) Construction Start JUN 2002

(6) Construction Completion MAR 2003

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Flight Simulator	3080	2001	7700
Prewired Workstations	3840	2003	200

POINT OF CONTACT: LT COL JAMES MITNIK
(301) 836-8429

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
ATLANTIC CITY INTERNATIONAL AIRPORT, NEW JERSEY	REPLACE COMMUNICATIONS AND SECURITY FORCES COMPLEX

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	131-111	AQRC000453	$6,300

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
COMMUNICATIONS AND SECURITY FORCES FACILITY	SM	2,508		4,618
TELECOMMUNICATIONS TRAINING AREA	SM	985	1,830	(1,803)
AUDIOVISUAL SERVICES AREA	SM	232	1,830	(425)
SECURITY FORCES OPERATIONS & TRAINING AREA	SM	1,068	1,830	(1,954)
COMBAT ARMS TRAINING AND MAINTENANCE AREA	SM	130	1,830	(238)
FIREARMS TRAINING SYSTEM AREA	SM	93	1,830	(170)
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	SM	2,508	11	(28)
SUPPORTING FACILITIES				999
UTILITIES/COMMUNICATIONS SUPPORT	LS			(210)
PAVEMENTS	LS			(160)
SITE IMPROVEMENTS	LS			(120)
DEMOLITION/ASBESTOS REMOVAL	SM	3,164	161	(509)
SUBTOTAL				5,617
CONTINGENCY (5%)				281
TOTAL CONTRACT COST				5,898
SUPERVISION, INSPECTION AND OVERHEAD (6%)				354
TOTAL REQUEST				6,252
TOTAL REQUEST (ROUNDED)				6,300
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(150)

10. Description of Proposed Construction: Reinforced concrete foundation and floor slab with steel-framed masonry walls and standing seam metal roof structure. Includes all utilities, pavements, site improvements, fire protection, communications, and support. Facility to support prewired workstation installation. Demolish two facilities (3,164 SM) and landscape the grounds.
Air Conditioning: 385 KW.

11. REQUIREMENT: 2,508 SM ADEQUATE: 0 SM SUBSTANDARD: 1,159 SM
PROJECT: Replace Communications and Security Forces Complex (Current Mission).
REQUIREMENT: The base requires a facility to house the security forces and communications training functions associated with their F-16 aircraft and air defense mission. Functional areas include: weapons vault, combat arms training and maintenance (CATM), fire arms training simulator (FATS), security forces control center, communications and crypto vault, classrooms, administrative areas, and locker rooms.
CURRENT SITUATION: The communications training functions are dispersed into buildings 229, a 1980-vintage pre-engineered metal facility, building 400, the base operations and training facility, and building 137, base photo lab. This dispersed layout produces inefficient operations and hampers an effective span of control. The security forces training function is house in building 262, a 1966-vintage wood structure. Originally a dormitory, the facility is located on the opposite side of the airfield from the main ANG area. This area is going to be returned to the Airport Authority as excess. The extremely oversized building is poorly configured with large areas that cannot be used effectively, resulting in a lot of wasted space and utility usage. The building is poorly insulated and extremely energy inefficient resulting in high operating and maintenance costs. There is no central air conditioning so over the years numerous window air conditioning units have been installed adding to the energy inefficiencies. The heating system is old, inefficient, and cannot be balanced. The facility has asbestos siding and badly deteriorated doors and windows. Its antiquated restrooms were converted

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001
3. INSTALLATION AND LOCATION ATLANTIC CITY INTERNATIONAL AIRPORT, NEW JERSEY		
5. PROJECT TITLE REPLACE COMMUNICATIONS AND SECURITY FORCES COMPLEX		7. PROJECT NUMBER AQRC000453

from what was once central latrines. In addition to insufficient power and no fire protection system, the building has numerous health, safety, and fire hazards. The Fire Arms Training Simulator (FATS) is located in the basement and has experienced flooding during periods of heavy rain. Without access to the fire arms simulator, personnel must do live fire training which is more costly and creates a future environmental clean-up bill for lead in the backstops. Additionally, there is considerable loss of training opportunities when the troops are bussed to and from the live fire range, which is one hour away.

IMPACT IF NOT PROVIDED: Degraded operational and training effectiveness due to a lack of functional space and impractical separation from ANG cantonment area. Adverse impacts on readiness and quality of life. Higher operating and maintenance costs. Continue to accept the risk for the numerous health, safety, and fire hazards.

ADDITIONAL: Upon completion of this project, building 262 (2,450 SM) and building 229 (714 SM) will be demolished for a total of 3,164 SM. This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. The proposed facility is an "inhabited" building and meets the standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied. All known alternatives were considered during the development of this project. No economic analysis needed or performed due to existing facility being located in an area of the base which is to be declared excess by the ANG.

TELECOMMUNICATIONS TRAINING	985 SM = 10,602 SF
AUDIOVISUAL SERVICES	232 SM = 2,497 SF
SECURITY FORCES OPERATIONS & TRAINING	1,068 SM = 11,496 SF
COMBAT ARMS TRAINING AND MAINTENANCE	130 SM = 1,399 SF
FIREARMS TRAINING SYSTEM	93 SM = 1,001 SF
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	2,508 SM = 27,000 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

ATLANTIC CITY INTERNATIONAL AIRPORT, NEW JERSEY

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE COMMUNICATIONS AND SECURITY FORCES COMPLEX	AQRC000453

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:	
(a) Date Design Started	NOV 1996
(b) Parametric Cost Estimates used to develop costs	NO
(c) Percent Complete as of Jun 2001	100%
(d) Date 35% Designed	MAR 1997
(e) Date Design Complete	JUL 1998
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES
(2) Basis:	
(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A
(3) Total Cost (c) = (a) + (b) or (d) + (e):	($000)
(a) Production of Plans and Specifications	177
(b) All Other Design Costs	10
(c) Total	187
(d) Contract	187
(e) In-House	
(4) Contract Award (Month/Year)	NOV 2001
(5) Construction Start	JAN 2002
(6) Construction Completion	DEC 2002

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	150

POINT OF CONTACT: MAJ TRACY RUGER
(301) 836-8080

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
MCGUIRE AIR FORCE BASE, NEW JERSEY	REPLACE JOINT MEDICAL TRAINING FACILITY (ANG/AFRC)

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	171-450	PTFL909677	$4,900

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
JOINT MEDICAL TRAINING FACILITY	SM	1,375		3,330
MEDICAL TRAINING FACILITY (ANG)	SM	755	2,411	(1,820)
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	SM	755	11	(8)
MEDICAL TRAINING FACILITY (AFRC)	SM	620	2,411	(1,495)
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	SM	620	11	(7)
SUPPORTING FACILITIES	LS			1,050
UTILITIES	LS			(275)
SITE IMPROVEMENTS	LS			(350)
PAVEMENTS	LS			(275)
COMMUNICATIONS SUPPORT	LS			(150)
SUBTOTAL				4,380
CONTINGENCY (5%)				219
TOTAL CONTRACT COST				4,599
SUPERVISION, INSPECTION AND OVERHEAD (6%)				276
TOTAL REQUEST				4,875
TOTAL REQUEST (ROUNDED)				4,900
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(350)

10. Description of Proposed Construction: Reinforced concrete foundation and floor slab, frame, wall and roof to match the adjacent Ambulatory Health Care Center. Work to include all required utilities, building systems and support. Facility to support pre-wired workstation installation.
Air Conditioning: 210 KW.

11. REQUIREMENT: 1,375 SM ADEQUATE: 0 SM SUBSTANDARD: 1,626 SM
PROJECT: Replace Joint Medical Training Facility (ANG/AFRC) (Current Mission).
REQUIREMENT: The base requires a facility to provide space for training, administrative support, and record storage for the Air National Guard (ANG) and Air Force Reserve Command (AFRC) medical units. This facility will be constructed adjacent to the Ambulatory Health Care Center (AHCC) for the 305th Medical Group, McGuire Air Force Base (AFB). The ANG and AFRC medical units will jointly use the medical service areas of the AHCC facility. The ANG and AFRC medical units need areas for exclusive use for the maintenance and storage of personnel records and other administrative support space.
CURRENT SITUATION: The ANG and AFRC medical units train and operate independently from the 305th Medical Group and each other. The ANG unit occupied 50 percent of the required space for an independent unit in building 3314, a World War II wooden facility. The building (6,000 SF) was demolished due to costly maintenance, safety, and lack of space. Currently, interim facility space is being provided until replacement construction is completed. The interim facilities will be returned to McGuire AFB active duty forces at the completion of the project. The substandard facilities result in inefficiencies and restrict full capability of the medical units, resulting in lost training opportunities and adverse impacts on readiness. The units have problems recruiting and maintaining qualified medical personnel due to the very decrepit working and training conditions.
IMPACT IF NOT PROVIDED: Man-hours will continue to be lost due to delays in obtaining required medical services for ANG and AFRC unit personnel. Continued adverse impacts on recruiting, training

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001
3. INSTALLATION AND LOCATION MCGUIRE AIR FORCE BASE, NEW JERSEY		
5. PROJECT TITLE REPLACE JOINT MEDICAL TRAINING FACILITY (ANG/AFRC)		7. PROJECT NUMBER PTFL909677

and readiness. Continued high operation and maintenance costs for the lease and maintenance of the temporary facilities.

ADDITIONAL: The FY 98 MILCON budget included a Defense wide project to construct a $35.2 million Ambulatory Health Care Center Replacement. This project is scoped totally to support active duty military and families. There are no classrooms and storage space to support the ANG and AFRC training requirements. It has been agreed that the ANG and AFRC will jointly use the medical and dental labs as well as the doctors' offices of the new complex. This project will provide the administrative space for the full time ANG and AFRC staffs as well as storage areas for the personnel medical folders and supplies. The design for this project has been integrated into the DOD project. Antiterrorism/force protection requirements were considered. There is no threat and the level of protection is low so the minimum standards were applied. All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed. This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan.

MEDICAL TRAINING FACILITY (ANG)	755 SM = 8,127 SF
MEDICAL TRAINING FACILITY (AFRC)	620 SM = 6,674 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

MCGUIRE AIR FORCE BASE, NEW JERSEY

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE JOINT MEDICAL TRAINING FACILITY (ANG/AFRC)	PTFL909677

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	DEC 1996
(b) Parametric Cost Estimates used to develop costs	NO
(c) Percent Complete as of Jun 2001	100%
(d) Date 35% Designed	APR 1997
(e) Date Design Complete	AUG 1998
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	NO

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	135
(b) All Other Design Costs	0
(c) Total	135
(d) Contract	135
(e) In-House	

(4) Contract Award (Month/Year) NOV 2001

(5) Construction Start JAN 2002

(6) Construction Completion SEP 2002

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	350

POINT OF CONTACT: MAJ TRACY RUGER
(301) 836-8080

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
FRANCIS S. GABRESKI AIRPORT, NEW YORK	COMPOSITE SUPPORT COMPLEX

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	171-445	WKVB999155	$19,000

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
COMPOSITE SUPPORT COMPLEX	SM	13,152		14,525
CONSTRUCT OPS/LOG/SUPPORT/MEDICAL FACS	SM	6,002	1,755	(10,534)
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	SM	6,002	11	(66)
ALTER ENGINEERING/SUPPLY/COMM/SECURITY	SM	7,150	549	(3,925)
SUPPORTING FACILITIES				2,671
UTILITIES, PAVEMENTS, & SITE IMPROVEMENT	LS			(1,120)
DEMOLITION AND ASBESTOS REMOVAL	SM	4,798	118	(566)
GATE HOUSE, FENCE, AND ACCESS ROAD COMPLEX	LS			(750)
COMMUNICATIONS SUPPORT	LS			(125)
TEMPORARY FACILITIES	LS			(110)
SUBTOTAL				17,196
CONTINGENCY (5%)				860
TOTAL CONTRACT COST				18,056
SUPERVISION, INSPECTION AND OVERHEAD (6%)				1,083
TOTAL REQUEST				19,139
TOTAL REQUEST (ROUNDED)				19,000
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(460)

10. Description of Proposed Construction: Construction: Reinforced concrete foundation and floor slabs. Steel-framed masonry walls and sloped roof structure. Interior walls and utility systems including hoists, cranes and miscellaneous support equipment for functional requirements. Alteration: relocate, upgrade and extend interior walls, utilities and fire protection systems. Provide exterior architectural treatment to match other base facilities. Exterior work includes providing access roads and pavements, utility systems, fire protection, site improvements, and miscellaneous support to include security measures, new base entrance with security wall and gates; relocating fuel storage tanks and dispensing systems; and extending communications support. Provide temporary trailers during construction. Demolish 10 buildings (4,798 SM) and landscape sites.
Air Conditioning: 420 KW.

11. REQUIREMENT: 13,152 SM ADEQUATE: 0 SM SUBSTANDARD: 11,416 SM
PROJECT: Composite Support Complex (Current Mission).
REQUIREMENT: The base requires adequately sized, properly configured space to support the 106th Rescue Wing which is assigned HC-130 and HH-60 aircraft. Required functional areas include: command section, operations and training, dining hall and services training, medical training, base engineer training with shops and storage space, and disaster preparedness training. The unit also needs base supply storage and distribution (contracting, packing, and crating and a hazardous material pharmacy); vehicle maintenance with fuel storage and dispensing; aircraft support equipment shop with maintenance and storage; communications and computer training areas with a photo lab; and a small exercise area. A revised and reoriented base entrance is necessary along with corresponding road, communications, fencing, and security measures. The new base entrance will correspond with the proposed Airport Authority entrance to the airport.
CURRENT SITUATION: The base is located on the Suffolk County-operated airport and shares airfield surfaces and navigational aids with commercial, cargo, and private aircraft. The installation was constructed in 1941 and deactivated in 1969. The Air National Guard activated a unit on the civil

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	
FRANCIS S. GABRESKI AIRPORT, NEW YORK	
5. PROJECT TITLE	7. PROJECT NUMBER
COMPOSITE SUPPORT COMPLEX	WKVB999155

airfield in 1970. The base has seen little new construction or facility renovation since. Most base facilities are antiquated and grossly undersized for current mission needs. The facilities, many over 50 years old, are poorly insulated, have rusted exterior metal components, and no longer meet life-safety, health, or building construction codes. The medical and dining areas are housed in one facility providing only 65 percent of required space. This results in congestion and long lines waiting for physical exam services or the dining hall. Some pieces of kitchen equipment area so old that spare parts are no longer available. Modern equipment cannot be installed for lack of space and electrical power. The operations and training function is spread among four separate facilities with resultant inefficiencies and command and control problems. The vehicle maintenance building is a 1965 vintage building with inadequate utility systems. It lacks an environmentally safe paint booth. The refueling vehicle maintenance area does not have explosion-proof fixtures or proper ventilation. By necessity both functions are now performed outdoors, but only when weather permits. This results in poor workmanship, poor training, and safety hazards. The 1952 vintage aircraft support equipment shop is 25 percent short of space. Lighting, ventilation and utility systems are old, inefficient, and do not meet current capacity demands. The base is located near the Atlantic Ocean. Metal surfaces corrode and rust frequently – roofs, metal fascias and air conditioning systems. These types of deficiencies and shortfalls are rampant across most base facilities warranting a general restoration or replacement. The base's largest administrative building is located near the perimeter fence and does not meet the new DOD safety and security criteria. A rusted chain fence separates the rear of the building from the public road. This project proposes construction of a concrete block wall along the perimeter fencing as a safety, security and visual barrier. The base entrance is off a two-lane high-speed county road. There have been numerous accidents prompting safety officials to declare it a "fatal accident waiting to happen." The county has proposed a new entrance to the airport and the ANG base. The buildings have asbestos throughout which will require the relocation of occupants during the renovation. They will be housed in temporary leased trailers.

IMPACT IF NOT PROVIDED: The unit continues to perform its mission in inadequate, undersized, inefficient, and unsafe facilities that have not been satisfactorily modernized in over 50 years. Inefficiencies in operations and significant mission degradation are imminent without significant facility upgrades. Maintenance and operations costs continue to increase far beyond the fiscal ability of the installation. Life-safety codes are not met and the installation would be in continuing non-compliance with environmental requirements. The potential for a fatal accident at the entrance exists.

ADDITIONAL: Upon completion of this project, the following buildings will be demolished: 208, 220, 222, 230, 258, 276, 280, 290, 329, and 340 for a total of 4,798 SM (51,644 SF). This project meets the criteria/scope specified in the AF Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. Force protection requirements have been addressed. The facility is an "inhabited" building and meets the standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied. An economic analysis has been prepared comparing the alternatives of new construction, revitalization, leasing and status quo operation. Based on the net present values and benefits of the respective alternatives, new construction was found to be the cost efficient over the life of the project.

CONSTRUCT OPS/LOG/SUPPORT/MEDICAL FACS	6,002 SM = 64,605 SF
ALTER ENGINEERING/SUPPLY/COMM/SECURITY	7,150 SM = 76,958 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

FRANCIS S. GABRESKI AIRPORT, NEW YORK

5. PROJECT TITLE	7. PROJECT NUMBER
COMPOSITE SUPPORT COMPLEX	WKVB999155

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	JUN 1998
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	35%
(d) Date 35% Designed	JAN 2001
(e) Date Design Complete	APR 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	1,045
(b) All Other Design Costs	665
(c) Total	1,710
(d) Contract	1,710
(e) In-House	

(4) Contract Award (Month/Year)	JUN 2002
(5) Construction Start	AUG 2002
(6) Construction Completion	JAN 2004

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	460

POINT OF CONTACT: MR. ALEC EARLE
(301) 836-8724

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
PITTSBURGH INTERNATIONAL AIRPORT, PENNSYLVANIA	REPLACE VEHICLE MAINTENANCE COMPLEX

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	214-425	JLSQ019132	$3,200

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
REPLACE VEHICLE MAINTENANCE COMPLEX	SM	1,570		2,310
VEHICLE MAINTENANCE SHOP AREA	SM	1,059	1,561	(1,653)
VEHICLE OPERATIONS PARKING SHED AREA	SM	372	861	(320)
REFUELING VEHICLE SHOP AREA	SM	139	2,422	(337)
SUPPORTING FACILITIES				562
UTILITIES	LS			(100)
PAVEMENTS	LS			(200)
SITE IMPROVEMENTS	LS			(100)
COMMUNICATIONS SUPPORT	LS			(50)
DEMOLITION/ASBESTOS REMOVAL	SM	614	183	(112)
SUBTOTAL				2,872
CONTINGENCY (5%)				144
TOTAL CONTRACT COST				3,016
SUPERVISION, INSPECTION AND OVERHEAD (6%)				181
TOTAL REQUEST				3,197
TOTAL REQUEST (ROUNDED)				3,200

10. Description of Proposed Construction: Reinforced concrete foundation and floor slab with steel-framed masonry walls and sloped roof structure. Includes overhead crane/hoist, all utilities, pavements, fire protection, site improvements, and support. Demolish five buildings (614 SM). Air Conditioning: 210 KW.

11. REQUIREMENT: 1,570 SM ADEQUATE: 0 SM SUBSTANDARD: 707 SM

PROJECT: Replace Vehicle Maintenance Complex (Current Mission).

REQUIREMENT: The base requires an adequately sized, properly configured, and environmentally safe vehicle maintenance facility for operations and training. Vehicles to be repaired and maintained include cars, trucks, sweepers, snow plows, and refueler trucks. Functional areas consist of maintenance bays, paint bay, office area, parts/tool storage, battery shop, vehicle dispatch, fuel dispensing facility and wash rack. A parking shed is also required to protect the vehicles and equipment from the harsh winter conditions.

CURRENT SITUATION: The vehicle maintenance functions are accomplished in an old facility built in 1952 that has reached the end of its useful life. Facility maintenance and repair of the mechanical and electrical systems are no longer cost effective due to the lack of replacement parts. The facility is significantly short of maintenance, office, and training space due to the expansion of the unit's manning and resources over the years. Maintenance and repair operations on the refueler and snow plow vehicles must be done outside because they do not fit in the small bays. The facility has numerous safety, health, and environmental hazards. There are no provisions for containment of a fuel spill in the facility or outdoors where maintenance is often performed. There is asbestos in various parts of the building. The paint spray booth does not meet environmental standards nor do the oil/water separators function effectively. The building exhaust system for vehicles under repair is also not up to current safety and interior pollution standards/regulations.

IMPACT IF NOT PROVIDED: Continued safety and environmental problems with possible violations of federal and state environmental statutes. Operations and training suffer from lack of up-to-date and adequate facilities. The overcrowded and antiquated facility seriously degrades the unit's capability to

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
ANG	(computer generated)	27 June 2001

3. INSTALLATION AND LOCATION

PITTSBURGH INTERNATIONAL AIRPORT, PENNSYLVANIA

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE VEHICLE MAINTENANCE COMPLEX	JLSQ019132

maintain a safe, operationally ready fleet, and severely limits the unit's ability to train. Quality of life is negatively impacted affecting morale, recruiting, and retention.

ADDITIONAL: Upon completion of this project, the following buildings will be demolished: 201, 203, 208, 210, and 211 for a total of 614 SM (6,611 SF). These facilities are an "inhabited" building and meet the standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied. This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed. Design will be completed with construction funds in accordance with section 18233(f)(1) of Title 10 USC.

VEHICLE MAINTENANCE SHOP AREA	1,059 SM = 11,400 SF
VEHICLE OPERATIONS PARKING SHED AREA	327 SM = 4,000 SF
REFUELING VEHICLE SHOP AREA	139 SM = 1,500 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
ANG	(computer generated)	27 June 2001

3. INSTALLATION AND LOCATION

PITTSBURGH INTERNATIONAL AIRPORT, PENNSYLVANIA

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE VEHICLE MAINTENANCE COMPLEX	JLSQ019132

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	MAR 2001
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	35%
(d) Date 35% Designed	JUN 2001
(e) Date Design Complete	MAY 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	No
(b) Where Design Was Most Recently Used -	

(3) Total Cost (c) = (a) + (b) or (d) + (e):	($000)
(a) Production of Plans and Specifications	280
(b) All Other Design Costs	10
(c) Total	290
(d) Contract	290
(e) In-House	

(4) Contract Award (Month/Year)	JUL 2002
(5) Construction Start	SEP 2002
(6) Construction Completion	SEP 2003

b. Equipment associated with this project will be provided from other appropriations: N/A

POINT OF CONTACT: MR. STEVEN ROSNER
(301) 836-8186

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
QUONSET STATE AIRPORT, RHODE ISLAND	C-130J REPLACE COMPOSITE MAINTENANCE SHOPS (PHASE II)

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
54332F	211-152	TWLR009195	$9,600

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
C 130J COMPOSITE MAINTENANCE SHOPS	SM	3,280		6,077
GENERAL PURPOSE SHOPS AREA	SM	2,007	1,873	(3,759)
ORGANIZATIONAL MAINTENANCE SHOPS AREA	SM	827	1,744	(1,442)
WEAPON SYSTEMS MAINTENANCE MANAGEMENT	SM	446	1,884	(840)
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	SM	3,279	11	(36)
SUPPORTING FACILITIES				2,587
UTILITIES	LS			(260)
SITE IMPROVEMENTS	LS			(169)
PAVEMENTS	LS			(498)
SPECIAL SITE CONDITIONS	LS			(480)
COMMUNICATIONS DUCTBANK	LS			(930)
PRIMARY ELECTRICAL DISTRIBUTION	LS			(250)
SUBTOTAL				8,664
CONTINGENCY (5%)				433
TOTAL CONTRACT COST				9,097
SUPERVISION, INSPECTION AND OVERHEAD (6%)				546
TOTAL REQUEST				9,643
TOTAL REQUEST (ROUNDED)				9,600
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(150)

10. Description of Proposed Construction: Reinforced concrete foundation and floor slab on concrete piles. Insulated metal panel walls with some masonry wainscot for the maintenance shops. Steel-framing with standing seam metal roof for all facilities. Interior partitions and utility systems. Exterior utilities, access pavements, organizational and non-organizational parking, site improvements, fire protection, and electrical for the specialized shops. New concrete encased communications ductbank system. New substation transformer and primary electrical distribution feed. Facility to support pre-wired workstation installation.
Air Conditioning: 490 KW.

11. REQUIREMENT: 3,280 SM ADEQUATE: 0 SM SUBSTANDARD: 2,016 SM
PROJECT: C-130J Replace Composite Maintenance Shops (Phase II) (New Mission).
REQUIREMENT: The base requires a properly sited, sized, and configured aircraft maintenance facility to support the conversion from C-130E aircraft to C-130J aircraft (8 PAA with delivery of the first three aircraft 1st Quarter FY 02). The facility required is necessary for the day-to-day operations of the maintenance personnel and the weekend training requirements to insure traditional Air National Guard personnel are proficient in their career fields. A composite facility is required to bring all related functions and supervision of those functions into a single area where organizational efficiencies will save time and money. A new communications ductbank and primary electrical distribution feed is also required in order to provide adequate communications and electrical support to the maintenance community to make a complete and useable facility.
CURRENT SITUATION: The hangar and associated shops were constructed in 1941. The hangar is approaching 60 years of age and is deteriorating at a rate greater than the ability to maintain the structure and all its component systems. The hangar is suffering from differential settlement. It is sinking as a result of very poor soil conditions. This causes personnel doors, windows, and aircraft hangar doors to jam. Maintenance and repair is not sufficient to arrest deterioration and the ultimate

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001
3. INSTALLATION AND LOCATION		
QUONSET STATE AIRPORT, RHODE ISLAND		
5. PROJECT TITLE		7. PROJECT NUMBER
C-130J REPLACE COMPOSITE MAINTENANCE SHOPS (PHASE II)		TWLR009195

failure of this facility. The roof has been replaced several times, but is again in need of replacement due to age and deterioration from the harsh winter environment along the New England coast. Internal systems such as heating, cooling, electrical, and plumbing are failing at an ever-increasing rate. The plumbing is affected by the settling and leaks at joints that have separated. The HVAC systems are approaching 20 years of age and are not energy efficient. The electrical system has had some updates, but many portions are still World War II vintage. Parts are hard to find and maintenance costs are very high. The building has severe fire, health and safety code violations. The fire detection and suppression systems are out of date and can cause additional damage to the facility and equipment if discharged. Shop space is inadequate for modern aircraft because it lacks the required mechanical and electrical systems to support current mission requirements. Work arounds involving self-powered portable equipment are not efficient and detract from the training environment. Training classrooms are not available. Support and supervision space is not collocated, thus reducing productivity and training opportunities. At a November 1999 Site Activation Task Force (SATAF) visit, the existing communications ductbank system was identified as being at maximum capacity and unable to support additional facilities on base. New communications switch gear requiring a ductbank system is needed to support the communication requirements of the aircraft maintenance community. A utility capacity analysis report conducted in May 2001 identified the need for a new primary electrical distribution feed in order to provide adequate, reliable electrical service to the new maintenance shops.

IMPACT IF NOT PROVIDED: The unit will not reach full operational capability. Readiness will be degraded. Training and maintenance time will be lost. Maintenance and repair costs will continue to be extremely high. Energy costs will remain high in this northern coastal climate. Lack of space, proper supervisory controls, and facility systems will adversely affect the maintenance performed on the C-130J aircraft. Low quality of life will affect morale, recruiting and retention.

ADDITIONAL: All known alternatives/options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed. This is the second phase of the project to replace the hangar complex. In FY 2001 Congress appropriated $8.9 million. This amount is insufficient to replace the entire hangar and shops and therefore it has been phased. This project meets the criteria/scope specified in the AF Handbook 32-1084, “Facility Requirements” and is in compliance with the base master plan. This facility meets force protection standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied.

GENERAL PURPOSE SHOPS	2,007 SM = 21,600 SF
ORGANIZATIONAL MAINTENANCE SHOPS	827 SM = 8,900 SF
WEAPON SYSTEMS MAINTENANCE MANAGEMENT	446 SM = 4,800 SF
AT/FP PHYSICAL SECURITY MINIMUM STANDARDS	3,279 SM = 35,300 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

QUONSET STATE AIRPORT, RHODE ISLAND

5. PROJECT TITLE	7. PROJECT NUMBER
C-130J REPLACE COMPOSITE MAINTENANCE SHOPS (PHASE II)	TWLR009195

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:	
(a) Date Design Started	JUL 2000
(b) Parametric Cost Estimates used to develop costs	No
(c) Percent Complete as of Jun 2001	100%
(d) Date 35% Designed	DEC 2000
(e) Date Design Complete	SEP 2001
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES
(2) Basis:	
(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A
(3) Total Cost (c) = (a) + (b) or (d) + (e):	($000)
(a) Production of Plans and Specifications	440
(b) All Other Design Costs	16
(c) Total	456
(d) Contract	456
(e) In-House	
(4) Contract Award (Month/Year)	NOV 2001
(5) Construction Start	DEC 2001
(6) Construction Completion	JUL 2003

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	150

POINT OF CONTACT: MAJ TRACY RUGER
(301) 836-8080

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
CAMP MABRY AIR NATIONAL GUARD STATION, TEXAS	REPLACE WEATHER FLIGHT COMPLEX

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	171-443	CYUX019023	$900

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
REPLACE WEATHER FLIGHT	SM	325		511
WEATHER FLIGHT TRAINING AREA	SM	325	1,561	(507)
AT/FP PHYSICAL SECURITY REQUIREMENTS	SM	325	11	(4)
SUPPORTING FACILITIES				300
UTILITIES	LS			(100)
PAVEMENTS	LS			(125)
SITE IMPROVEMENTS	LS			(50)
COMMUNICATION SUPPORT	LS			(25)
SUBTOTAL				811
CONTINGENCY (5%)				41
TOTAL CONTRACT COST				852
SUPERVISION, INSPECTION AND OVERHEAD (6%)				51
TOTAL REQUEST				903
TOTAL REQUEST (ROUNDED)				900
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(150)

10. Description of Proposed Construction: Construct a building with a concrete foundation, structural steel-frame, and low maintenance exterior walls and roof. Interior partitions shall consist of gypsum wallboard over metal studs. Appropriate interior finishes for ceilings, walls, and floors will be installed. Provide and install HVAC, electrical, water and sewer. Provide site work to include clearing, grubbing, providing structural fill, pavements, sidewalks, and landscaping. Facility to support prewired workstations.
Air Conditioning: 7 KW.

11. REQUIREMENT: 325 SM ADEQUATE: 0 SM SUBSTANDARD: 0 SM
PROJECT: Replace Weather Flight Complex (Current Mission).
REQUIREMENT: The 209th Weather Flight (WF) requires facility space to train their personnel to forecast, plot and review weather patterns. The spaces required to support this mission include: administration, plans, management, observation, plotting, testing, storage, latrines, mechanical, electrical, communications and forecasting.
CURRENT SITUATION: The 209 WF is currently operating in a World War II temporary building (1942). Everything about this building is poor. It has a poor building envelope which allows outside air infiltration freely. The walls leak, the roof leaks, and the windows are single pane wooden frame. The window frames are rotten. The finishes are in poor condition. Carpeting is worn and torn. Vinyl tiles are broken and missing. Ceiling tiles are stained and sagging. The HVAC is old and expensive to maintain. During extreme weather conditions, the system breaks frequently. The lighting is in need of replacement. The electrical system is antiquated. It has numerous national electric code violations. The latrines are not properly sized to satisfy the American Disability Act. The plumbing fixtures and piping [both water and sewer] are in poor condition and in need of replacement. Training days are lost because of the poor conditions under which this unit must operate.
IMPACT IF NOT PROVIDED: The 209th WF continues to have difficulties meeting operational requirements. High maintenance costs continue. Training days continue to be lost. Recruiting and retention continue to suffer.

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

CAMP MABRY AIR NATIONAL GUARD STATION, TEXAS

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE WEATHER FLIGHT COMPLEX	CYUX019023

ADDITIONAL: The current facility the unit occupies will be returned to the Army Guard for disposal. This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facilities Requirements" and is in compliance with the base master plan. These facilities are inhabited buildings and meet the standoff distance requirements. The threat and level of protection are low so minimum construction standards have been applied.

WEATHER FLIGHT TRAINING AREA 325 SM = 3,500 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

CAMP MABRY AIR NATIONAL GUARD STATION, TEXAS

5. PROJECT TITLE	7. PROJECT NUMBER
REPLACE WEATHER FLIGHT COMPLEX	CYUX019023

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:	
(a) Date Design Started	APR 2001
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	20%
(d) Date 35% Designed	AUG 2001
(e) Date Design Complete	NOV 2001
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES
(2) Basis:	
(a) Standard or Definitive Design -	No
(b) Where Design Was Most Recently Used -	
(3) Total Cost (c) = (a) + (b) or (d) + (e):	($000)
(a) Production of Plans and Specifications	80
(b) All Other Design Costs	0
(c) Total	80
(d) Contract	80
(e) In-House	
(4) Contract Award (Month/Year)	MAR 2002
(5) Construction Start	APR 2002
(6) Construction Completion	DEC 2002

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	150

POINT OF CONTACT: MR. STAN CHAN
(301) 836-8168

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
ANDERSEN AIR FORCE BASE, GUAM	CONSTRUCT OPERATIONS AND TRAINING FACILITY

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	171-445	AJJY939660	$4,300

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
OPERATIONS AND TRAINING FACILITY	SM	966		2,818
OPERATIONS AND TRAINING FACILITY	SM	966	2,906	(2,807)
AT/FP MINIMUM PHYSICAL SECURITY MEASURES	SM	966	11	(11)
SUPPORTING FACILITIES				1,025
UTILITIES	LS			(250)
PAVEMENTS	LS			(350)
SITE IMPROVEMENTS	LS			(150)
COMMUNICATION SUPPORT	LS			(75)
EMERGENCY GENERATOR SYSTEM	LS			(200)
SUBTOTAL				3,843
CONTINGENCY (5%)				192
TOTAL CONTRACT COST				4,035
SUPERVISION, INSPECTION AND OVERHEAD (6.5%)				262
TOTAL REQUEST				4,297
TOTAL REQUEST (ROUNDED)				4,300
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				(125)

10. Description of Proposed Construction: Reinforced concrete foundation and floor slab with steel-framed masonry walls and roof structure. Interior and exterior utilities to include emergency power capability. Fire protection, site improvements and support. Facility to support prewired workstation installation. Due to location, facility must be designed to withstand a typhoon.
Air Conditioning: 140 KW.

11. REQUIREMENT: 966 SM ADEQUATE: 0 SM SUBSTANDARD: 0 SM
PROJECT: Construct Operations and Training Facility (Current Mission).
REQUIREMENT: The unit requires a correctly sited, adequately sized, and properly configured facility to support the operations and training for the 254th Air Base Group. Functional areas include: administration, personnel, information management, financial management, resource management (logistics, contracting, transportation and vehicle management), recruiting, social actions, public affairs, chaplain, legal services, air surgeon, communications and computer systems, safety, group and headquarters staff offices, partionable classroom/training room, restrooms, storage areas, and utility room.
CURRENT SITUATION: Personnel from four organizations share the base civil engineering facility during training weekends. The building was designed for 77 unit training assembly (UTA) base engineer personnel, shops, and storage. The Guam Air National Guard has continued to grow over time to 180 UTA personnel. There is insufficient space to support the personnel growth. There are insufficient offices and classrooms. The latrines can not handle the personnel load. There is insufficient equipment storage space. No other facilities exist on the base which could be expanded or modified to support this mission.
IMPACT IF NOT PROVIDED: Inefficient operations. Administrative, readiness training support, and personnel morale will be degraded and negatively impacts the ability to meet mission requirements. There is insufficient equipment security and protected separation of all accountable equipment and supplies by each function.

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

ANDERSEN AIR FORCE BASE, GUAM

5. PROJECT TITLE	7. PROJECT NUMBER
CONSTRUCT OPERATIONS AND TRAINING FACILITY	AJJY939660

ADDITIONAL: All known alternative options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed. This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. Antiterrorism/Force Protection requirements have been considered in the development of this project. These facilities are an "inhabited" building and meet the standoff distance requirements. There is no threat and the level of protection is low so minimum construction standards have been applied. This project will be held at 35 percent designed. Design will be completed with construction funds in accordance with section 18233(f)(1) of Title 10 USC.

OPERATIONS AND TRAINING FACILITY 966 SM = 10,398 SF

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION

ANDERSEN AIR FORCE BASE, GUAM

5. PROJECT TITLE	7. PROJECT NUMBER
CONSTRUCT OPERATIONS AND TRAINING FACILITY	AJJY939660

12. SUPPLEMENTAL DATA:

a. Estimated Design Data:

(1) Status:

(a) Date Design Started	DEC 2000
(b) Parametric Cost Estimates used to develop costs	YES
(c) Percent Complete as of Jun 2001	20%
(d) Date 35% Designed	JUL 2001
(e) Date Design Complete	MAY 2002
(f) Type of Design Contract	TRADITIONAL
(g) Energy Study/Life-Cycle analysis was/will be performed	YES

(2) Basis:

(a) Standard or Definitive Design -	NO
(b) Where Design Was Most Recently Used -	N/A

(3) Total Cost (c) = (a) + (b) or (d) + (e):

	($000)
(a) Production of Plans and Specifications	360
(b) All Other Design Costs	30
(c) Total	390
(d) Contract	390
(e) In-House	

(4) Contract Award (Month/Year) JUL 2002

(5) Construction Start SEP 2002

(6) Construction Completion OCT 2003

b. Equipment associated with this project will be provided from other appropriations: YES

EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FY APPROPRIATED OR REQUESTED	COST ($000)
Prewired Workstations	3840	2003	125

POINT OF CONTACT: MR. JOHN LOEHLE
(301) 836-8076

DEPARTMENT OF THE AIR FORCE
JUSTIFICATION OF ESTIMATES FOR FISCAL YEAR 2002

APPROPRIATION: MILITARY CONSTRUCTION -- AIR NATIONAL GUARD

PROGRAM 313: PLANNING AND DESIGN $3,972,000

PART I -- PURPOSE AND SCOPE

The funds estimated in this program are to provide financing for project planning and design of the construction requirements for the Air National Guard

PART II -- JUSTIFICATION OF FUNDS REQUESTED

The funds required for Planning and Design will provide for establishing project construction design of the facilities and for fully evaluating each designed project in terms of technical adequacy and estimated costs.

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
VARIOUS LOCATIONS	PLANNING AND DESIGN

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	999-999	AAAA020001	$3,972

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
PLANNING AND DESIGN (P-313)	LS			3,972
SUBTOTAL				3,972
TOTAL CONTRACT COST				3,972
TOTAL REQUEST				3,972

10. Description of Proposed Construction: The funds requested will provide for the architectural and engineering services necessary to fully evaluate each project's technical adequacy and estimated cost, and complete final design of facilities. In addition, the funds are required to prepare working drawings, specifications, and project reports for the design of construction projects to be included in future Air National Guard (ANG) Military Construction (MILCON) Programs.

11. REQUIREMENT: As Required

PROJECT: Planning and Design

REQUIREMENT: The ANG needs planning and design funds for projects that are to be included in future MILCON programs. The FY 2002 design funds are needed to complete the design for those projects that are to be included in the FY 2003 MILCON program and to begin the design for those projects to be included in the FY 2004 program. Funds also provide for design of the FY 2002 unspecified minor construction program.

CURRENT SITUATION: The ANG requires the design money in FY 2002 to ensure the design milestones for the FY 2003 and FY 2004 MILCON Programs, as mandated by Department of Defense (DOD) Instruction 1225.8, are met.

IMPACT IF NOT PROVIDED: The ANG will not be able to effectively administer future year MILCON programs. Insufficient design funds will translate into late design completion, later construction starts, higher construction costs, and the inability to meet DOD and Congressionally mandated execution rates.

DEPARTMENT OF THE AIR FORCE
JUSTIFICATION OF ESTIMATES FOR FISCAL YEAR 2002

APPROPRIATION: MILITARY CONSTRUCTION -- AIR NATIONAL GUARD

PROGRAM 341: UNSPECIFIED MINOR CONSTRUCTION $5,000,000

PART I -- PURPOSE AND SCOPE

The funds estimated in this program are to provide financing for new construction and alteration projects having cost estimates over $500,000 but not exceeding $1,500,000, which are not otherwise authorized by law.

PART II -- JUSTIFICATION OF FUNDS REQUESTED

The funds required for Unspecified Minor Construction will finance projects for which the urgency is such that they could not be included in the regular Military Construction Program for the Air National Guard, and such that they exceed the minor construction authorization limit in the Operation and Maintenance Appropriation.

1. COMPONENT	FY 2002 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
ANG		27 June 2001

3. INSTALLATION AND LOCATION	4. PROJECT TITLE
VARIOUS LOCATIONS	UNSPECIFIED MINOR CONSTRUCTION

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST($000)
55296F	999-999	AAAA020002	$5,000

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
UNSPECIFIED MINOR CONSTRUCTION (P-341)	LS			5,000
SUBTOTAL				5,000
TOTAL CONTRACT COST				5,000
TOTAL REQUEST				5,000

10. Description of Proposed Construction: Provides funding for unspecified minor construction projects not otherwise authorized by law and having a funded cost between $500,000 and $1,500,000. Projects include construction, alteration, or conversion of permanent or temporary facilities. The Secretary of the Air Force has the authority to approve projects of this nature under the provisions of 10 U. S. Code 18233a and 10 U. S. Code 2805.

11. REQUIREMENT: As Required

PROJECT: Unspecified Minor Construction Program

REQUIREMENT: This program provides the means of accomplishing urgent, unforeseen projects costing over $500,000, but not exceeding $1,500,000. The project requirements are anticipated to arise during late FY 2001 or FY 2002, and would be needed to satisfy critical, urgent mission beddowns and weapon system conversions, or to meet serious and urgent health, safety, and environmental requirements. The late identification of these requirements prevents their inclusion in the FY 2002 MILCON program and the projects cannot wait for the FY 2003 program. The requested funds are not a percent of the budget, but are based on historical trends. Routine and non-urgent projects are not funded from this account.

CURRENT SITUATION: As in the recent past, it is expected that the Air Force will continue to transfer missions and force structure into the ANG. These aircraft conversions and beddowns generate facility requirements that are often late-to-need using normal MILCON programming avenues. The urgency of the required projects is driven by the arrival of new aircraft and equipment, or the need to eliminate immediate health, safety or environmental requirements.

IMPACT IF NOT PROVIDED: Unable to adequately support mission conversions and beddowns. More expensive workarounds will have to be used. Formal reprogramming is the only other option available, however, funds may not be available for these reprogrammings.

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD
MILITARY CONSTRUCTION PROGRAM FOR FISCAL YEAR 2002

SECTION III

INSTALLATIONS DATA

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION ELMENDORF AIR FORCE BASE, ALASKA		4. AREA CONSTR COST INDEX 1.52

5. FREQUENCY AND TYPE OF UTILIZATION

Four unit training assemblies per month, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

3 Army National Guard Armories, 3 Army Reserve Training Centers, 1 Air National Guard Installation

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
171-447	Upgrade 206th Combat Communications Facilities	2,550 SM (27,450 SF)	5,000	Mar 01	May 02

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Submitted after Board meeting. Discussed and approved for unilateral construction at the 5-6 Jun 2001 Alaska Regional Engineer Conference. 06 Jun 01 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)
	BMAR Backlog: $535,000		

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

ELMENDORF AIR FORCE BASE, ALASKA

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	9	1	8	0	51	1	50
ACTUAL	8	1	7	0	49	1	48

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
206 Combat Communications Squadron	51	49
TOTALS	51	49

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
Major Equipment, Transit Cased	32	32
Major Equipment, Vehicle Equivalent	7	7
Support Equipment	24	24
Vehicles	9	9

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION ORANGE ANG STATION, CONNECTICUT		4. AREA CONSTR COST INDEX 1.05

5. FREQUENCY AND TYPE OF UTILIZATION

Four unit training assemblies per month, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

One Army National Guard Installation

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
214-425	Replace Air Control Squadron Complex	4,677 SM (50,350 SF)	12,000	Aug 97	Mar 02

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 11 May 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $600,000

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001

3. INSTALLATION AND LOCATION
ORANGE ANG STATION, CONNECTICUT

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	45	3	42	0	255	27	228
ACTUAL	38	3	35	0	238	23	215

12. RESERVE UNIT DATA

UNIT DESIGNATION	STRENGTH AUTHORIZED	STRENGTH ACTUAL
103 Air Control Squadron	255	238
TOTALS	255	238

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
Combat Comm Equipment	8	8
Mobilizers	40	40
Refuelers	4	4
Support Equipment	73	63
Vehicle Equivalents	383	408
Vehicles	177	213

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
NONE					

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION CAMP BLANDING MILITARY RESERVATION, FLORIDA		4. AREA CONSTR COST INDEX .86

5. FREQUENCY AND TYPE OF UTILIZATION

Four unit training assemblies per month, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

Three Army National Guard Armories, one US Marine Corps Unit, and three Army Installtions.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
721-315	Replace Weather Training Complex	2,611 SM (28,100 SF)	6,900	Mar 00	Jan 02

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 15 Jan 01 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $940,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

CAMP BLANDING MILITARY RESERVATION, FLORIDA

11. PERSONNEL STRENGTH AS OF 01 Jul 99

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	35	4	31	0	233	12	221
ACTUAL	35	4	31	0	229	15	214

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
159 Weather Flight	26	22
202 Red Horse Squadron	207	207
TOTALS	233	229

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
Support Equipment	96	105
Vehicle & Construction Equipme	65	58
Vehicle Equivalents	256	258

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION ROBINS AIR FORCE BASE, GEORGIA		4. AREA CONSTR COST INDEX .79

5. FREQUENCY AND TYPE OF UTILIZATION

Four unit training assemblies per month, 15 days annual field training per year, daily use by technician/AGR force and training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

202nd Engineering Installation Squadron, Macon, GA.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
171-445	Replace Operations and Training Complex	3,289 SM (35,400 SF)	6,100	Jan 97	Nov 98

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 19 Apr 01 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $471,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

ROBINS AIR FORCE BASE, GEORGIA

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	586	52	534	0	1,156	132	1,024
ACTUAL	541	49	492	0	1,058	126	932

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
116 Aircraft Generation Squadron	229	205
116 Bomb Wing	63	59
116 Civil Engineering Squadron	77	66
116 Communication Flight	40	40
116 Logistics Squadron	111	111
116 Logistics Support Flight	41	35
116 Logistics Support Group	25	23
116 Medical Squadron	56	57
116 Maintenance Squadron	295	246
116 Mission Support Flight	31	33
116 Operations Group	5	5
116 Operations Support Group	31	31
116 Security Forces Squadron	60	57
116 Support Group	5	5
116 Services Flight	20	20
128 Bomb Squadron	67	65
TOTALS	1,156	1,058

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
Support Equipment	350	304
Vehicle Equivalents	228	225

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY			CST	DESIGN STATUS	
CODE	PROJECT TITLE	SCOPE	$(000)	START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION SIOUX GATEWAY AIRPORT, IOWA		4. AREA CONSTR COST INDEX 1.06

5. FREQUENCY AND TYPE OF UTILIZATION

Twenty four monthly assemblies per year, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

One Army National Guard facility, one Naval Reserve facility and one Army Reserve facility.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
112-211	KC-135 Extend and Upgrade Taxiway	34,932 SM (41,780 SY)	4,300	Sep 00	Feb 02
211-179	KC-135 Construct Fuel Cell/ Corrosion Control Hangar	2,721 SM (29,288 SF)	8,300	Mar 01	Jan 02
121-122	KC-135 Aircraft Parking Apron/ Hydrant Refueling System	41,721 SM (49,898 SY)	14,400	Mar 01	May 02

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 16 Nov 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $1,577,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

SIOUX GATEWAY AIRPORT, IOWA

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	335	29	306	0	979	91	888
ACTUAL	289	29	260	0	956	96	860

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
174 Fighter Squadron	37	42
185 Aircraft Generation Squadron	175	161
185 Civil Engineering Squadron	93	86
185 Communications Squadron	45	47
185 Fighter Wing	60	60
185 Logistics Group	20	19
185 Logistics Squadron	111	114
185 Logistics Support Group	34	27
185 Medical Squadron	60	54
185 Maintenance Squadron	197	174
185 Mission Support Flight	30	33
185 Operations Group	3	3
185 Operations Support Flight	22	24
185 Security Forces Squadron	58	73
185 Support Group	5	4
185 Services Flight	29	35
TOTALS	979	956

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
F-16 Aircraft	15	18
KC-135 Aircraft	8	0
Number of Vehicles	91	95
Support Equipment	97	116
Vehicle Equivalents	324	324

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION SELFRIDGE AIR NATIONAL GUARD BASE, MICHIGAN		4. AREA CONSTR COST INDEX 1.19

5. FREQUENCY AND TYPE OF UTILIZATION

Two unit training assemblies per month, 15 days annual field training per year, daily use by technician force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

Five Army Reserve Centers, 2 Army National Guard Armories, 1 US Army TACOM, and 1 Naval Reserve Armory.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
900-000	Runway Clear Zone Land Acquisition	12 HA (30 AC)	2,000	Feb 01	Sep 01

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 20 Sep 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $50,819,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

SELFRIDGE AIR NATIONAL GUARD BASE, MICHIGAN

11. PERSONNEL STRENGTH AS OF 30 Aug 00

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	816	44	411	361	1,825	196	1,629
ACTUAL	778	42	406	330	1,551	176	1,375

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
107 Fighter Squadron	37	42
107 Weather Flight	19	20
127 Aircraft Generation Squadron	182	148
171 Aerial Port Flight	64	44
127 Civil Engineering Squadron	91	102
127 Communication Flight	87	76
127 Logistics Group	20	18
127 Logistics Squadron	222	183
127 Logistics Support Flight	34	21
127 Medical Squadron	110	97
127 Maintenance Squadron	204	156
127 Mission Support Flight	42	43
127 Operations Group	3	3
127 Operations Support Flight	24	24
127 Security Forces Squadron	122	107
127 Support Group	6	6
127 Services Flight	39	39
127 Wing Group	79	70
171 Airlift Squadron	95	90
235 Air Traffic Control Squadron	79	45
191 Operations Support Flight	19	17
127 Airlift Group	34	28
191 Maintenance Squadron	137	103
191 Logistics Support Flight	13	10
191 Aircraft Generation Squadron	63	59
TOTALS	1,825	1,551

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
C-130E Aircraft	8	9
F-16C/D Aircraft	15	19
Number of Vehicles	326	306
Support Equipment	321	295
Vehicle Equivalents	872	802

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION JACKSON INTERNATIONAL AIRPORT, MISSISSIPPI		4. AREA CONSTR COST INDEX .87

5. FREQUENCY AND TYPE OF UTILIZATION

Four unit training assemblies per month, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

Five Army National Guard Armories, one United States Army Facility, one Naval Reserve Facility, and one Armed Forces Induction Center.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
211-159	C-17 Upgrade Corrosion Control Facility	5,342 SM (57,500 SF)	5,700	Jan 01	Sep 01
211-154	C-17 Facility Conversion	14,487 SM (155,939 SF)	16,500	Nov 99	Dec 01

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 28 Nov 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)
171-212	C-17 Maintenance Training Facility	1,505 SM (16,200 SF)	4,100
211-179	C-17 Fuel Cell Hangar and Shop Upgrade	9,011 SM (96,994 SF)	25,000

BMAR Backlog: $2,383,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

JACKSON INTERNATIONAL AIRPORT, MISSISSIPPI

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	298	26	272	0	1,146	150	996
ACTUAL	299	25	274	0	1,153	145	1,008

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
127 Operations Group	7	7
172 Aircraft Generation Squadron	80	80
172 Aerial Port Flight	64	69
172 Airlift Wing	58	61
172 Civil Engineering Squadron	105	97
172 Communication Flight	47	55
172 Logistics Group	9	10
172 Logistics Squadron	120	120
172 Logistics Support Flight	18	18
172 Medical Squadron	57	60
172 Maintenance Squadron	230	195
172 Mission Support Flight	30	33
172 Operations Support Flight	20	12
172 Security Forces Squadron	58	79
172 Support Group	5	6
172 Services Flight	29	32
183 Airlift Evacuation Squadron	95	99
183 Airlift Squadron	114	120
TOTALS	1,146	1,153

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
C-141C Aircraft	9	9
C-17 Aircraft	6	0
Support Equipment	155	141
Vehicle Equivalents	319	329

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION RENO-TAHOE INTERNATIONAL AIRPORT, NEVADA		4. AREA CONSTR COST INDEX 1.16

5. FREQUENCY AND TYPE OF UTILIZATION

Twelve monthly assemblies per year, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

Two Army National Guard Units, one Naval Reserve Unit and one Marine Corps Reserve Unit.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
442-758	Replace Base Supply Warehouse Complex	3,503 SM (37,700 SF)	8,500	Sep 00	May 02

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Re-approved 07 Jun 01
(Date)

9. LAND ACQUISITION REQUIRED _____
(Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $9,590,000

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001

3. INSTALLATION AND LOCATION

RENO-TAHOE INTERNATIONAL AIRPORT, NEVADA

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	90	9	81	0	1,028	143	885
ACTUAL	90	9	81	0	1,021	130	891

12. RESERVE UNIT DATA

UNIT DESIGNATION	STRENGTH AUTHORIZED	STRENGTH ACTUAL
152 Aircraft Generation Squadron	63	57
152 Aerial Port Flight	64	67
152 Airlift Squadron	95	94
152 Airlift Wing	58	54
152 Civil Engineering Squadron	95	120
152 Communication Flight	47	54
152 Intelligence Squadron	101	84
152 Logistics Group	10	7
152 Logistics Squadron	113	112
152 Logistics Support Flight	13	11
152 Medical Squadron	54	57
152 Mission Support Flight	30	30
152 Maintenance Squadron	139	125
152 Operations Group	6	5
152 Operations Support Flight	21	20
152 Security Forces Squadron	58	62
152 Support Group	5	5
152 Services Flight	19	25
152 Headquarters ANG	37	32
TOTALS	1,028	1,021

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
C-130 Aircraft	8	8
Support Equipment	175	173
Vehicle Equivalents	243	243

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
NONE					

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION PEASE INTERNATIONAL TRADEPORT ANG, NEW HAMPSHIRE		4. AREA CONSTR COST INDEX 1.04

5. FREQUENCY AND TYPE OF UTILIZATION

Four unit training assemblies per month, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

4 Army Reserve facilities, 3 Coast Guard facilities

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
171-212	Replace KC-135R Simulator Training Facility	725 SM (7,804 SF)	2,200	Jan 01	Feb 02

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 13 Apr 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $41,360,000

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001

3. INSTALLATION AND LOCATION

PEASE INTERNATIONAL TRADEPORT ANG, NEW HAMPSHIRE

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	349	39	310	0	1,009	121	888
ACTUAL	337	39	298	0	926	126	800

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
157 Air Refueling Wing	61	55
157 Air Refueling Squadron	61	72
157 Aircraft Generation Squadron	90	79
260 Air Traffic Control Squadron	79	46
157 Civil Engineering Squadron	119	104
157 Combat Communications Squadron	50	46
157 Logistics Support Flight	25	23
157 Logistics Group	13	12
157 Logistics Squadron	117	104
157 Maintenance Squadron	141	127
157 Medical Squadron	47	50
157 Mission Support Flight	30	26
157 Operations Group	12	10
157 Operations Support Flight	26	26
157 Support Group	5	5
157 Services Flight	30	23
8157 Student Flight	8	22
157 Headquarters ANG	26	26
157 Security Forces	69	70
TOTALS	1,009	926

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
KC-135R Aircraft	10	10
Support Equipment	285	212
Vehicle Equivalents	533	454

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION ATLANTIC CITY INTERNATIONAL AIRPORT, NEW JERSEY		4. AREA CONSTR COST INDEX 1.18

5. FREQUENCY AND TYPE OF UTILIZATION

Four Unit Training Assemblies per month, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

One Army Reserve Component, one Army National Guard Armory, one Coast Guard Air Wing, and one Coast Guard Sea Unit.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
131-111	Replace Communications and Security Forces Complex	2,508 SM (27,000 SF)	6,300	Nov 96	Jul 98

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Re-approved 14 Nov 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $5,873,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

ATLANTIC CITY INTERNATIONAL AIRPORT, NEW JERSEY

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	354	27	327	0	992	94	898
ACTUAL	285	22	263	0	985	84	901

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
177 Medical Squadron	61	63
177 Logistics Support Flight	34	23
177 Logistics Squadron	111	116
177 det 1	10	10
177 Services Flight	20	27
177 Security Forces	61	83
177 Operations Group	3	2
177 Logistics Group	20	19
177 Support Group	5	4
177 Operations Support Flight	22	21
177 Fighter Wing	60	61
177 Fighter Squadron	37	38
177 Maintenance Squadron	197	187
177 Mission Support Flight	30	28
177 Aircraft Generation Squadron	175	153
177 Civil Engineering Squadron	99	99
177 Communication Flight	47	51
TOTALS	992	985

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
F-16 Aircraft	15	17
Support Equipment	371	363
Vehicle Equivalents	308	308

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION MCGUIRE AIR FORCE BASE, NEW JERSEY		4. AREA CONSTR COST INDEX 1.17

5. FREQUENCY AND TYPE OF UTILIZATION

Four Unit Training Assemblies per month, 15 days annual field training per year, daily training by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

2 Army National Guard Armories, 1 Naval Facility and 1 Active Army Post.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
171-450	Replace Joint Medical Training Facility (ANG/AFRC)	1,375 SM (14,801 SF)	4,900	Dec 96	Aug 98

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Joint Construction Re-approved 23 Mar 01 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $6,062,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

MCGUIRE AIR FORCE BASE, NEW JERSEY

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	478	71	407	0	1,453	218	1,235
ACTUAL	419	63	356	0	1,290	202	1,088

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
108 Civil Engineering Squadron	66	85
108 Medical Squadron	91	86
108 Communication Flight	40	50
108 DET 2	41	40
108 Logistics Group	16	15
108 Logistics Squadron	155	148
108 Maintenance Squadron	313	211
108 Mission Support Flight	40	40
108 Operations Support Flight	38	34
108 Operations Group	8	7
108 Security Forces Squadron	111	116
108 Support Group	5	5
108 Services Flight	30	24
141 Aircraft Generation Squadron	173	129
141 Air Refueling Squadron	77	73
150 Air Refueling Squadron	77	72
108 Air Refueling Wing	66	58
204 Weather Flight	19	15
108 HQ NJ	39	33
108 Logistics Support Flight	48	49
TOTALS	1,453	1,290

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
KC 135E Aircraft	20	21
Support Equipment	405	388
Vehicle Equivalents	341	360

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION FRANCIS S. GABRESKI AIRPORT, NEW YORK		4. AREA CONSTR COST INDEX 1.23

5. FREQUENCY AND TYPE OF UTILIZATION

Four unit training assemblies per month, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

One Army National Guard Unit, one Army Reserve Unit, and one Coast Guard Unit.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
171-445	Composite Support Complex	13,152 SM (141,563 SF)	19,000	Jun 98	Apr 02

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Re-approved 14 Nov 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $16,751,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

FRANCIS S. GABRESKI AIRPORT, NEW YORK

11. PERSONNEL STRENGTH AS OF 17 Jul 00

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	161	18	143	0	824	116	708
ACTUAL	161	18	143	0	826	104	722

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
102 Rescue Squadron	127	123
106 Aircraft Generation Squadron	64	56
106 Civil Engineering Squadron	95	99
106 Communication Flight	47	50
106 Logistics Group	10	8
106 Logistics Squadron	109	99
106 Logistics Support Flight	15	14
106 Medical Squadron	60	55
106 Maintenance Squadron	104	103
106 Mission Support Flight	66	64
106 Operations Group	11	10
106 Operations Support Flight	22	21
106 Rescue Wing	55	53
106 Support Group	5	4
106 Services Flight	20	21
8106 Student Flight	14	46
TOTALS	824	826

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
HC-130 Aircraft	4	5
HH-60G Aircraft	5	6
Support Equipment	200	180
Vehicle Equivalents	303	287

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION PITTSBURGH INTERNATIONAL AIRPORT, PENNSYLVANIA		4. AREA CONSTR COST INDEX .98

5. FREQUENCY AND TYPE OF UTILIZATION

Two Unit Training Assemblies per month, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

911th AF Reserves, 99th Army Communications, and Army Command Center.

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
214-425	Replace Vehicle Maintenance Complex	1,570 SM (16,900 SF)	3,200	Mar 01	May 02

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 15 Aug 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)
141-753	Add/Alter Squadron Operations and Support Facilities	5,798 SM (62,410 SF)	7,700

BMAR Backlog: $11,782,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

PITTSBURGH INTERNATIONAL AIRPORT, PENNSYLVANIA

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	408	51	357	0	1,453	191	1,262
ACTUAL	374	48	326	0	1,361	178	1,183

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
146 Air Refueling Squadron	77	68
146 Weather Flight	18	19
147 Air Refueling Squadron	77	69
171 Aircraft Generation Squadron	173	137
171 Air Refueling Wing	66	65
171 Civil Engineering Squadron	93	97
171 Communication Flight	62	58
171 Logistics Group	16	16
171 Logistics Squadron	156	127
171 Logistics Support Flight	48	36
171 Medical Squadron	91	90
171 Maintenance Squadron	312	229
171 Mission Support Flight	41	37
171 Operations Group	8	8
171 Operations Support Flight	38	35
171 Security Forces Squadron	118	110
171 Support Group	5	4
171 Student Flight	8	114
171 Services Flight	46	42
TOTALS	1,453	1,361

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
KC-135E Aircraft	20	20
Support Equipment	239	230
Vehicle Equivalents	384	423

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION QUONSET STATE AIRPORT, RHODE ISLAND		4. AREA CONSTR COST INDEX 1.09

5. FREQUENCY AND TYPE OF UTILIZATION

Twelve monthly assemblies per year, 15 days annual field training per year, daily use by technician/AGR force and for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

Eight Army National Guard Units, two Marine Corps Reserve, two Naval Stations, and three Air National Guard Units

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
211-152	C-130J Replace Composite Maintenance Shops (Phase II)	3,280 SM (35,300 SF)	9,600	Jul 00	Sep 01

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 26 Jul 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $6,461,000

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001

3. INSTALLATION AND LOCATION

QUONSET STATE AIRPORT, RHODE ISLAND

11. PERSONNEL STRENGTH AS OF 14 Jun 01

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	256	30	226	0	963	129	834
ACTUAL	238	30	208	0	929	138	791

12. RESERVE UNIT DATA

	STRENGTH	
UNIT DESIGNATION	AUTHORIZED	ACTUAL
143 Mission Support Flight	30	28
143 Operations Support Flight	20	17
143 Services Flight	27	31
143 Aircraft Generation Squadron	65	52
143 Aerial Port Squadron	99	79
143 Airlift Squadron	96	102
143 Airlift Wing	57	54
143 Civil Engineering Squadron	95	108
143 Communication Flight	47	52
143 Logistics Support Flight	13	14
143 Logistics Group	10	11
143 Logistics Squadron	112	102
143 Medical Squadron	60	65
143 Maintenance Squadron	138	110
143 Operations Group	6	6
143 Support Group	5	6
143 Security Forces	58	67
RI HQ ANG	25	25
TOTALS	963	929

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
C-130E Aircraft	8	9
C-130J-30	3	0
Support Equipment	89	89
Vheicle Equivalents	288	288

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	CMPL

NONE

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION CAMP MABRY AIR NATIONAL GUARD STATION, TEXAS		4. AREA CONSTR COST INDEX .82

5. FREQUENCY AND TYPE OF UTILIZATION

Four Unit Training Assemblies per month, 15 days annual field training per year, daily use by technician/AGR force for training.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

None

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 2000

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
171-443	Replace Weather Flight Complex	325 SM (3,500 SF)	900	Apr 01	Nov 01

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 10 Aug 00 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $118,000

1. COMPONENT	FY 2002 GUARD AND RESERVE	2. DATE
ANG	MILITARY CONSTRUCTION	27 June 2001

3. INSTALLATION AND LOCATION

CAMP MABRY AIR NATIONAL GUARD STATION, TEXAS

11. PERSONNEL STRENGTH AS OF 18 Aug 00

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	11	5	6	0	53	23	30
ACTUAL	11	5	6	0	57	28	29

12. RESERVE UNIT DATA

UNIT DESIGNATION	STRENGTH AUTHORIZED	STRENGTH ACTUAL
209 Weather Flight	19	18
TX Headquarters ANG	34	39
TOTALS	53	57

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
Generators	2	2
Motor Vehicles	6	6
Rolling Stock	2	2

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2000

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
NONE					

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001
3. INSTALLATION AND LOCATION ANDERSEN AIR FORCE BASE, GUAM		4. AREA CONSTR COST INDEX 1.99

5. FREQUENCY AND TYPE OF UTILIZATION

Twelve monthly assemblies per year, 15 days annual training per year and daily use by AGR force for storage of supplies and equipment.

6. OTHER ACTIVE/GUARD/RESERVE INSTALLATIONS WITHIN 15 MILES RADIUS

1 Army National Guard Installation, 2 Army Reserve Installations, 2 U. S. Naval Installations, 1 U. S. Coast Guard Reserve, 1 U.S. Navy Reserve

7. PROJECTS REQUESTED IN THIS PROGRAM: FY 1997

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
171-445	Construct Operations and Training Facility	966 SM (10,400 SF)	4,300	Dec 00	May 02

8. STATE RESERVE FORCES FACILITIES BOARD RECOMMENDATION

Facilities identified in item 7 have been examined by the State Reserve Forces Facilities Board for possible joint use/expansion. The Board recommendations are: Unilateral Construction Approved 18 Oct 99 (Date)

9. LAND ACQUISITION REQUIRED None (Number of Acres)

10. PROJECTS PLANNED IN NEXT FOUR YEARS

CATEGORY CODE	PROJECT TITLE	SCOPE	COST $(000)

BMAR Backlog: $630,000

1. COMPONENT ANG	FY 2002 GUARD AND RESERVE MILITARY CONSTRUCTION	2. DATE 27 June 2001

3. INSTALLATION AND LOCATION

ANDERSEN AIR FORCE BASE, GUAM

11. PERSONNEL STRENGTH AS OF Jan 2001

	PERMANENT				GUARD/RESERVE		
	TOTAL	OFFICER	ENLISTED	CIVILIAN	TOTAL	OFFICER	ENLISTED
AUTHORIZED	18	4	14	0	189	20	169
ACTUAL	18	4	14	0	195	19	176

12. RESERVE UNIT DATA

UNIT DESIGNATION	STRENGTH AUTHORIZED	STRENGTH ACTUAL
254 ABG	39	45
254 Civil Engineering Squadron	114	114
254 SFV	30	32
HQ GU ANG	6	4
TOTALS	189	195

13. MAJOR EQUIPMENT AND AIRCRAFT

TYPE	AUTHORIZED	ASSIGNED
Support Equipment	5	5

14 OUTSTANDING POLLUTION AND SAFETY(OSHA) DEFICIENCIES FY 2002

CATEGORY CODE	PROJECT TITLE	SCOPE	CST $(000)	DESIGN STATUS START	DESIGN STATUS CMPL
NONE					