## Defense Logistics Agency
### Military Construction, Defense-Wide
#### Fiscal Year 2007 Budget Estimates

($ In Thousands)

<table>
<thead>
<tr>
<th></th>
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<td>Marine Corps Air Station Yuma</td>
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<td><strong>65,715</strong></td>
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1. COMPONENT
DEFENSE (DLA)

FY 2007 MILITARY CONSTRUCTION PROGRAM

DEFENSE LOGISTICS AGENCY

3. INSTALLATION AND LOCATION
MARINE CORPS AIR STATION, YUMA, ARIZONA

4. COMMAND
DEFENSE LOGISTICS AGENCY

5. AREA CONSTRUCTION COST INDEX
1.25

6. PERSONNEL STRENGTH
Tenant of USMC
a. AS OF
b. END FY

7. INVENTORY DATA ($000)
A. TOTAL ACREAGE
B. INVENTORY TOTAL AS OF
C. AUTHORIZED NOT YET IN INVENTORY
D. AUTHORIZATION REQUESTED IN THIS PROGRAM
E. AUTHORIZATION INCLUDED IN FOLLOWING PROGRAM
F. PLANNED IN NEXT THREE YEARS
G. REMAINING DEFICIENCY
H. GRAND TOTAL

8. PROJECTS REQUESTED IN THIS PROGRAM:
CATEGORY
121
PROJECT CODE
DESC0706
PROJECT TITLE
Fixed Wing Hydrant Fuel System
COST
8,715
DESIGN
START
T2/04
COMPLETE
07/06

9. FUTURE PROJECTS:
None

b. PLANNED IN NEXT THREE YEARS
None

10. MISSION OR MAJOR FUNCTION
These fuel facilities provide essential storage and distribution systems to support the mission of the assigned units and transient aircraft at Marine Corps Air Station Yuma.

Deferred sustainment, restoration, and modernization for fuel facilities at this location is $1.0 million.

11. OUTSTANDING POLLUTION AND SAFETY DEFICIENCIES:
A. AIR POLLUTION
0
B. WATER POLLUTION
0
C. OCCUPATIONAL SAFETY AND HEALTH
0
1. **Component**

DEVELOPMENT (DLA) FY 2007 MILITARY CONSTRUCTION PROJECT DATA

2. **Date**

FEBRUARY 2006

3. **Installation and Location**

MARINE CORPS AIR STATION, YUMA, ARIZONA

4. **Project Title**

FIXED-WING HYDRANT FUEL SYSTEM

5. **Program Element**

0702976S

6. **Category Code**

121

7. **Project Number**

DESC0706

8. **Project Cost ($000)**

8,715

9. **Cost Estimates**

<table>
<thead>
<tr>
<th>Item</th>
<th>U/M</th>
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<th>Unit Cost</th>
<th>Cost ($000)</th>
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<td>8,715</td>
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10. **Description of Proposed Construction:**

Construct a new aircraft direct fueling system capable of simultaneously fueling four fixed-wing aircraft from either a left- or right-side fueling position. The system includes stainless steel fuel distribution piping, double fuel pantographs for each position, cathodic protection, controls, and emergency fuel shutoff switches. Work includes associated apron pavement repairs and security lighting for night fueling operations. A 130 square-meter (m²) (1,390 square-foot) operations building will also be constructed.

11. **Requirement:** 8 Outlets (OL)  

ADEQUATE: 0 OL  

SUBSTANDARD: 0 OL

**Project:** Construct an aircraft direct fueling system for fixed-wing aircraft.

**Requirement:** There is a need to provide a hot refueling (i.e., with engines running) capability for assigned and transient fixed-wing aircraft to support training missions and reduce the maintenance costs related to cold refueling. An aircraft direct fueling system will increase sortie rates and decrease the turnaround times of aircraft to maximize training time, especially in training exercises for surge operations. The fueling area for fixed-wing aircraft will be separated from rotary-wing fueling areas to improve safety and reduce the potential for foreign object damage (FOD) hazards, prevalent when mixed aircraft operations occur. The new system will provide an improved, environmentally safer means of refueling fixed-wing aircraft than the current method. This project must be conjunctively funded with a proposed Marine Corps military construction project to expand the airfield apron for fixed-wing aircraft, also programmed for fiscal year 2007. The proposed system connects to a hydrant fuel distribution system for rotary-wing aircraft approved in the fiscal year 2006 program.

**Current Situation:** MCAS Yuma lacks a permanent hot refueling capability for fixed-wing aircraft. Consequently, pilots must shut down aircraft engines during refueling and perform turnaround maintenance procedures before flying another mission. With an aircraft direct fueling system, an aircraft could refuel with its engine on and fly three missions before engine shutdown was required. This savings in time and maintenance costs will significantly improve training sortie rates and operational readiness. Hot refueling allows squadrons in training to practice high-tempo operations, simulating realistic conditions. Furthermore, the current site for refueling aircraft is on a peripheral taxiway, which restricts aircraft access and free movement of aircraft aboard the air station.
IMPACT IF NOT PROVIDED: If this project is not provided, MCAS Yuma will continue to have an inadequate aircraft fueling system to meet its mission requirements for assigned and transient fixed-wing aircraft. The current refueling site will continue to restrict or interfere with aircraft movement on the air station.

ADDITIONAL: New construction is the only feasible alternative to provide a permanent hot refueling capability. This project meets all applicable DoD criteria. The Defense Logistics Agency certifies that this facility has been considered for joint-use potential. Mission requirements, operational considerations, and location are incompatible with use by other components.

12. Supplemental Data:
A. Estimated Design Data:
   1. Status
      (a) Date Design Started: 12/04
      (b) Parametric Cost Estimate Used to Develop Costs (Yes/No): NO
      (c) Percent Completed as of January 2006: 35
      (d) Date 35 Percent Completed: 08/05
      (e) Date Design Complete: 07/06
      (f) Type of Design Contract: Design/Bid/Build

   2. Basis
      (a) Standard or Definitive Design: YES
      (b) Date Design was Most Recently Used: 07/04

   3. Total Cost © = (a)+(b) or (d)+(e) ($000)
      (a) Production of Plans and Specifications 275
      (b) All Other Design Costs 185
      (c) Total 460
      (d) Contract 370
      (e) In-House 90

   4. Contract Award 01/07
   5. Construction Start 02/07
   6. Construction Completion 08/08

B. Equipment associated with this project that will be provided from other appropriations: None
1. COMPONENT
DEFENSE (DLA)

2. DATE
FEBRUARY 2006

3. INSTALLATION AND LOCATION
BEALE AIR FORCE BASE,
CALIFORNIA

4. COMMAND
DEFENSE LOGISTICS AGENCY

5. AREA CONSTRUCTION
COST INDEX
1.27

6. PERSONNEL STRENGTH

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<tr>
<td>b. END FY</td>
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7. INVENTORY DATA ($000)

A. TOTAL ACREAGE
B. INVENTORY TOTAL AS OF
C. AUTHORIZED NOT YET IN INVENTORY
D. AUTHORIZATION REQUESTED IN THIS PROGRAM
E. AUTHORIZATION INCLUDED IN FOLLOWING PROGRAM
F. PLANNED IN NEXT THREE YEARS
G. REMAINING DEFICIENCY
H. GRAND TOTAL

8. PROJECTS REQUESTED IN THIS PROGRAM:

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<th>CATEGORY</th>
<th>CODE</th>
<th>PROJECT NUMBER</th>
<th>PROJECT TITLE</th>
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<th>DESIGN START</th>
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9. FUTURE PROJECTS:

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b. PLANNED IN NEXT THREE YEARS

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<tr>
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10. MISSION OR MAJOR FUNCTION

These fuel facilities provide essential storage and distribution systems to support the missions of assigned units at Beale Air Force Base.

Deferred sustainment, restoration, and modernization for fuel facilities at this location is $13.8 million.

11. OUTSTANDING POLLUTION AND SAFETY DEFICIENCIES:

A. AIR POLLUTION
0

B. WATER POLLUTION
0

C. OCCUPATIONAL SAFETY AND HEALTH
0
1. Component: DEFENSE (DLA)

2. Date: FEBRUARY 2006

3. Installation and Location:
BEALE AIR FORCE BASE, CALIFORNIA

4. Project Title:
REPLACE FUEL STORAGE AND DISTRIBUTION SYSTEM

5. Program Element:
0702976S

6. Category Code:
124

7. Project Number:
DESC0702

8. Project Cost ($000):
9,000

9. COST ESTIMATES

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10. Description of Proposed Construction:
Provide three 1,590-kiloliter (kL) (10,000-barrel) aboveground fuel storage tanks, two 38 liter-per-second (600 gallon-per-minute) issue/transfer pumps, two 38 liter-per-second (600 gallon-per-minute) filter separators, fuel transfer piping, fuel distribution piping, and a pump shelter/control room. Install piping and ancillary equipment and containment systems for unloading two commercial fuel trucks or three tanker railcars. Replace piping and equipment at two refueler truck fillstand positions. Work includes cathodic protection, secondary containment, access pavements, lighting, drainage improvements, and site utilities. Demolish three existing aboveground fuel storage tanks (each 1,590 kL), fuel piping, and loading/unloading facilities. Demolish an additional four 1,590-kL tanks on site that are out of service and no longer needed. Provide Operations and Maintenance Support Information.

11. REQUIREMENT: 4,770 kL

ADEQUATE: 0 kL

SUBSTANDARD: 11,130 kL

PROJECT: Replace an inadequate fuel storage and distribution system.

REQUIREMENT: There is a need to replace three fuel storage tanks and obsolete mechanical and electrical systems, built in 1965, so the base can store and distribute special jet fuel for the refueling of high-altitude reconnaissance aircraft supporting National Command Authority missions. The proposed fuel storage, loading, and unloading facilities correct deficient operating and environmental conditions to meet state and federal environmental regulations. These three tanks and four additional out-of-service tanks (70,000 barrels total) will be demolished as part of this project.

CURRENT SITUATION: The existing 41-year-old fuel system fails to meet current military fueling and environmental criteria for safe and efficient operations. Storage tanks lack cathodic protection and overfill prevention alarm systems. Refueler truck fillstands and commercial fuel unloading stations lack adequate fuel controls and secondary containment systems for safely unloading fuel from railcars or trucks, transferring fuel to storage tanks, and distributing fuel to refueler vehicles. Storm runoff has eroded drainage systems and undermined fuel pipe supports. The pump station lacks spill containment structures and adequate electrical power and lighting systems meeting electrical code requirements.
IMPACT IF NOT PROVIDED: If this project is not provided, a deteriorating fuel storage and distribution system will jeopardize Beale AFB’s ability to refuel high-altitude reconnaissance aircraft supporting missions of the National Command Authority and combatant commands. These aircraft use special fuel that is not readily available if the current storage system fails or is shutdown for noncompliance with environmental regulations.

ADDITIONAL: An analysis of the status quo versus replacing the fuel storage and distribution system concluded that replacement is the only feasible alternative to accomplish the mission and comply with regulatory and safety standards. This project meets all applicable DoD criteria. The Defense Logistics Agency certifies that this facility has been considered for joint-use potential. Mission requirements, operational considerations, and location are incompatible with use by the other components.

12. Supplemental Data:
A. Estimated Design Data:
   1. Status
      (a) Date Design Started: 01/05
      (b) Parametric Cost Estimate Used to Develop Costs (Yes/No): NO
      (c) Percent Completed as of January 2006: 35
      (d) Date 35 Percent Completed: 06/05
      (e) Date Design Complete: 09/06
      (f) Type of Design Contract: Design/Bid/Build
   
   2. Basis
      (a) Standard or Definitive Design: YES
      (b) Date Design was Most Recently Used: 09/05

   3. Total Cost (c) = (a)+(b) or (d)+(e) ($000)
      (a) Production of Plans and Specifications 480
      (b) All Other Design Costs 320
      (c) Total 800
      (d) Contract 640
      (e) In-House 160

   4. Contract Award: 01/07
   5. Construction Start: 02/07
   6. Construction Completion: 02/09

B. Equipment associated with this project that will be provided from other appropriations:

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<th>APPROPRIATION</th>
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<th>AMOUNT($000)</th>
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<td>Automatic Tank Gauging</td>
<td>DWCF</td>
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<td>75</td>
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Point of Contact is Thomas P. Barba at 703-767-3534
1. COMPONENT
DEFENSE (DLA)

2. DATE
FEBRUARY 2006

3. INSTALLATION AND LOCATION
DEFENSE DISTRIBUTION DEPOT SUSQUEHANNA (DDSP), NEW CUMBERLAND, PENNSYLVANIA

4. COMMAND
DEFENSE LOGISTICS AGENCY

5. AREA CONSTRUCTION COST INDEX
0.94

6. PERSONNEL STRENGTH

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<td>Army Installation</td>
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<td>b. END FY</td>
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7. INVENTORY DATA ($000)

A. TOTAL ACREAGE
B. INVENTORY TOTAL AS OF
C. AUTHORIZED NOT YET IN INVENTORY
D. AUTHORIZATION REQUESTED IN THIS PROGRAM
E. AUTHORIZATION INCLUDED IN FOLLOWING PROGRAM
F. PLANNED IN NEXT THREE YEARS
G. REMAINING DEFICIENCY
H. GRAND TOTAL

8. PROJECTS REQUESTED IN THIS PROGRAM:

<table>
<thead>
<tr>
<th>CATEGORY CODE</th>
<th>PROJECT TITLE</th>
<th>COST ($000)</th>
<th>DESIGN START</th>
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9. FUTURE PROJECTS:

a. INCLUDED IN FOLLOWING PROGRAM

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b. PLANNED IN NEXT THREE YEARS

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<td>441</td>
<td>Replace Bulk Warehouse (FY 2009)</td>
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<td>744</td>
<td>Replace Lodging Facility (FY 2009)</td>
<td>7,000</td>
</tr>
<tr>
<td>441</td>
<td>Logistics Operations Warehouse (FY 2010)</td>
<td>17,000</td>
</tr>
</tbody>
</table>

10. MISSION OR MAJOR FUNCTION

Defense Distribution Depot Susquehanna (DDSP) is responsible for receiving, storing, issuing, and shipping Department of Defense-owned commodities to all branches of the Armed Forces, as well as supporting other Federal agencies. Among the commodities are medical materiel; clothing and textiles; subsistence; and industrial, construction, and electronic parts required for maintenance support of Armed Forces equipment. DDSP is the home of the Eastern Distribution Center, a 148,600 square meter (1.6 million square feet) automated materiel processing center that services CONUS and overseas customers.

Deferred sustainment, restoration, and modernization at this location is $6.0 million.

11. OUTSTANDING POLLUTION AND SAFETY DEFICIENCIES:

A. AIR POLLUTION 0
B. WATER POLLUTION 0
C. OCCUPATIONAL SAFETY AND HEALTH 0
1. Component
DEFAENCE (DLA) FY 2007 MILITARY CONSTRUCTION PROJECT DATA

2. Date
FEBRUARY 2006

3. Installation and Location
DEFENSE DISTRIBUTION DEPOT SUSQUEHANNA (DDSP), NEW CUMBERLAND, PENNSYLVANIA

4. Project Title
ADD TO CONSOLIDATED MAINTENANCE FACILITY

5. Program Element
0702976S

6. Category Code
219

7. Project Number
DDCX0704

8. Project Cost ($000)
8,900

9. COST ESTIMATES

<table>
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<th>Quantity</th>
<th>Unit Cost</th>
<th>Cost ($000)</th>
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<tr>
<td>ADDITION TO MAINTENANCE FACILITY........(24,255 SQUARE FEET) (SF)</td>
<td>m2</td>
<td>2,253</td>
<td>1,174</td>
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<td>PRODUCT TEST CENTER..............................................(15,000 SF)</td>
<td>m2</td>
<td>1,394</td>
<td>1,944</td>
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<td>COVERED TRUCK PARKING...........................................</td>
<td>LS</td>
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<td></td>
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<td>MATERIAL STORAGE BINS...........................................</td>
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| SUPPORTING FACILITIES............................................ |     |          |           |             |
| SITE PREPARATION AND IMPROVEMENTS.......................... | LS  |          |           | (200)       |
| MECHANICAL AND ELECTRICAL UTILITIES........................ | LS  |          |           | (100)       |
| DEMOLITION.......................................................... | LS  |          |           | (1,250)     |

| SUBTOTAL.................................................................. |     |          |           |             |
| CONTINGENCY (5%)...............................................  |     |          |           | 8,000       |
| ESTIMATED CONTRACT COST...................................... |     |          |           | 8,400       |
| SUPERVISION, INSPECTION & OVERHEAD (SIOH) (5.7%)......... |     |          |           | 479         |

| TOTAL REQUEST.................................................... |     |          |           | 8,879       |
| TOTAL REQUEST (ROUNDED)....................................... |     |          |           | 8,900       |

10. Description of Proposed Construction: Provide a two-bay addition of 2,253 square meters (m²) (24,255 SF) to an existing maintenance facility to include mechanical and electrical systems and exterior utility extensions. Built-in equipment includes hoists and bridge cranes, compressed air piping, oil and grease delivery system, and vehicle exhaust ventilation systems. Construct a separate 1,394 m² (15,000 SF) product test center with clear height of 5.18 m (17 feet). Provide open and covered parking for installation vehicles, parking for employees’ vehicles, and concrete material storage bins. Demolish two existing structures of 21,461 m² (231,000 SF).

11. REQUIREMENT: 15,329 m²  ADEQUATE: 11,682 m²  SUBSTANDARD: 21,461 m²

PROJECT: Add to an existing maintenance facility to consolidate facilities-maintenance functions and eliminate obsolete infrastructure.

REQUIREMENTS: There is a need to consolidate eight facilities-maintenance functions now scattered in 14 various World War I and II-era buildings and sheds. This project adds to a fiscal year (FY) 2005 DLA MILCON project for this maintenance facility. That project delivered less than its intended scope to consolidate functions and demolish the existing structures due to higher than expected bid prices, which caused certain items of work to be unaffordable. This proposed project accomplishes this deferred work, including an addition to the maintenance facility, a product test center, concrete material storage bins, truck parking with canopy, and demolition of two wood and masonry structures of 21,461 m² (231,000 SF).

CURRENT SITUATION: Significant increases in the prices of steel, concrete, fuel, and labor in the summer of 2005 resulted in only one proposal for the FY 2005 project that vastly exceeded the project funding level. Consequently, the contract solicitation was restructured to option certain bid items of work so the maintenance facility could be constructed for partial occupancy. This FY 2007 project provides an addition to this building and supporting work to complete the facility as intended so a World War I warehouse may be vacated and demolished.

IMPACT IF NOT PROVIDED: If this project is not provided, DDSP will continue to perform essential vehicle maintenance activities in obsolete buildings that fail to meet current building-code standards. Workers’ health, safety, and productivity will remain at risk due to a substandard working environment. Facilities-maintenance functions will remain in several locations, foregoing the productivity gains and synergy sought by consolidating these functions into one building.
### ADDITIONAL: This project meets all applicable DoD criteria. The Defense Logistics Agency certifies that this facility has been considered for joint-use potential. Mission requirements, operational considerations, and location are incompatible with use by the other components.

### 12. Supplemental Data:

#### A. Estimated Design Data:

1. **Status**
   - (a) Date Design Started: 04/03
   - (b) Parametric Cost Estimate Used to Develop Costs (Yes/No): NO
   - (c) Percent Completed as of January 2006: 100%
   - (d) Date 35 Percent Completed: 07/03
   - (e) Date Design Complete: 11/05
   - (f) Type of Design Contract: Design/Bid/Build

2. **Basis**
   - (a) Standard or Definitive Design: NO
   - (b) Date Design was Most Recently Used: N/A

3. **Total Cost (c) = (a)+(b) or (d)+(e) ($000)**
   - (a) Production of Plans and Specifications: 120
   - (b) All Other Design Costs: 80
   - (c) Total: 200
   - (d) Contract: 160
   - (e) In-House: 40

   * Most of design effort done in a prior-year project

4. Contract Award: 11/06
5. Construction Start: 12/06
6. Construction Completion: 06/08

#### B. Equipment associated with this project that will be provided from other appropriations: None
1. COMPONENT
DEFENSE (DLA)

FY 2007 MILITARY CONSTRUCTION PROGRAM

2. DATE
FEBRUARY 2006

3. INSTALLATION AND LOCATION
FORT BELVOIR, VIRGINIA

4. COMMAND
DEFENSE LOGISTICS AGENCY

5. AREA CONSTRUCTION COST INDEX
1.02

6. PERSONNEL STRENGTH PERMANENT STUDENTS SUPPORTED TOTAL
 Tenant of USA
 a. AS OF
 b. END FY

7. INVENTORY DATA ($000)
A. TOTAL ACREAGE
B. INVENTORY TOTAL AS OF
C. AUTHORIZED NOT YET IN INVENTORY
 D. AUTHORIZATION REQUESTED IN THIS PROGRAM
 E. AUTHORIZATION INCLUDED IN FOLLOWING PROGRAM
 F. PLANNED IN NEXT THREE YEARS
G. REMAINING DEFICIENCY
 H. GRAND TOTAL

8. PROJECTS REQUESTED IN THIS PROGRAM:
CATEGORY PROJECT PROJECT TITLE COST ($000) DESIGN START STATUS
CODE NUMBER
 442 DESI0701 Material Receiving and Screening Facility 5,500 12/04 06/06

9. FUTURE PROJECTS:
 a. INCLUDED IN FOLLOWING PROGRAM
 CATEGORY CODE PROJECT TITLE COST ($000)
 None

 b. PLANNED IN NEXT THREE YEARS
 CATEGORY CODE PROJECT TITLE COST ($000)
 None

10. MISSION OR MAJOR FUNCTION
The Defense Logistics Agency is responsible to the Secretary of Defense for providing services and supplies used in common by all the military services. The agency provides effective support in the area of supply and technical services to all military services, federal civil agencies, and foreign governments as assigned.

There is no deferred sustainment, restoration, and modernization work at this location.

11. OUTSTANDING POLLUTION AND SAFETY DEFICIENCIES:
A. AIR POLLUTION
 0
B. WATER POLLUTION
 0
C. OCCUPATIONAL SAFETY AND HEALTH
 0
1. Component: DEFENSE (DLA)

2. Date: FEBRUARY 2006

3. Installation and Location:
   DEFENSE LOGISTICS AGENCY
   FORT BELVOIR, VIRGINIA

4. Project Title:
   MATERIAL RECEIVING AND SCREENING FACILITY

5. Program Element:
   070111S

6. Category Code:
   442

7. Project Number:
   DES10701

8. Project Cost ($000):
   5,500

9. COST ESTIMATES

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<td>(1,120)</td>
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10. Description of Proposed Construction: Construct a consolidated facility to receive and screen all materials delivered to the Andrew T. McNamara Headquarters Complex (HQC) to meet applicable anti-terrorism/force protection (AT/FP) criteria. The facility includes a screening area, warehouse staging area, loading docks, administrative space, and security offices. Work includes a 111 square-meter (m²) (1,200 square-foot) (SF) covered passageway to the HQC and all necessary site preparation and utility connections. Provide AT/FP measures, including access controls; duress alarms; and nuclear, biological, and chemical (NBC) sensors and monitoring systems. Demolish 1,394 m² (15,000 SF) of multi-purpose courts, lighting, and fencing within the building footprint and relocate these facilities.

11. REQUIREMENT: 1,431 square meters (m²)

ADEQUATE: 0 m²

SUBSTANDARD: 0 m²

PROJECT: Construct a material receiving and screening facility in compliance with Department of Defense anti-terrorism/force protection criteria.

REQUIREMENT: There is a need to provide an isolated facility to screen for hostile threat all incoming materials to a major organizational headquarters and administrative complex. This project corrects a major deficiency in current operations identified by the Defense Threat Reduction Agency (DTRA) in a 2003 Balanced Survivability Assessment (BSA). This new facility meets all AT/FP criteria including standoff distance from populated facilities; blast resistant construction; nuclear, biological, and chemical (NBC) threat monitoring; and segregated ventilation systems to contain airborne hazards. Before entering the complex, all material, including mail, supplies, and other delivered packages, will be X-rayed and inspected, accounted for, and staged in this facility for delivery to customers in the headquarters building.

CURRENT SITUATION: Adjacent to other building functions, the existing loading dock, screening area, mailroom, and staging areas within the basement of the McNamara Headquarters Complex do not meet DoD anti-terrorism/force protection facilities criteria. A 2003 DTRA assessment identified deficiencies, such as the lack of independent ventilation systems and blast-hardened walls and floors in these functional areas, within this five-story, 806,000 square-foot building. Consequently, the building is vulnerable to blast effects caused by explosive devices in mail or other packages and to NBC contamination since the building’s open architecture facilitates the circulation of air throughout the facility. These conditions put at risk more than 4,000 occupants of...
this building to these potential threats. The proposed project eliminates this risk by moving material receiving and screening to an isolated facility. Because of the complex interaction of existing functions and building systems, retrofitting the existing space to meet AT/FP criteria is infeasible.

**IMPACT IF NOT PROVIDED:** If this project is not provided, a critical administrative facility in the National Capital Region, headquarters of four Defense Agencies, will remain at risk due to inadequate isolation and hardening of receiving and screening functional areas at this site. Actual or perceived bomb or NBC threats could result in the total shutdown of this facility for undetermined periods. Such closures would significantly jeopardize the level of support these agencies provide to the military services and combatant commanders during peacetime and war.

**ADDITIONAL:** An analysis of the status quo versus new construction concluded that new construction is the only feasible alternative to accomplish the mission and comply with anti-terrorism/force protection criteria. This project meets all applicable DoD criteria. The Defense Logistics Agency certifies that this facility has been considered for joint-use potential. Mission requirements, operational considerations, and location are incompatible with use by the other components.

**12. Supplemental Data:**

**A. Estimated Design Data:**

1. **Status**
   - (a) Date Design Started: 12/04
   - (b) Parametric Cost Estimate Used to Develop Costs (Yes/No): NO
   - (c) Percent Completed as of January 2006: 35
   - (d) Date 35 Percent Completed: 08/05
   - (e) Date Design Complete: 06/06
   - (f) Type of Design Contract: Design/Bid/Build

2. **Basis**
   - (a) Standard or Definitive Design: NO
   - (b) Date Design was Most Recently Used: NA

3. **Total Cost** ($000) = (a)+(b) or (d)+(e)
   - (a) Production of Plans and Specifications: 265
   - (b) All Other Design Costs: 175
   - (c) Total: 440
   - (d) Contract: 350
   - (e) In-House: 90

4. **Contract Award**
   - 01/07

5. **Construction Start**
   - 02/07

6. **Construction Completion**
   - 08/08

**B. Equipment associated with this project that will be provided from other appropriations:**

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<th>APPROPRIATION</th>
<th>FISCAL YEAR REQUIRED</th>
<th>AMOUNT($000)</th>
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<td>Security Equipment</td>
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<td>Material Handling Equipment</td>
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<td>Office Equipment</td>
<td>DWCF</td>
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<td>Telecommunications Equipment</td>
<td>DWCF</td>
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</table>

Point of Contact is Thomas P. Barba at 703-767-3534

DD Form 1391C, DEC 76
PREVIOUS EDITIONS MAY BE USED
INTERNALLY UNTIL EXHAUSTED
PAGE NO
1. COMPONENT
DEFENSE (DLA)

FY 2007 MILITARY CONSTRUCTION PROGRAM

3. INSTALLATION AND LOCATION
NAVAL AIR STATION, WHIDBEY ISLAND, WASHINGTON

4. COMMAND
DEFENSE LOGISTICS AGENCY

5. AREA CONSTRUCTION COST INDEX
1.27

2. DATE
FEBRUARY 2006

6. PERSONNEL STRENGTH
PERMANENT STUDENTS SUPPORTED TOTAL

Tenant of US Navy

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<tr>
<td>a. AS OF</td>
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<tr>
<td>b. END FY</td>
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7. INVENTORY DATA ($000)

A. TOTAL ACREAGE
B. INVENTORY TOTAL AS OF
C. AUTHORIZED NOT YET IN INVENTORY
D. AUTHORIZATION REQUESTED IN THIS PROGRAM
E. AUTHORIZATION INCLUDED IN FOLLOWING PROGRAM
F. PLANNED IN NEXT THREE YEARS
G. REMAINING DEFICIENCY
H. GRAND TOTAL

8. PROJECTS REQUESTED IN THIS PROGRAM:

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<th>CATEGORY</th>
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<td>124</td>
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PROJECT TITLE
Consolidated Fuel Facility
COST ($000)
26,000
DESIGN START STATUS
T2/03 COMPLETE 07/06

9. FUTURE PROJECTS:

a. INCLUDED IN FOLLOWING PROGRAM
CATEGORY
CODE
None
PROJECT TITLE
COST ($000)

b. PLANNED IN NEXT THREE YEARS
CATEGORY
CODE
125
PROJECT TITLE
Construct Fuel Pipeline (FY 2010)
COST ($000)
15,300

10. MISSION OR MAJOR FUNCTION
These fuel facilities provide essential storage and distribution systems to support the missions of assigned and transient units at Naval Air Station, Whidbey Island (NASWI).

Deferred sustainment, restoration, and modernization for fuel facilities at this location is $3.2 million.

11. OUTSTANDING POLLUTION AND SAFETY DEFICIENCIES:

A. AIR POLLUTION
0
B. WATER POLLUTION
0
C. OCCUPATIONAL SAFETY AND HEALTH
0
1. Component DEFENSE (DLA)  
2. Date FEBRUARY 2006

3. Installation and Location NAVAL AIR STATION WHIDBEY ISLAND (NASWI), WASHINGTON

4. Project Title CONSOLIDATED FUEL FACILITY

5. Program Element 0702976S
6. Category Code 124
7. Project Number DESC0604
8. Project Cost ($000) 26,000

9. COST ESTIMATES

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10. Description of Proposed Construction: Construct three 4,770-kL (30,000-barrel) aboveground steel storage tanks for JP-8 jet fuel and provide two 151-kL (40,000-gallon/952-barrel) self-contained aboveground tanks for JP-5 jet fuel storage. Provide a dual-fuel pumphouse, refueler truck fillstands, commercial fuel truck unload stations for both fuel products, a booster pump with enclosure, fuel distribution piping, operations building, and weather shelter at the loading stations. Work includes secondary containment, cathodic protection, automatic tank gauging, storm drainage, site utilities, fire protection, emergency generators, access pavements, fencing, and lighting. Demolish or close in place 16 existing storage tanks, totaling 16,656 kL (104,762 barrels) of capacity, and supporting facilities. Provide operations and maintenance support information documents.

11. REQUIREMENT: 14,612 kL  
ADEQUATE: 0 kL  
SUBSTANDARD: 16,656 kL

PROJECT: Consolidate four outdated fuel storage facilities into one modern facility.

REQUIREMENT: There is a need to consolidate jet fuel storage facilities at NASWI from four isolated locations to one facility close to the flightline. Five aboveground steel tanks will replace 13 underground concrete tanks more than 60 years old and 3 underground steel tanks more than 50 years old. The capacity of the replacement tanks will be less than that of the existing tanks. By reducing the number of storage tanks, the station will improve operational efficiency and significantly decrease the environmental risk of a fuel leak from these old underground tanks, which are in an active seismic area. A fuel spill from these tanks could have catastrophic environmental and economic consequences since the facilities are located over the island’s sole-source aquifer. Relocating the station’s refueler truck fillstands to this new site will improve safety by eliminating the mixing of refueler truck movements with the station’s civilian traffic.
CURRENT SITUATION: NASWI receives the majority of its jet fuel by barges, which unload it into old underground concrete tanks at two fuel storage facilities near the pier. From these tanks, fuel is pumped in an underground pipeline almost six miles to storage facilities at Ault Field, where refueler trucks transfer it to the flightline, two miles away. To reach the flightline, refueler trucks must cross the most heavily traveled road on the station about 1,200 times per month, creating serious safety concerns. Consolidation of fuel storage and handling facilities at the proposed site will eliminate inefficiencies due to outdated, dispersed facilities; reduce a significant safety hazard; and improve safeguards in an environmentally sensitive area.

IMPACT IF NOT PROVIDED: If this project is not provided, old underground fuel storage facilities at NASWI will remain vulnerable to seismic activity; operations will continue to be inefficient due to dispersed locations; and safety concerns with intermixed civilian and refueler truck traffic will be unabated.

ADDITIONAL: An analysis of the status quo versus replacing these fuel storage facilities concluded that replacement is the only feasible alternative to accomplish the mission and complying with regulatory and safety standards. This project meets all applicable DoD criteria. The Defense Logistics Agency certifies that this facility has been considered for joint-use potential. Mission requirements, operational considerations, and location are incompatible with use by the other components.

12. Supplemental Data:

A. Estimated Design Data:
   1. Status
      (a) Date Design Started: 12/03
      (b) Parametric Cost Estimate Used to Develop Costs (Yes/No): NO
      (c) Percent Completed as of January 2006: 45
      (d) Date 35 Percent Completed: 07/04
      (e) Date Design Complete: 07/06
      (f) Type of Design Contract: Design/Bid/Build

   2. Basis
      (a) Standard or Definitive Design: NO
      (b) Date Design was Most Recently Used: NA

   3. Total Cost (c) = (a)+(b) or (d)+(e) ($000)
      (a) Production of Plans and Specifications 960
      (b) All Other Design Costs 640
      (c) Total 1,600
      (d) Contract 1,280
      (e) In-House 320

   4. Contract Award 01/07
   5. Construction Start 02/07
   6. Construction Completion 02/09

B. Equipment associated with this project that will be provided from other appropriations:

<table>
<thead>
<tr>
<th>PURPOSE</th>
<th>APPROPRIATION</th>
<th>FISCAL YEAR REQUIRED</th>
<th>AMOUNT($000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automatic Tank Gauging</td>
<td>DWCF</td>
<td>2007</td>
<td>180</td>
</tr>
</tbody>
</table>

Point of Contact is Thomas P. Barba at 703-767-3534
1. COMPONENT
DEFENSE (DLA)

2. DATE
FEBRUARY 2006

3. INSTALLATION AND LOCATION
FUEL TERMINAL,
TENGAN ANCHORAGE
OKINAWA, JAPAN

4. COMMAND
DEFENSE LOGISTICS AGENCY

5. AREA CONSTRUCTION
COST INDEX
1.34

6. PERSONNEL STRENGTH

<table>
<thead>
<tr>
<th>Permanent</th>
<th>Students</th>
<th>Supported</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>OFF</td>
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<td></td>
<td></td>
<td>ENL</td>
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<td></td>
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<td>CIV</td>
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</table>

7. INVENTORY DATA ($000)
A. TOTAL ACREAGE
B. INVENTORY TOTAL AS OF
C. AUTHORIZED NOT YET IN INVENTORY
D. AUTHORIZATION REQUESTED IN THIS PROGRAM
E. AUTHORIZATION INCLUDED IN FOLLOWING PROGRAM
F. PLANNED IN NEXT THREE YEARS
G. REMAINING DEFICIENCY
H. GRAND TOTAL

5,000

8. PROJECTS REQUESTED IN THIS PROGRAM:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>PROJECT</th>
<th>PROJECT TITLE</th>
<th>COST</th>
<th>DESIGN</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>163</td>
<td>DESC0798</td>
<td>Replace Single-Point Mooring Buoy</td>
<td>5,000</td>
<td>08/05</td>
<td>07/06</td>
</tr>
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</table>

9. FUTURE PROJECTS:

a. INCLUDED IN FOLLOWING PROGRAM

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>PROJECT TITLE</th>
<th>COST ($000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td>None</td>
<td></td>
<td></td>
</tr>
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</table>

b. PLANNED IN NEXT THREE YEARS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>PROJECT TITLE</th>
<th>COST ($000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tr>
<tr>
<td>None</td>
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</tr>
</tbody>
</table>

10. MISSION OR MAJOR FUNCTION
These fuel facilities provide essential distribution systems to support the mission of the assigned units and transient aircraft on Okinawa, Japan.

There is no deferred sustainment, restoration, and modernization for fuel facilities at this location.

11. OUTSTANDING POLLUTION AND SAFETY DEFICIENCIES:

A. AIR POLLUTION
0

B. WATER POLLUTION
0

C. OCCUPATIONAL SAFETY AND HEALTH
0
1. Component
DEFENSE (DLA)

2. Date
FEBRUARY 2006

3. Installation and Location
FUEL TERMINAL, TENGAN ANCHORAGE
OKINAWA, JAPAN

4. Project Title
REPLACE SINGLE-POINT MOORING BUOY

5. Program Element
0702976S

6. Category Code
163

7. Project Number
DESC0798

8. Project Cost ($000)
5,000

9. COST ESTIMATES

<table>
<thead>
<tr>
<th>Item</th>
<th>U/M</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Cost ($000)</th>
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<td>4,150</td>
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<tr>
<td>SINGLE-POINT MOORING BUOY</td>
<td>EA</td>
<td></td>
<td></td>
<td>(4,150)</td>
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<tr>
<td>SUPPORTING FACILITIES</td>
<td></td>
<td></td>
<td></td>
<td>300</td>
</tr>
<tr>
<td>SITE PREPARATION</td>
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<td></td>
<td></td>
<td>(80)</td>
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<tr>
<td>DISPOSAL</td>
<td>LS</td>
<td></td>
<td></td>
<td>(220)</td>
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<tr>
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<td>LS</td>
<td></td>
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<td>4,450</td>
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<td>CONTINGENCY (5%)</td>
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<td>ESTIMATED CONTRACT COST</td>
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<td>SUPERVISION, INSPECTION &amp; OVERHEAD (SIOH)</td>
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<td>TOTAL REQUEST</td>
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<td>4,977</td>
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<tr>
<td>TOTAL REQUEST (ROUNDED)</td>
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<td></td>
<td></td>
<td>5,000</td>
</tr>
</tbody>
</table>

Currency Exchange Rate: 113.3 Yen/$

10. Description of Proposed Construction: Replace the existing out-of-service single-point mooring buoy with a new one of similar design and quality. Work includes preparation costs to transport and store the new buoy. Dispose of the buoy being replaced.

11. REQUIREMENT: 2 Buoys

ADEQUATE: 1 Buoy
SUBSTANDARD: 1 Buoy

PROJECT: Replace a single-point mooring fuel buoy.

REQUIREMENT: There is a need to replace an unserviceable single-point mooring (SPM) buoy whose failure jeopardizes the adequate supply of jet fuel to Kadena Air Base and other military installations on Okinawa. This offshore facility provides the only means of transferring jet fuel from large fuel tankers to storage tanks on the island. The SPM system requires two buoys to ensure reliable fuel transfer capability. The second buoy serves as a backup, used when the operating buoy is taken out of service for maintenance or repair.

CURRENT SITUATION: The Tengan Petroleum Handling Facility (TPHF) is currently operating this single-point mooring with only one serviceable buoy. The ship-to-shore transfer of fuel to meet mission requirements is at risk if this buoy is damaged or fails. If this situation occurs, repairs could take from six to nine months, depending on the extent of the failure. Without a standby buoy to continue operations, the TPHF must rely on a shallow three-legged mooring system for use by smaller ships only. This system does not have the capacity to transfer fuel at the required supply rate to meet mission needs.

IMPACT IF NOT PROVIDED: If this project is not provided, the adequate supply of jet fuel to critical military installations on Okinawa will remain at risk due to the lack of an adequate backup system should the primary mooring facility fail.
1. Component: DEFENSE (DLA)
2. Date: FEBRUARY 2006

3. Installation and Location:
   FUEL TERMINAL, TENGAN ANCHORAGE
   OKINAWA, JAPAN

4. Project Title:
   REPLACE SINGLE-POINT MOORING BUOY

5. Program Element: 0702976S
6. Category Code: 163
7. Project Number: DESC0798
8. Project Cost ($000): 5,000

ADDITIONAL: Replacing the existing buoy with a new one is more cost effective than repairing it, which would cost more than 75 percent of the replacement value. This project is not eligible for funding by the Japanese Facilities Improvement Program. This project meets all applicable DoD criteria. The Defense Logistics Agency certifies that this facility has been considered for joint-use potential. Mission requirements, operational considerations, and location are incompatible with use by the other components.

12. Supplemental Data:

A. Estimated Design Data:
   1. Status
      (a) Date Design Started: 08/05
      (b) Parametric Cost Estimate Used to Develop Costs (Yes/No): NO
      (c) Percent Completed as of January 2006: 35
      (d) Date 35 Percent Completed: 08/05
      (e) Date Design Complete: 07/06
      (f) Type of Design Contract: Design/Bid/Build

   2. Basis
      (a) Standard or Definitive Design: YES
      (b) Date Design was Most Recently Used: 10/02

   3. Total Cost (c) = (a)+(b) or (d)+(e) ($000)
      (a) Production of Plans and Specifications 80
      (b) All Other Design Costs 120
      (c) Total 200
      (d) Contract 100
      (e) In-House 100

   4. Contract Award: 01/07
   5. Construction Start: 02/07
   6. Construction Completion: 02/08

B. Equipment associated with this project that will be provided from other appropriations: None

Point of Contact is Thomas P. Barba at 703-767-3534
1. COMPONENT
DEFENSE (DLA)
2. DATE
FEBRUARY 2006

3. INSTALLATION AND LOCATION
DEFENSE FUEL SUPPORT POINT,
WAKE ISLAND
4. COMMAND
DEFENSE LOGISTICS AGENCY
5. AREA CONSTRUCTION COST INDEX
2.33 *

6. PERSONNEL STRENGTH
Tenant of USAF
Tenant of USAF

a. AS OF
b. END FY

7. INVENTORY DATA ($000)
A. TOTAL ACREAGE
B. INVENTORY TOTAL AS OF
C. AUTHORIZED NOT YET IN INVENTORY
D. AUTHORIZATION REQUESTED IN THIS PROGRAM 2,600
E. AUTHORIZATION INCLUDED IN FOLLOWING PROGRAM
F. PLANNED IN NEXT THREE YEARS
G. REMAINING DEFICIENCY
H. GRAND TOTAL 2,600

8. PROJECTS REQUESTED IN THIS PROGRAM:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>PROJECT CODE</th>
<th>PROJECT NUMBER</th>
<th>PROJECT TITLE</th>
<th>COST ($000)</th>
<th>DESIGN START</th>
<th>STATUS COMPLETE</th>
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<tbody>
<tr>
<td>123 DESC0799</td>
<td>Replace Fuel Truck Loading Facility</td>
<td>2,600</td>
<td>01/03</td>
<td>06/06</td>
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</tr>
</tbody>
</table>

* No Area Cost Factor for Wake Island; used factor for Kwajalein

9. FUTURE PROJECTS:

a. INCLUDED IN FOLLOWING PROGRAM

<table>
<thead>
<tr>
<th>CATEGORY CODE</th>
<th>PROJECT TITLE</th>
<th>COST ($000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
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</table>

b. PLANNED IN NEXT THREE YEARS

<table>
<thead>
<tr>
<th>CATEGORY CODE</th>
<th>PROJECT TITLE</th>
<th>COST ($000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

10. MISSION OR MAJOR FUNCTION
These fuel facilities provide essential storage and distribution systems to support the mission of the assigned units and transient aircraft at Wake Island.

Deferred sustainment, restoration, and modernization for fuel facilities at this location is $5.3 million.

11. OUTSTANDING POLLUTION AND SAFETY DEFICIENCIES:

D. AIR POLLUTION 0
E. WATER POLLUTION 0
F. OCCUPATIONAL SAFETY AND HEALTH 0
1. Component
DEFENSE (DLA)

2. Date
FEBRUARY 2006

3. Installation and Location
DEFENSE FUEL SUPPORT POINT, WAKE ISLAND

4. Project Title
REPLACE FUEL TRUCK LOADING FACILITY

5. Program Element
0702976S

6. Category Code
123

7. Project Number
DESC0799

8. Project Cost ($000)
2,600

9. COST ESTIMATES

<table>
<thead>
<tr>
<th>Item</th>
<th>U/M</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Cost ($000)</th>
</tr>
</thead>
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<tr>
<td>PRIMARY FACILITIES</td>
<td></td>
<td>-</td>
<td>-</td>
<td>1,300</td>
</tr>
<tr>
<td>TRUCK FILLSTANDS (2 STOPS)</td>
<td>LS</td>
<td>-</td>
<td>-</td>
<td>(1,300)</td>
</tr>
<tr>
<td>SUPPORTING FACILITIES</td>
<td></td>
<td>-</td>
<td>-</td>
<td>2,320</td>
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<tr>
<td>SITE PREPARATION, IMPROVEMENTS, AND DEMOLITION</td>
<td>LS</td>
<td>-</td>
<td>-</td>
<td>(200)</td>
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<tr>
<td>MECHANICAL AND ELECTRICAL UTILITIES</td>
<td>LS</td>
<td>-</td>
<td>-</td>
<td>(50)</td>
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<td>BARGE TRANSPORTATION OF MATERIALS</td>
<td>LS</td>
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<td>-</td>
<td>(770)</td>
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<tr>
<td>SUBTOTAL</td>
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<td>-</td>
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<td>2,320</td>
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<td>CONTINGENCY (5%)</td>
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<td>-</td>
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10. Description of Proposed Construction:
Provide a two-position refueler truck fillstand. Work includes an impervious spill containment system, fuel meter, truck loading valves and controls, surge suppressor, emergency stop station, fire protection systems, pump controls, pantographs, and simplified return-to-bulk fuel connection. Demolish the existing truck fillstand.

11. REQUIREMENT: 2 Truck Stops
ADEQUATE: 0 Stops
SUBSTANDARD: 1 Stop

PROJECT: Replace an inadequate fuel truck loading facility.

REQUIREMENT: There is a need to replace a deteriorating fuel truck loading facility, built in the 1960s, that lacks environmental and safety systems to safeguard personnel operating the facility and to prevent contamination from potential fuel spills. To support aircraft refueling operations at Wake Island, the station requires a fuel fillstand to load two refueler trucks simultaneously. It has only one inadequate fillstand for one truck now. This project constructs a new two-position fillstand with spill containment systems and safety controls to comply with current regulations and facilities criteria.

CURRENT SITUATION: The existing 40-year-old fillstand is in poor condition and lacks impervious spill containment pavements and safety features to allow operators to control the flow and pressure of fuel to refueler trucks filling at this facility. Moreover, the fillstand has no means of preventing overpressurization of the piping due to thermal expansion of fuel within it, which could cause leaks or failure of this piping.

IMPACT IF NOT PROVIDED: If this project is not provided, forces at Wake Island risk failure in meeting timely aircraft refueling. Workers will continue to be exposed to unsafe conditions refueling trucks, and the environment will be at risk of fuel contamination due to lack of adequate containment surfaces for fueling operations.
1. Component
DEFENSE (DLA)

2. Date
FEBRUARY 2006

3. Installation and Location:
DEFENSE FUEL SUPPORT POINT,
WAKE ISLAND

4. Project Title
REPLACE FUEL TRUCK LOADING FACILITY

5. Program Element
0702976S

6. Category Code
123

7. Project Number
DESC0799

8. Project Cost ($000)
2,600

ADDITIONAL: The construction of a two-position fillstand is the only feasible alternative to meet mission requirements. This project meets all applicable DoD criteria. The Defense Logistics Agency certifies that this facility has been considered for joint-use potential. Mission requirements, operational considerations, and location are incompatible with use by the other components.

12. Supplemental Data:
A. Estimated Design Data:
   1. Status
      (g) Date Design Started: 01/03
      (h) Parametric Cost Estimate Used to Develop Costs (Yes/No): NO
      (i) Percent Completed as of January 2006: 60
      (j) Date 35 Percent Completed: 07/03
      (k) Date Design Complete: 06/06
      (l) Type of Design Contract: Design/Bid/Build

   2. Basis
      (c) Standard or Definitive Design: YES
      (d) Date Design was Most Recently Used: 07/04

   3. Total Cost (c) = (a)+(b) or (d)+(e) ($000)
      (f) Production of Plans and Specifications 100
      (g) All Other Design Costs 70
      (h) Total 170
      (i) Contract 130
      (j) In-House 40

4. Contract Award 01/07
5. Construction Start 02/07
6. Construction Completion 02/08

B. Equipment associated with this project that will be provided from other appropriations: None

Point of Contact is Thomas P. Barba at 703-767-3534