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| 1. Component NAVY | FY 2005 MILITARY CONSTRUCTION PROGRAM | 2. Date 13 JAN 2004 |
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| 3. Installation and Location/UIC: N60042 NAVAL AIR FACILITY EL CENTRO, CALIFORNIA | 4. Project Title HANGAR RECAPITALIZATION, WEST APRON (INCREMENT I) |
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|--------------------------------|---------------------------|---------------------------|-----------------------------------|
| 5. Program Element 0703676N | 6. Category Code 21105 | 7. Project Number P207 | 8. Project Cost (\$000) 33,331 |
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9. COST ESTIMATES

| Item | UM | Quantity | Unit Cost | Cost(\$000) |
|--|----|----------|-----------|-------------|
| HANGAR RECAPITALIZATION, WEST APRON (INCREMENT I) (347,072 SF) | m2 | 32,244 | | 37940 |
| MAINTENANCE HANGAR - TYPE 1 (134,979 SF) | m2 | 12,540 | 1,913.23 | (23990) |
| PARKING APRON (212,092 SF) | m2 | 19,704 | 183.63 | (3620) |
| BUILT-IN EQUIPMENT | LS | | | (2820) |
| TECHNICAL OPERATING MANUALS | LS | | | (280) |
| INFORMATION SYSTEMS | LS | | | (790) |
| ANTI-TERRORISM/FORCE PROTECTION | LS | | | (250) |
| SPECIAL COSTS | LS | | | (6190) |
| SUPPORTING FACILITIES | | | | 9180 |
| SPECIAL CONSTRUCTION FEATURES | LS | | | (1890) |
| ELECTRICAL UTILITIES | LS | | | (570) |
| MECHANICAL UTILITIES | LS | | | (2780) |
| PAVING AND SITE IMPROVEMENTS | LS | | | (1460) |
| DEMOLITION | LS | | | (1810) |
| TEMPORARY ENVIRONMENTAL CONTROL | LS | | | (670) |
| SUBTOTAL | | | | 47120 |
| CONTINGENCY (5%) | | | | 2360 |
| TOTAL CONTRACT COST | | | | 49480 |
| SIOH (6%) | | | | 2970 |
| SUBTOTAL | | | | 52450 |
| DESIGN/BUILD - DESIGN COST | | | | 1880 |
| LESS INC II FUNDING | LS | | | -21000 |
| TOTAL REQUEST ROUNDED | | | | 33330 |
| TOTAL REQUEST | | | | 33331 |

10. Description of Proposed Construction

Construct four Type I modular hangars to contain maintenance hangar (OH) space, crew (01) space, and administrative (02) space. Proposed construction to consist of combination corrugated metal and concrete masonry unit exterior, concrete floor/stone pile foundation, mezzanine-high bay, steel frame, structural standing seam metal roof over steel web truss with insulation. The facilities will include an overhead bridge crane, jib cranes, roof vents and ladders, power operated doors, continuous trench drain, power operated draft curtain between OH areas, roll-up doors between OH and 01/02 areas, electrical, water and waste water distribution systems, heating, ventilation and air conditioning (HVAC), plumbing, telephone, fire alarm, and wet sprinkler fire protection system. Work also includes concrete parking aprons, utilities connections, fire protection water storage vault, oil and water separator tanks, repair/replace existing deteriorated sanitary sewer lines including manholes and two new lift stations, repair/upgrade of storm drainage system, demolition of Hangars 2-5 (Buildings 112, 127,

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| <p>218, and 225), demolition and relocation of displaced functions of the 1942 vintage buildings, 115, 128, 132, 213, 219, 222, 226, 229 and 240, and temporary environmental controls. The total area of the hangars and buildings to be demolished is 9,843 M2 (105,949 SF).</p> <p>Built-in equipment will consist of an aqueous film forming foam (AFFF) fire protection system for the OH space. Special costs include the costs associated with relocating functions out of buildings to be demolished as follows:</p> <p>Functions for Buildings 128 and 132 (which are currently support spaces for Strike Fighter Wing Pacific Maintenance Unit) will be incorporated into one of the new hangars. Thrift shop in Building 115 will be moved off of the airfield to a renovated facility. Functions in Buildings 213 and 226 (which have been taken over as storage) will be moved to new pre-engineered building (PEB) and renovated facilities. Ground Support Equipment (GSE) and Ground Electronics (Buildings 219 and 222) will be relocated to a new facility on the southern edge of the west apron. Blue Angel support functions in Buildings 226 and 229 will be moved to renovated facilities on the south apron.</p> <p>Special construction features include a stone pile foundation, soil mitigation, and engineered fill that will be required for the site. Temporary environmental controls involve a storm water pollution prevention plan and associated measures to comply with California environmental law.</p> <p>Anti-Terrorism/Force Protection has been addressed in accordance with Department of Defense minimum anti-terrorism standards for buildings. The project also includes technical operating manuals and seismic design features.</p> | | | | |
| <p>11. Requirement: <u>32244m2</u> Adequate: <u>0m2</u> Substandard: <u>0m2</u></p> <p>PROJECT: This project will construct four Type I modular hangars and additional parking apron spaces. (Current Mission)</p> <p>REQUIREMENT: Adequate operations facilities are required to house and maintain transient squadron aircraft at Naval Air Facility (NAF) El Centro. The mission of NAF El Centro is to provide support to Navy training and Fleet squadrons, plus Marine Corps, Army, Air Force and foreign detachments. Training includes Air Combat, Low Level Navigation, and Field Carrier Landing Practice (FCLP). NAF El Centro has the unique ability to provide a</p> | | | | |

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| <p>training area with few encroachment issues, at a low cost per flight, due to the proximity of several ranges. The base has an average loading of seven transient squadrons that use hangars for maintenance, administration, training, and other operations. Generally, one hangar is needed per squadron. The mission of NAF El Centro cannot be effectively accomplished without adequate hangars and aprons.</p> <p>CURRENT SITUATION: A total of nine aircraft hangars currently exist at NAF El Centro. Seven are available for tenant and transient use, and one is used as a combined fire and rescue station. The usable hangars are buildings 137, 127, 112, 218, 225, 524, 502, 503 and 505. With the exception of Hangar 6 (Building 524), the hangars are old World War II vintage structures that have long since exceeded their useful life. They have been determined to be seismically unsafe and could sustain serious damage in a strong earthquake. The fire protection systems do not meet current life and safety codes.</p> <p>The current hangars were designed for propeller aircraft of the 1940's and are not large enough to accommodate today's jet aircraft, which do not fit completely into the hangars. Therefore, crews must perform most required maintenance outside of the hangars on the apron, where temperatures in the summer often exceed 130 degrees F; temperatures on the tarmac as high as 198 degrees F have been recorded. When maintenance is performed in the hangars, hangar doors can rarely be closed due to placement of the aircraft, with tail sections sticking out or inoperability of the doors due to age and seismic activity. These cramped quarters and extreme conditions lower worker efficiency and morale.</p> <p>Presently, the siting of the hangars and support facilities on the flightline hinders efficient operations. For example, squadrons using Hangars 4 and 5 must go to facilities nearly one mile away to find adequate pilot briefing spaces.</p> <p>This project will correct the poor structural condition, outdated design and siting of four existing aircraft hangars. The proposed aprons will augment the existing apron areas. The project site is in accordance with the NAF El Centro Master Plan.</p> <p>Operating 13 WWII-vintage buildings results in high sustainment and utility costs. Consolidating functions into five modern facilities will reduce these costs.</p> <p>IMPACT IF NOT PROVIDED: Existing facilities will continue to be used in a limited capacity. Maintenance personnel will continue to work in extreme conditions on the apron or in confined spaces that do not meet seismic or fire codes. The restrictive spaces will impair the overall</p> | | | | |

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training capability and effectiveness of NAF El Centro to meet mission requirements. Navy, Marine Corps, Air Force, Army, and foreign detachments will be forced to find adequate facilities at other activities that are already overcrowded and have encroachment issues.

12. Supplemental Data:

A. Estimated Design Data:

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| 1. Status: | |
| (A) Date Design Start | 082002 |
| (B) Date Design 35% Complete | 092004 |
| (C) Date Design Completed | 042005 |
| (D) Percent Completed as of SEPTEMBER 2003 | 3% |
| (E) Percent Completed as of JANUARY 2004 | 3% |
| (F) Type of Design Contract | Design Build |
| (G) Parametric Estimate used to develop cost | Yes |
| (H) Energy study/Life cycle analysis 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) = (D) + (E) : | \$580 |
| (A) Production of Plans and Specifications | \$500 |
| (B) All other Design Costs | \$80 |
| (C) Total | \$580 |
| (D) Contract | \$80 |
| (E) In-House | \$500 |
| 4. Contract Award | 012005 |
| 5. Construction Start | 042005 |
| 6. Construction Complete | 042007 |

B. Equipment associated with this project which will be provided from other appropriations:
NONE

JOINT USE CERTIFICATION:
The Regional Commander certifies that this project has been considered for joint use potential. Unilateral Construction is recommended. This Facility can be used by other components on an as available basis; however, the scope of the project is based on Navy requirements.

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