

## Summary of Military Construction Projects

**Component:** Air Force

**Category\*:**

**Project:** PAYZ080009, Planning and Design

**Location:** USAF Headquarters

**Amount (\$000):** \$35.0M

**Description/Justification:** Project will provide planning and design funds to construct the Military Construction projects included in this Supplemental request.

**Impact if not provided:** Planning and design funds must be taken from other approved projects to fund the designs for emergency supplemental projects, causing design risk for several projects.

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE Sep 2007	
3. INSTALLATION AND LOCATION BAGRAM AB, AFGHANISTAN			4. PROJECT TITLE EAST SIDE HELO RAMP		
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER ATUH080101	8. PROJECT COST (\$000) 44,400		
9. COST ESTIMATES					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES					36,336
APRON		SM	89,371	250	( 22,343 )
TAXIWAY		SM	5,135	97	( 497 )
SITE PREP		SM	109,747	8	( 865 )
AIRFIELD LIGHTING		LM	3,090	400	( 1,236 )
SHOULDERS		SM	15,241	46	( 695 )
MAINT SUPPORT/OPS FACILITIES		LS			( 10,700 )
SUPPORTING FACILITIES					3,300
UTILITIES		LS			( 1,400 )
SITE IMPROVEMENTS		LS			( 1,900 )
SUBTOTAL					39,636
CONTINGENCY (5.0%)					1,982
TOTAL CONTRACT COST					41,618
SUPERVISION, INSPECTION AND OVERHEAD (6.5%)					2,705
TOTAL REQUEST					44,323
TOTAL REQUEST (ROUNDED)					44,400
10. Description of Proposed Construction: Construct concrete parking apron for rotary wing aircraft. Project will include all taxiways necessary to connect ramp to the threshold of the runway and required maintenance and operations facilities. Parking ramp and taxiways will include all required lighting, markings and shoulders.					
11. Requirement: 89371 SM Adequate: 0 SM Substandard: 89371 SM					
PROJECT: East Side Helo Ramp Expansion					
REQUIREMENT: Bagram Air Base requires a rotary wing parking ramp that will relocate all rotary wing assets to a consolidated area. This relocation will prevent fixed wing and rotary wing assets from mixing in the same ramp space.					
CURRENT SITUATION: All unarmed rotary wing aircraft are parked on the southern half of the main parking ramp at Bagram. The northern half of this ramp supports various fixed wing operations. This mix of rotary wing and fixed wing aircraft on the same ramp space is not acceptable due to the high levels of Foreign Object Debris (FOD) produced by rotary wing operations. There is a constant risk of damage to the fixed wing assets due to the excessive FOD on the ramps and taxiways. The construction of a parking ramp for armed rotary wing aircraft is scheduled for completion in the fall of 2007 and will split rotary wing operations on opposite sides of the airfield. Consolidating all rotary wing assets to the east side of the base would increase efficiency of operations and significantly reduce the FOD risk to fixed wing aircraft. Allowing all rotary wing aircraft to operate from the same area of the airfield will greatly increase the ability of maintenance crews to repair aircraft. Rotary wing aircraft parts will not need to travel across the base to get to specialized shops. This move of rotary wing assets will also free up ramp space allowing fixed wing assets to maintain safe wing tip clearances which is currently causing airfield safety issues due to the congestion at Bagram AB.					
IMPACT IF NOT PROVIDED: Rotary wing assets will have split operations, increasing					

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5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  113-321	7. PROJECT NUMBER  ATUH080101	8. PROJECT COST (\$000)  44,400
<p>down time of aircraft. Unarmed rotary wing aircraft will remain on the south half of the main parking ramp and armed rotary wing aircraft will move across the airfield. Fixed wing aircraft will remain at risk due to the high levels of FOD and restricted parking space available on the main ramp. The limited ramp space will severely limit the ability of Bagram to support any additional mission requirements.</p> <p>JOINT USE CERTIFICATION: This facility will be designed and built for joint use operations.</p>			

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5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER ATUH080101	8. PROJECT COST (\$000) 44,400
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started			15-OCT-07
(b) Parametric Cost Estimates used to develop costs			YES
* (c) Percent Complete as of 01 JAN 2007			25%
* (d) Date 35% Designed			01-FEB-08
(e) Date Design Complete			01-FEB-08
(f) 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			
(3) Total Cost (c) = (a) + (b) or (d) + (e):			(\$000)
(a) Production of Plans and Specifications			4,345
(b) All Other Design Costs			0
(c) Total			4,345
(d) Contract			0
(e) In-house			0
(4) Construction Contract Award			08 MAR
(5) Construction Start			08 APR
(6) Construction Completion			09 NOV
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE Sep 2007	
3. INSTALLATION AND LOCATION BAGRAM AB, AFGHANISTAN			4. PROJECT TITLE PARALLEL TAXIWAY PHASE 2		
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 112-211	7. PROJECT NUMBER ATUH080100	8. PROJECT COST (\$000) 21,400		
9. COST ESTIMATES					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES					17,574
TAXIWAY		SM	54,183	238	( 12,915 )
SITE PREP INCLUDING DRAINAGE		SM	122,060	7	( 868 )
ASPHALT TAXIWAY		SM	5,980	101	( 603 )
ASPHALT SHOULDER		SM	69,900	46	( 3,189 )
SUPPORTING FACILITIES					1,191
EDGE LIGHTING		LM	3,140	360	( 1,129 )
SIGNAGE & STRIPNG		SM	2,225	28	( 61 )
SUBTOTAL					18,765
CONTINGENCY (5.5%)					1,032
TOTAL CONTRACT COST					19,797
SUPERVISION, INSPECTION AND OVERHEAD (7.7%)					1,524
TOTAL REQUEST					21,321
TOTAL REQUEST (ROUNDED)					21,400
10. Description of Proposed Construction: Construct concrete extension of the west side parallel taxiway. This extension will complete the west side parallel to span the entire length of the runway. The taxiway must be able to support medium load aircraft. Taxiway will include all required taxiway lighting and shoulders. Work includes demolition of existing pavements as necessary.					
11. Requirement: 54183 SM Adequate: SM Substandard: 54183 SM PROJECT: Parallel Taxiway Phase 2 REQUIREMENT: Bagram Air Base requires a full length parallel taxiway to support Close Air Support (CAS) and strategic airlift aircraft operations. CURRENT SITUATION: A portion of the west side parallel taxiway was approved for construction in the FY07 Supplemental to allow access to the ends of the new runway and support strategic airlift aircraft operations. This partial taxiway does not provide close air support (CAS) aircraft direct access to the thresholds of the runway. The runway was built 11,800 feet long to allow CAS aircraft to take off and land fully fueled and armed to support soldiers engaged with the enemy. The portion of taxiway approved for construction in FY07 allows access to the ends of the runway, but requires CAS aircraft to cross over to the far east side of the airfield and weave through several taxiways to access the runway. This unnecessary taxiing of the aircraft wastes time in getting CAS aircraft launched and recovered. This extension of the taxiway will complete the full length and allow aircraft to access either end of the runway without entering current strategic air and rotary wing parking areas. FOD produced by the rotary wing aircraft is another concern that the FOD sensitive CAS aircraft must navigate through to access the runway. The current taxiway configuration limits the amount of parking space available on the main ramp due to wing tip clearance of large strategic airlift aircraft. The main ramp extends up to the edge of the existing parallel taxiway and taxiing wide body aircraft require the					

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<p>aircraft be set back further; therefore, eliminating potential parking space on the main ramp. This wing tip clearance decreases the parking space available on the extremely congested airfield. A completed parallel taxiway increases the available parking space at Bagram by moving taxiing aircraft away from the main parking areas.</p> <p>IMPACT IF NOT PROVIDED: Without this project, aircraft will not have a continuous parallel taxiway from the south to north ends of the runway. Taxiing wide-body aircraft will continue to limit aircraft parking available on the main apron. This limited parking space due to wing tip clearance significantly decreases the ability to support missions on the main ramp. Close Air Support (CAS) aircraft will continue to taxi excessive distances to access the thresholds of the runway. This extended distance affects the capability of the CAS aircraft to quickly provide support to troops in the field that are engaged with the enemy. The FOD sensitive aircraft will continue taxiing through rotary wing parking areas where FOD is difficult to control.</p> <p>JOINT USE CERTIFICATION: This facility will be designed and built for joint use operations.</p>			

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5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 112-211	7. PROJECT NUMBER ATUH080100	8. PROJECT COST (\$000) 21,400
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started			15-OCT-07
(b) Parametric Cost Estimates used to develop costs			YES
* (c) Percent Complete as of 01 JAN 2008			25%
* (d) Date 35% Designed			1-FEB-08
(e) Date Design Complete			1-FEB-08
(f) 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 -			
(3) Total Cost (c) = (a) + (b) or (d) + (e):			(\$000)
(a) Production of Plans and Specifications			2,116
(b) All Other Design Costs			0
(c) Total			2,116
(d) Contract			0
(e) In-house			0
(4) Construction Contract Award			08 MAR
(5) Construction Start			08 APR
(6) Construction Completion			09 NOV
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE Sep 2007	
3. INSTALLATION AND LOCATION BAGRAM AB, AFGHANISTAN		4. PROJECT TITLE STRATEGIC RAMP			
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER ATUH073004	8. PROJECT COST (\$000) 43,000		
9. COST ESTIMATES					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES					36,771
SITE PREP		SM	73,242	8	( 578 )
LIGHTING - TAXIWAY & APRON		M	1,764	410	( 723 )
CONCRETE APRON		SM	73,242	375	( 27,470 )
FUEL HYDRANTS		EA	5	1,600	( 8,000 )
SUPPORTING FACILITIES					774
SITE IMPROVEMENTS		LS			( 44 )
SITE UTILITIES		M	800	913	( 731 )
SUBTOTAL					37,545
CONTINGENCY (5.5%)					2,065
TOTAL CONTRACT COST					39,610
SUPERVISION, INSPECTION AND OVERHEAD (7.7%)					3,050
TOTAL REQUEST					42,660
TOTAL REQUEST (ROUNDED)					43,000
10. Description of Proposed Construction: Construct a medium load concrete parking apron capable of parking wide body aircraft. Apron construction will include fuel hydrants for refueling aircraft, all required lighting, and pavement markings.					
11. Requirement: 73242 SM Adequate: 0 SM Substandard: 73242 SM PROJECT: Strategic Ramp REQUIREMENT: Bagram Air Base requires a parking ramp to support Strategic Airlift missions for wide body aircraft. This parking ramp should include a hydrant system for refueling of aircraft to maximize mission efficiency and greatly decrease ground time for aircraft. CURRENT SITUATION: Currently, Bagram Air Base does not have the capacity to support wide body strategic airlift of cargo due to the lack of ramp space. Cargo destined for the OEF Forward Operating Bases (FOB)s must be transloaded at Manas, Kyrgystan for forward movement to Bagram. The cargo is then transloaded again for further movement to the FOBs. Eliminating the transload of cargo at Manas will speed the delivery of cargo to the customer. The benefits of direct delivery to Bagram are reduced customer wait times for supplies, eliminate transload at Manas, fewer intertheater aircraft needed to deliver straight to Bagram versus intratheater aircraft needed to shuttle between Manas and Bagram. In order to accomplish this mission, Bagram needs the capability to park five wide body aircraft. Currently, they can support one but even that blocks the taxiway which then results in other aircraft having to back taxi on the active runway in order to use the full length of the runway. This ultimately delays critical sorties such as the Close Air Support missions providing air cover for the soldiers on the battlefield. The back taxi and turning on the runway also significantly reduces the pavement life of the new runway. The refueling operation must be accomplished using R-11 trucks which causes a significant turn around time for each strat airlift mission. Hydrant refueling					

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5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER ATUH073004	8. PROJECT COST (\$000) 43,000
<p>capability will increase the flow of airlift thru Bagram.</p> <p>IMPACT IF NOT PROVIDED: Without this strategic ramp and hydrant system, Bagram AB will only be able to support direct delivery of cargo. Cargo will continue to be sent to Manas and transloaded for shuttling to Bagram. This increases the wait time for these critical supplies to the warfighters at the Forward Operating Bases in Afghanistan.</p> <p>JOINT USE CERTIFICATION: This facility will be designed and built for joint use operations.</p>			

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5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER ATUH073004	8. PROJECT COST (\$000) 43,000
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started			15-OCT-07
(b) Parametric Cost Estimates used to develop costs			YES
* (c) Percent Complete as of 01 JAN 2008			25%
* (d) Date 35% Designed			1-FEB-08
(e) Date Design Complete			1-FEB-08
(f) 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 -			
(3) Total Cost (c) = (a) + (b) or (d) + (e):			(\$000)
(a) Production of Plans and Specifications			4,246
(b) All Other Design Costs			0
(c) Total			4,246
(d) Contract			0
(e) In-house			0
(4) Construction Contract Award			08 MAR
(5) Construction Start			08 APR
(6) Construction Completion			09 NOV
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE Sep 2007
3. INSTALLATION AND LOCATION KANDAHAR AB, AFGHANISTAN			4. PROJECT TITLE ISR RAMP	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER LYAV073001	8. PROJECT COST (\$000) 26,300	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES				19,953
CONCRETE APRON	SM	39,108	242	( 9,464 )
CONCRETE TAXIWAY	SM	10,200	252	( 2,570 )
ASPHALT SHOULDERS	SM	34,196	36	( 1,231 )
SHELTERS	EA	13	504,207	( 6,555 )
SECURITY FENCE	LM	846	157	( 133 )
SUPPORTING FACILITIES				3,138
SITE PREPARATION	LS			( 359 )
DEMOLITION	LS			( 363 )
EDGE LIGHTING	LS			( 177 )
AREA LIGHTING	LS			( 394 )
PERIMETER ROAD	LS			( 275 )
MOBILIZATION AND DEMOBILIZATION	LS			( 1,570 )
SUBTOTAL				23,091
CONTINGENCY (5.5%)				1,270
TOTAL CONTRACT COST				24,361
SUPERVISION, INSPECTION AND OVERHEAD (7.7%)				1,876
TOTAL REQUEST				26,237
TOTAL REQUEST (ROUNDED)				26,300
10. Description of Proposed Construction: Construct a medium load concrete parking apron sized to park twenty six (26) generic Intelligence, Surveillance and Reconnaissance aircraft. Apron construction will include all required edge lighting, area lighting, shelters, pavement markings, and security fence.				
11. Requirement: 60562 SM Adequate: 0 SM Substandard: 0 SM				
PROJECT: ISR Ramp				
REQUIREMENT: A parking ramp for Intelligence, Surveillance and Reconnaissance (ISR) aircraft to conduct missions over the battlefield of Afghanistan. These aircraft require enclosed parking areas to shelter them from the harsh environmental conditions of Afghanistan. All maintenance and mission preparation activities on the aircraft must be conducted in an enclosed environment.				
CURRENT SITUATION: The airfield at Kandahar has no ramp space available to park additional ISR aircraft. The current missions at Kandahar consume the entire airfield with no ability to consolidate to meet the requirements of this mission. Current operations require that these aircraft have a 1250 foot quantity distance (QD) standoff from unrelated facilities. This standoff is not achievable on the south side of Kandahar. Any new ramp space requiring QD separation must be positioned on the north side of the base. Increasing the current ISR mission at Kandahar requires a ramp sized to accommodate all assets.				
IMPACT IF NOT PROVIDED: A portion of the additional aircraft will be accommodated				

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3. INSTALLATION AND LOCATION KANDAHAR AB, AFGHANISTAN		4. PROJECT TITLE ISR RAMP	
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  113-321	7. PROJECT NUMBER  LYAV073001	8. PROJECT COST (\$000)  26,300
<p>with a temporary asphalt ramp that will deteriorate in the harsh environment. Continued maintenance of this asphalt ramp and FOD produced with wear on this ramp will cause additional challenges in this harsh environment. Basing of all required ISR aircraft will not be available at Kandahar. The mission will continue to fly out of Kandahar with a smaller number of aircraft than required. The additional ISR mission can not be supported at Kandahar due to ramp space limitations. A smaller number of ISR aircraft will result in less support of ground forces on the battlefield. Soldiers and Airmen working at Kandahar would be put at risk because there is no parking area available that would achieve the stand off distance required. Building this ramp saves lives on the battlefield and reduces risk to personnel working at Kandahar.</p> <p>JOINT USE CERTIFICATION: This facility will be designed and built for joint use operations.</p>			

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3. INSTALLATION AND LOCATION KANDAHAR AB, AFGHANISTAN		4. PROJECT TITLE ISR RAMP	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER LYAV073001	8. PROJECT COST (\$000) 26,300
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started			15-OCT-07
(b) Parametric Cost Estimates used to develop costs			YES
* (c) Percent Complete as of 01 JAN 2008			25%
* (d) Date 35% Designed			1-FEB-08
(e) Date Design Complete			1-FEB-08
(f) 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 -			
(3) Total Cost (c) = (a) + (b) or (d) + (e):			(\$000)
(a) Production of Plans and Specifications			2,597
(b) All Other Design Costs			0
(c) Total			2,597
(d) Contract			0
(e) In-house			0
(4) Construction Contract Award			08 MAR
(5) Construction Start			08 APR
(6) Construction Completion			09 NOV
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE Sep 2007
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3. INSTALLATION AND LOCATION BALAD AB, IRAQ	4. PROJECT TITLE FIGHTER RAMP
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5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER BAAS083100	8. PROJECT COST (\$000) 11,000
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9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
APRON				8,358
APRON	SM	31,000	270	( 8,358 )
SUPPORTING FACILITIES				1,284
LIGHTING (EDGE & RAMP)	LS			( 641 )
GROUNDING & TIE-DOWNS	LS			( 96 )
SITE IMPROVEMENTS	SM	31,000	13	( 401 )
SIGNAGE & STRIPING	SM	420	31	( 13 )
REVTMENTS	EA	14	9,500	( 133 )
SUBTOTAL				9,642
CONTINGENCY (5.5%)				530
TOTAL CONTRACT COST				10,173
SUPERVISION, INSPECTION AND OVERHEAD (7.7%)				783
TOTAL REQUEST				10,956
TOTAL REQUEST (ROUNDED)				11,000

10. Description of Proposed Construction: Construct fighter ramp in South Bravo Hardened Aircraft Shelter (HAS) Area. New pavement consists of 31,000 SM of concrete pavement designed for use by fighters. This project also includes striping, airfield lighting, and grounding/tie-down points. Revetments will be installed to reduce risk of sympathetic detonation.

11. Requirement: Adequate: Substandard:  
PROJECT: Fighter Ramp  
REQUIREMENT: Construct 31,000 SM of concrete pavement in the South Bravo HAS area at Balad AB, Iraq for fighter aircraft parking. Pavement design should be adequate to support fighter aircraft operations at Balad AB.  
CURRENT SITUATION: Recently a third fighter squadron was assigned to the installation. Currently there is only enough space to park the assigned fighter by putting two aircraft in each HAS at Balad AB. Approximately five times a year an increased amount of aircraft are present during turnover. These aircraft are either parked three to a shelter or unprotected during these periods. Additionally, transient or divert fighters typically park on the hot cargo pad, delaying other missions needing that airfield pavement.  
IMPACT IF NOT PROVIDED: The Balad mission has grown considerably with over 240 aircraft assigned plus considerable transient missions. During turnover the additional fighter aircraft are either placed three to a shelter or parked outside on the existing taxiways and ramps. Without this fighter ramp to handle overflow transient, divert, and turnover requirements, aircraft will continue to be parked on taxiways and fingers leading to airfield safety issues and will continue to have an adverse impact on the wing's ability to generate combat sorties. Parking the fighter aircraft on existing taxiways will increase the vulnerability of these aircraft to damage or loss from an indirect fire attack.

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3. INSTALLATION AND LOCATION BALAD AB, IRAQ		4. PROJECT TITLE FIGHTER RAMP	
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  113-321	7. PROJECT NUMBER  BAAS083100	8. PROJECT COST (\$000)  11,000
<p>ADDITIONAL: This project is consistent with the installation master plan.</p> <p>JOINT USE CERTIFICATION: This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements to support the Global War on Terrorism.</p>			

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3. INSTALLATION AND LOCATION BALAD AB, IRAQ		4. PROJECT TITLE FIGHTER RAMP	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER BAAS083100	8. PROJECT COST (\$000) 11,000
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started			10-OCT-07
(b) Parametric Cost Estimates used to develop costs			YES
* (c) Percent Complete as of 01 JAN 2008			95%
* (d) Date 35% Designed			14-NOV-07
(e) Date Design Complete			25-JAN-08
(f) 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 -			
(3) Total Cost (c) = (a) + (b) or (d) + (e):			(\$000)
(a) Production of Plans and Specifications			1,086
(b) All Other Design Costs			0
(c) Total			1,086
(d) Contract			0
(e) In-house			0
(4) Construction Contract Award			08 APR
(5) Construction Start			08 APR
(6) Construction Completion			08 NOV
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE Sep 2007	
3. INSTALLATION AND LOCATION BALAD AB, IRAQ		4. PROJECT TITLE FOXTROT TAXIWAY			
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 112-211	7. PROJECT NUMBER BAAS083070	8. PROJECT COST (\$000) 12,700		
9. COST ESTIMATES					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
TAXIWAY					9,552
TAXIWAY		SM	31,740	270	( 8,570 )
SHOULDERS		SM	25,500	39	( 982 )
SUPPORTING FACILITIES					1,618
SITE IMPROVEMENTS		SM	31,740	22	( 688 )
EDGE LIGHTING		LS			( 880 )
SIGNAGE & STRIPING		LS			( 50 )
SUBTOTAL					11,170
CONTINGENCY (5.5%)					614
TOTAL CONTRACT COST					11,784
SUPERVISION, INSPECTION AND OVERHEAD (7.7%)					907
TOTAL REQUEST					12,691
TOTAL REQUEST (ROUNDED)					12,700
10. Description of Proposed Construction: Construct taxiway connecting taxiway Golf and taxiway Foxtrot. New pavement consists of 31,740 SM of un-reinforced concrete pavement designed for medium load use. This project also includes striping and airfield edge lighting.					
11. Requirement: Adequate: Substandard:					
PROJECT: Foxtrot Taxiway					
REQUIREMENT: Construct 31,740 SM of concrete pavement between runways 12/30 and 14/32 connecting Taxiway Golf and Foxtrot at Balad AB, Iraq. Pavement design should be adequate to support the mix of transport and fighter aircraft operating at Balad AB.					
CURRENT SITUATION: Aircraft are required to taxi at least an extra half mile to cross over to the other side of the base when on the south side of the runway.					
IMPACT IF NOT PROVIDED: The Balad mission has grown considerably with over 240 aircraft assigned plus considerable transient missions. This project provides a taxiway connecting the south end of the two runways. Without this project, aircraft will continue to taxi an additional ½ mile to reach the other runway, considerably slowing down the flow of aircraft out of this critical combat airfield.					
ADDITIONAL: This project is consistent with the installation master plan.					
JOINT USE CERTIFICATION: This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements to support the Global War on Terrorism.					

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 2007
3. INSTALLATION AND LOCATION BALAD AB, IRAQ		4. PROJECT TITLE FOXTROT TAXIWAY	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 112-211	7. PROJECT NUMBER BAAS083070	8. PROJECT COST (\$000) 12,700
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started			10-OCT-07
(b) Parametric Cost Estimates used to develop costs			YES
* (c) Percent Complete as of 01 JAN 2008			95%
* (d) Date 35% Designed			14-NOV-07
(e) Date Design Complete			25-JAN-08
(f) 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 -			
(3) Total Cost (c) = (a) + (b) or (d) + (e):			(\$000)
(a) Production of Plans and Specifications			1,254
(b) All Other Design Costs			0
(c) Total			1,254
(d) Contract			0
(e) In-house			0
(4) Construction Contract Award			08 APR
(5) Construction Start			08 APR
(6) Construction Completion			08 DEC
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 2007
3. INSTALLATION AND LOCATION BALAD AB, IRAQ		4. PROJECT TITLE HELICOPTER MAINTENANCE FACILITIES	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER BAAS083010	8. PROJECT COST (\$000) 34,600
9. COST ESTIMATES			
ITEM	U/M	QUANTITY	UNIT COST COST (\$000)
APRON			24,440
CONSTRUCT APRON & TAXIWAY	SM	33,900	295 ( 10,001 )
REPAIR APRON	SM	3,366	254 ( 855 )
TEMPORARY HANGARS	SM	13,500	967 ( 13,058 )
TEMPORARY OFFICES	EA	10	52,700 ( 527 )
SUPPORTING FACILITIES			5,984
FIRE SUPPRESSION	SM	13,500	33 ( 448 )
HVAC	SM	13,500	132 ( 1,785 )
SITE IMPROVEMENTS	SM	35,000	33 ( 1,152 )
DEMOLITION	LS		( 681 )
UTILITIES (POWER & LIGHTING)	LS		( 1,756 )
AIRFIELD MARKING AND GROUNDING POINTS	LS		( 162 )
SUBTOTAL			30,424
CONTINGENCY (5.5%)			1,673
TOTAL CONTRACT COST			32,097
SUPERVISION, INSPECTION AND OVERHEAD (7.7%)			2,471
TOTAL REQUEST			34,568
TOTAL REQUEST (ROUNDED)			34,600
10. Description of Proposed Construction: Construct 33,900 SM concrete apron, replace and provide commercial shelters and utilities for rotary wing maintenance workshops and office space. Repair aircraft parking apron for rotary wing use.			
11. Requirement: Adequate: Substandard:			
PROJECT: Helicopter Maintenance Facilities			
REQUIREMENT: Place 33,900 SM concrete apron and erect commercial shelters to house helicopter maintenance shops. This includes extending the ramp North and providing a new taxiway for helicopter airlift operations (Catfish Air) ground taxiing. Construct 5 aircraft shelters to replace 10 contingency fabric shelters. Provide 10 temporary office trailers to provide for workshops and office space currently in the contingent fabric shelters. Provide dual-frequency power to newly constructed shelters and office trailers.			
CURRENT SITUATION: Current Catfish Air traffic flow ranges from 60-80 aircraft a day. These aircraft usually stop on the parallel taxiway and may be idle for up to 45 minutes during the loading and unloading process. Because as many as 6-8 aircraft may be loading/unloading at a time. These operations routinely close the the Alpha parallel taxiway to aircraft taxiing operations. The airfield grade pavement on A-Ramp is currently being used for staging maintenance shops instead of parking aircraft. This presents difficulties during the Army's Relief in Place and Transfer of Authority (RIP TOA) and is a significant limiting factor to any future fixed wing			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 2007
3. INSTALLATION AND LOCATION BALAD AB, IRAQ		4. PROJECT TITLE HELICOPTER MAINTENANCE FACILITIES	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER BAAS083010	8. PROJECT COST (\$000) 34,600
<p>aircraft parking on A-ramp. The contingency fabric shelters are wind battered and have been used in multiple campaigns. They must be replaced with temporary hangar space. The workshops within must be replaced by modular office trailers. The existing pre-wired dual frequency shelters and maintenance work spaces have placed the local power generation at maximum capacity.</p> <p>IMPACT IF NOT PROVIDED: The Balad mission has grown considerably with over 240 aircraft assigned plus considerable transient missions. This project moves temporary facilities off an aircraft capable parking ramp freeing up additional parking. Without this project, overflow aircraft will continue to block the parallel taxiway effectively limiting the capability of this busy airfield.</p> <p>ADDITIONAL: This project is consistent with the installation Master Plan.</p> <p>JOINT USE CERTIFICATION: This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements to support the Global War on Terrorism.</p>			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 2007
3. INSTALLATION AND LOCATION BALAD AB, IRAQ		4. PROJECT TITLE HELICOPTER MAINTENANCE FACILITIES	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER BAAS083010	8. PROJECT COST (\$000) 34,600
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started		10-FEB-07	
(b) Parametric Cost Estimates used to develop costs		YES	
* (c) Percent Complete as of 01 JAN 2008		95%	
* (d) Date 35% Designed		15-NOV-07	
(e) Date Design Complete		25-JAN-08	
(f) 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 -			
(3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000)			
(a) Production of Plans and Specifications		3,061	
(b) All Other Design Costs		0	
(c) Total		3,061	
(d) Contract		0	
(e) In-house		0	
(4) Construction Contract Award		08 APR	
(5) Construction Start		08 APR	
(6) Construction Completion		09 APR	
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE Sep 2007	
3. INSTALLATION AND LOCATION AL UDEID AB, QATAR			4. PROJECT TITLE FACILITY REPLACEMENTS		
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 141-489	7. PROJECT NUMBER ALUA073008A	8. PROJECT COST (\$000) 40,000		
9. COST ESTIMATES					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES					33,347
CONSOLIDATED OPERATIONS FACILITY		SM	4,200	2,105	( 8,841 )
COALITION COMPOUND INFRASTRUCTURE UPGRADE		LS			( 5,000 )
AMU - STRAT/REFUELER		SM	1,500	2,125	( 3,188 )
BACKSHOPS		SM	5,800	1,825	( 10,585 )
PRECISION MAINTENANCE EQUIPMENT LAB (PMEL)		SM	625	2,140	( 1,338 )
VEHICLE MAINTENANCE		SM	950	2,105	( 2,000 )
REFUELER TRUCK MAINTENANCE AND PARKING		SM	450	2,050	( 923 )
SECURITY FORCES FACILITY / ARMORY		SM	700	2,105	( 1,474 )
SUPPORTING FACILITIES					2,501
UTILITIES		LS			( 1,000 )
PAVEMENTS		LS			( 667 )
SITE IMPROVEMENTS		LS			( 500 )
COMMUNICATIONS		LS			( 334 )
SUBTOTAL					35,848
CONTINGENCY (5.0%)					1,792
TOTAL CONTRACT COST					37,640
SUPERVISION, INSPECTION AND OVERHEAD (6.5%)					2,447
TOTAL REQUEST					40,087
TOTAL REQUEST (ROUNDED)					40,000
10. Description of Proposed Construction: Replace expeditionary operational, administrative and community support facilities and construct new semi-permanent as needed to support existing and new missions. Construction of replacement facilities will include all required connecting utilities and infrastructure to include force protection measures, required fire suppression and communications requirements (in place utilities and force protection measures will be reutilized to the maximum extent possible).					
11. Requirement: Adequate: Substandard:					
PROJECT: Replace aging and failing temporary and expeditionary facilities that have been in use since the beginning of OPERATION IRAQI FREEDOM and have outlived their useful life at Al Udeid Air Base.					
REQUIREMENT: An immediate requirement exists for the construction of adequate facilities to replace expeditionary and temporary buildings at Al Udeid Air Base. This project will replace those aging utilities and some facilities with new construction more appropriate to the long-term nature of the base and its missions.					
CURRENT SITUATION: Facilities at Al Udeid still exist in a limited and temporary nature. Many facilities at Al Udeid Air Base (a strategic and tactical airlift, refueling and bomber operations, and ISR support hub), were constructed to					

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 2007
3. INSTALLATION AND LOCATION AL UDEID AB, QATAR		4. PROJECT TITLE FACILITY REPLACEMENTS	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 141-489	7. PROJECT NUMBER ALUA073008A	8. PROJECT COST (\$000) 40,000
<p>expeditionary standards in the 2003/2004 timeframe to support the initial movements of Operation IRAQI FREEDOM. These facilities (include billeting, dining halls, morale and administrative functions etc) have outlived their intended useful life. These facilities were designed and constructed with expedience in mind and were intended for approximately two years of use; in most cases the facilities have been in place for three to four year of heavy, transient use in the harsh Al Udeid climate. Several existing facilities will require modification, additions or replacement to best support required missions and meet long-term presence goals in support of the CENTCOM Global Defense Posture.</p> <p>Additionally, many of the units are spread across the installation rather than consolidated into functional compounds. Many units operate from several facilities reducing efficiencies for operation and cause greater transportation problems around the installation.</p> <p>IMPACT IF NOT PROVIDED: Existing core support and operations facilities will continue to fail and not be able to withstand the harsh environmental climate and will continue to degrade eventually becoming uninhabitable. Without replacement, the base will continue to rely upon aged and failing expeditionary structures, and will experience shortfalls in the number and size of facilities needed. As older facilities deteriorate with age and exposure, they will require increased (and increasingly inefficient) facility maintenance. Operational facilities will continue to be used despite severe disrepair; functions will remain geographically separate, causing increased problems for operations. Units will remain dispersed among several facilities rather than as a cohesive unit functioning within one well-designed and correctly sized facility. Like functions will not be able to consolidate, reducing efficiency of use within available space. Due to the planned long-term presence at Al Udeid, it is prudent to invest in long-term solutions rather than continue to provide temporary facilities that will require replacement every three to five years.</p> <p>JOINT USE CERTIFICATION: This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements.</p>			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 2007
3. INSTALLATION AND LOCATION AL UDEID AB, QATAR		4. PROJECT TITLE FACILITY REPLACEMENTS	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 141-489	7. PROJECT NUMBER ALUA073008A	8. PROJECT COST (\$000) 40,000
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started			15-OCT-07
(b) Parametric Cost Estimates used to develop costs			YES
* (c) Percent Complete as of 01 JAN 2008			25%
* (d) Date 35% Designed			1-FEB-08
(e) Date Design Complete			1-FEB-08
(f) 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 -			
(3) Total Cost (c) = (a) + (b) or (d) + (e):			(\$000)
(a) Production of Plans and Specifications			3,950
(b) All Other Design Costs			0
(c) Total			3,950
(d) Contract			0
(e) In-house			0
(4) Construction Contract Award			08 MAR
(5) Construction Start			08 APR
(6) Construction Completion			09 NOV
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2008 PROJECT DATA (computer generated)			2. DATE Sep 2007
3. INSTALLATION AND LOCATION MASIRAH ISLAND AB, OMAN		4. PROJECT TITLE EXPEDITIONARY BEDDOWN SITE		
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 872-247	7. PROJECT NUMBER PKVV070001	8. PROJECT COST (\$000) 6,300	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES				0.0
SUPPORTING FACILITIES				5,537.0
FENCING	LM	1,300	144	( 187.0 )
EARTHWORK	CM	690,000	7	( 4,830.0 )
MOBILIZATION AND DEMOBILIZATION	LS			( 520.0 )
SUBTOTAL				5,537.0
CONTINGENCY (5.5%)				304.5
SUPERVISION, INSPECTION, AND OVERHEAD (7.7%)				449.8
PROFIT AND OVERHEAD (.0%)				0.0
TOTAL FUNDED COST				6,291.3
UNFUNDED COST				0.0
TOTAL REQUEST (Rounded)				6,300
10. Description of Proposed Work: All work involved (including excavation, grading, and demolition) of existing ridges and hills to level a 185,000 SM (45.7 acre) site. Install approximately 1300 LM of chain link fencing with double outriggers and concertina wire. Remove HESCO barriers at existing site and relocate existing fencing for new site development.				
11. Requirement: 185000 SM Adequate: 0 SM Substandard: 185000 SM				
<u>PROJECT:</u> Expeditionary Beddown Site				
<u>REQUIREMENT:</u> In support of the Global War on Terrorism, an immediate requirement exists to level a 185,000 SM (45.7 acre) site for an expeditionary beddown area Masirah Island AB, Oman.				
<u>CURRENT SITUATION:</u> Current U.S. mission requirements dictate the need for planned troop beddowns in the near term at Masirah Island. In addition, the Royal Omani Air Forces (RAFO) have requested the Tent City Area at Masirah Island be relocated. The current Tent City centrally located on the base, served a US population of over 3,500 personnel during OEF/OIF. RAFO has requested the site be moved to avoid encroachment into the new RAFO housing area currently under construction west of the current Tent City area. RAFO has offered an area southwest of the current location, but the area requires extensive site work to prepare for troop beddown.				
<u>IMPACT IF NOT PROVIDED:</u> If the new area is not prepared, CENTCOM's warfighting capability will be severely diminished if troops are not able to beddown at Masirah Island. In addition, Host Nation relations will be negatively affected if the existing compound is not relocated in the near term.				
<u>JOINT USE CERTIFICATION:</u> This facility will be designed and built for Joint Use Operations.				

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 2007
3. INSTALLATION AND LOCATION MASIRAH ISLAND AB, OMAN		4. PROJECT TITLE EXPEDITIONARY BEDDOWN SITE	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 872-247	7. PROJECT NUMBER PKVV070001	8. PROJECT COST (\$000) 6,300
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started		10-OCT-07	
(b) Parametric Cost Estimates used to develop costs		YES	
* (c) Percent Complete as of 01 JAN 2008		20%	
* (d) Date 35% Designed		15-FEB-08	
(e) Date Design Complete		15-FEB-08	
(f) 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 -			
(3) Total Cost (c) = (a) + (b) or (d) + (e):		(\$000)	
(a) Production of Plans and Specifications		622	
(b) All Other Design Costs		0	
(c) Total		622	
(d) Contract		0	
(e) In-house		0	
(4) Construction Contract Award		08 JUN	
(5) Construction Start		08 JUN	
(6) Construction Completion		09 JAN	
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE Sep 2007	
3. INSTALLATION AND LOCATION MANAS AB, KYRGYZSTAN			4. PROJECT TITLE STRATEGIC RAMP		
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER BRVN070101	8. PROJECT COST (\$000) 30,300		
9. COST ESTIMATES					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES					25,465
APRON		SM	107,225	220	( 23,590 )
SHOULDER, ASPHALT		SM	20,000	90	( 1,800 )
DE-ICING FACILITY		LS			( 75 )
SUPPORTING FACILITIES					1,500
SITE PREPARATION		LS			( 300 )
EDGE LIGHTING		LS			( 300 )
AREA LIGHTING		LS			( 700 )
PAVEMENT MARKING		LS			( 200 )
SUBTOTAL					26,965
CONTINGENCY (5.5%)					1,483
TOTAL CONTRACT COST					28,448
SUPERVISION, INSPECTION AND OVERHEAD (6.5%)					1,849
TOTAL REQUEST					30,297
TOTAL REQUEST (ROUNDED)					30,300
10. Description of Proposed Construction: Construct a concrete parking ramp to support strategic and refueler airlift operations. Concrete will be designed to support medium load aircraft. All edge lighting, area lighting and pavement markings will be installed as necessary to provide a complete and useable airfield ramp. A system for collecting and storing deicing fluid will be designed and included.					
11. Requirement: 107225 SM Adequate: 0 SM Substandard: 0 SM PROJECT: STRATEGIC AIRLIFT RAMP REQUIREMENT: Manas Air Base requires a secure parking ramp for strategic aircraft that will support the refueling and cargo missions of Operation ENDURING FREEDOM. CURRENT SITUATION: The main parking ramp at Manas International Airport is shared between Host Nation commercial and U.S. military aircraft. The majority of U.S. military aircraft park on the main ramp of the airport. Limited parking space requires aircraft to utilize portions of the parallel taxiway for parking. Blocking the parallel taxiway requires aircraft to back taxi on the runway before take off. All civilian passengers traveling through Bishkek have direct visibility of the U.S. aircraft on the ramp from the airport terminal windows. Anyone can observe aircraft as they are prepared, launched and recovered from their missions over the OEF theater. There is no ramp space available out of the viewing ability of the normal passenger through the airport where US operations can be moved. IMPACT IF NOT PROVIDED: All cargo and refueling operations from Manas AB will continue on the main Manas International Airport parking ramp. Aircraft will continue to back-taxi on the active runway before take off due to aircraft parking overflowing onto the parallel taxiway as a result of the shortage of available space on the ramp. Security vulnerabilities from easy observation of the on-going missions will continue to put personnel and equipment at risk of observation by members of hostile organizations.					

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 2007
3. INSTALLATION AND LOCATION MANAS AB, KYRGYZSTAN		4. PROJECT TITLE STRATEGIC RAMP	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER BRVN070101	8. PROJECT COST (\$000) 30,300
<p>JOINT USE CERTIFICATION: This facility will be designed and built for joint use operations.</p>			

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 2007
3. INSTALLATION AND LOCATION MANAS AB, KYRGYZSTAN		4. PROJECT TITLE STRATEGIC RAMP	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 113-321	7. PROJECT NUMBER BRVN070101	8. PROJECT COST (\$000) 30,300
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started			15-OCT-07
(b) Parametric Cost Estimates used to develop costs			YES
* (c) Percent Complete as of 01 JAN 2007			25%
* (d) Date 35% Designed			01-FEB-08
(e) Date Design Complete			01-FEB-08
(f) 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			
(3) Total Cost (c) = (a) + (b) or (d) + (e):			(\$000)
(a) Production of Plans and Specifications			2,992
(b) All Other Design Costs			0
(c) Total			2,992
(d) Contract			0
(e) In-house			0
(4) Construction Contract Award			08 MAR
(5) Construction Start			08 APR
(6) Construction Completion			09 NOV
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE		FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 07	
3. INSTALLATION AND LOCATION HQ USAF, DISTRICT OF COLUMBIA			4. PROJECT TITLE PLANNING AND DESIGN		
5. PROGRAM ELEMENT 91211	6. CATEGORY CODE 102-11	7. PROJECT NUMBER PAYZ080009	8. PROJECT COST (\$000) 35,000		
9. COST ESTIMATES					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES					35,000
PLANNING AND DESIGN		LS			( 35,000 )
SUPPORTING FACILITIES					0
SUBTOTAL					35,000
TOTAL CONTRACT COST					35,000
TOTAL REQUEST					35,000
TOTAL REQUEST (ROUNDED)					35,000
10. Description of Proposed Construction: Planning and Design funds.					
11. Requirement:      Adequate:      Substandard:					
PROJECT: As required.					
REQUIREMENT: Planning and Design funds for projects at Bagram AB, Kandahar AB, Manas AB, Al Udeid AB, Balad AB, and Masirah AB.					

1. COMPONENT AIR FORCE	FY 2008 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE Sep 07
3. INSTALLATION AND LOCATION HQ USAF, DISTRICT OF COLUMBIA		4. PROJECT TITLE PLANNING AND DESIGN	
5. PROGRAM ELEMENT 91211	6. CATEGORY CODE 102-11	7. PROJECT NUMBER PAYZ080009	8. PROJECT COST (\$000) 35,000
12. SUPPLEMENTAL DATA:			
a. Estimated Design Data:			
(1) Status:			
(a) Date Design Started			
(b) Parametric Cost Estimates used to develop costs			YES
* (c) Percent Complete as of 01 JAN 2007			
* (d) Date 35% Designed			
(e) Date Design Complete			
(f) 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			
(3) Total Cost (c) = (a) + (b) or (d) + (e):			(\$000)
(a) Production of Plans and Specifications			0
(b) All Other Design Costs			0
(c) Total			0
(d) Contract			0
(e) In-house			0
(4) Construction Contract Award			
(5) Construction Start			
(6) Construction Completion			
* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.			
b. Equipment associated with this project provided from other appropriations: N/A			