

1. COMPONENT ARNG		FY 2013 MILITARY CONSTRUCTION PROJECT DATA			2. DATE 28 Mar 13	
3. INSTALLATION AND LOCATION WEST JORDAN, UT			4. PROJECT TITLE Unheated Aircraft Storage Hangar			
5. PROGRAM ELEMENT 0505896A		6. CATEGORY CODE 21110	7. PROJECT NUMBER 490803		8. PROJECT COST (\$000) 2,000	
9. COST ESTIMATES						
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)	
<b>Primary Facility Totals:</b>			-	-	1668	
Unheated Aircraft Storage Hangar		SF	34,760	48.00	( 1668 )	
<b>Supporting Facility Totals:</b>			-	-	180	
Rigid Pavement for Operations		SY	434	45.00	( 20 )	
Exterior Security Lighting		LS	-	-	( 20 )	
Utilities:Electric		LS	-	-	( 18 )	
Site Improvement		LS	-	-	( 122 )	
<b>TOTAL CONSTRUCTION COST</b>			-	-	1848	
Contingencies (5.0%)			-	-	( 92 )	
Supervision, Inspection and Overhead (3.			-	-	( 58 )	
Commissioning (0.1%)			-	-	( 2 )	
<b>TOTAL PROJECT COST</b>			-	-	2000	
Equipment Funded Other Appr (Non-Add)					( )	
10. DESCRIPTION OF PROPOSED CONSTRUCTION						
<p>A specially designed Unheated Aircraft Storage Hangar of permanent construction. This facility will be designed to meet Industry Standards as well as all local, State, and Federal building codes and as per Public Law 90-480 and 900-400. Construction will include all utility services, and site improvements. Facilities will be designed to a minimum life of 50 years and energy efficiencies meeting, on average, American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) 189.1 standards through improved building envelope and integrated building systems performance. Access for individuals with disabilities will be provided. Antiterrorism Measures are to be included in accordance with the DOD Minimum Antiterrorism. This project will comply with the Army 1 SQ FT for 1 SQ FT disposal policy through the disposal of 29,120 SQ FT. This project will include all supporting facilities as per block #9 page 1, on this document.</p> <p>MISSION: Current                      A/C TONNAGE: 0</p>						
11. REQUIREMENT:		34,760 SF	Adequate:	0 SF	Substandard:	0 SF
		3,229 m2		0 m2		0 m2

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4. PROJECT TITLE Unheated Aircraft Storage Hangar	5. PROJECT NUMBER 490803	
<p>1. PROJECT: To construct a 34,760 SQSF Unheated Aircraft Storage Hangar that supports storage of AH-60's for the UTARNG. This facility will be built on State land. (Current Mission)</p> <p>2. REQUIREMENT: This facility is designed to meet DA directed MTOE changes for the units of the 2/211th General Support Aviation Battalion (GSAB), C/1-171st MEDEVAC detachment combined who are authorized 14 AH-60A/L Blackhawk aircraft within the transformed structure of the UTARNG. The Utah Aviation Support Facility (AASF) has no covered storage for the aircraft serving these three units. Having covered parking will greatly enhance the readiness and training of the UTARNG aircraft and will protect these aircraft from the extreme weather environments found in Utah.</p> <p>3. CURRENT SITUATION: There is no existing covered parking/cold storage at the AASF located in West Jordan Utah. The AASF has one hangar for all UH-60A/L Blackhawk operations. This hangar has approximately 27,000 square feet of storage space and can hangar only four UH-60 helicopters at a time. This leaves 10 aircraft by MTOE that must be parked on the ramp exposed to extreme weather conditions. The aircraft that remain on the ramp are covered with transmission, engine, pitot heat and APU covers but these covers cannot keep all of the moisture out of the transmission or off exposed areas of the aircraft. In order to provide aircraft for state support missions and training, the current AASF practice (particularly in the winter months) is to juggle aircraft by pulling aircraft into the hangar to de-ice the helicopters either the night before or the morning of a flight. The covers are removed to allow ice and snow to melt off the aircraft. Engine and transmission oil temperatures are allowed to warm up to prevent the associated popping of engine and transmission oil pressure valves associated with the extreme cold weather temperatures we experience in Utah. This current practice severely impacts our ability to continue maintenance operations on aircraft that require maintenance work in order to de-ice and warm-up aircraft prior to flight. Often times, these de-ice procedures require two to three hours that aircraft maintainers could be using to work on an aircraft that needs maintenance.</p> <p>4. IMPACT IF NOT PROVIDED: If this project is not provided the aircraft will be subject to extreme weather conditions and additional down time will be incurred in shuffling aircraft in and out of hangars for both maintenance and de-ice procedures. There is also a negative impact to the OPTEMPO of all three unit. Because of the additional</p>		

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<p>down time required to prepare aircraft for flight, the Blackhawk units will experience decreased response time in the event of a critical state mission. The potential for increased damage to unprotected airframes in the form of hail, sleet, snow, high winds, heat soaking, etc. will be an additional impact. Extreme heat and cold in Utah have a detrimental effect on our aircraft. Operation Readiness (OR) rates will also suffer because maintenance personnel cannot work on aircraft as quickly as required. Downtime on Army aircraft is reported to the Department of the Army in 1/10th of hours. Having an aircraft down for only two to three hours can add dramatically to the negative overall OR rate for these three units. Additional, aircraft components on unprotected aircraft need to be replaced more frequently due to heat/cold soaking of aircraft.</p> <p>5. ADDITIONAL: Sustainable principles will be integrated into the design, development and construction of the project in accordance with Executive Order 13423, 11988, and 11990 and other applicable laws and Executive Orders. This project complies with the scope and design criteria of National Guard Pamphlet 415-12 dated 01 June 2011.</p> <p>6. PHYSICAL SECURITY: This project has been coordinated with the installation physical security plan, and no physical security measures are required.</p> <p>7. ANTITERRORISM/FORCE PROTECTION: This project has been coordinated with the installation antiterrorism plan. Risk and threat analyses have been performed in accordance with DA Pam 190-51 and TM 5-853-1, respectively. Only protective measures required by UFC 4-010-01 (Department of Defense Minimum Antiterrorism Standards for Buildings) are needed. These requirements are included in the description of construction and cost estimate.</p> <p>8. ECONOMIC ANALYSIS: Project cost &lt;= 2 Million --&gt; No Economic analysis is needed.</p> <p>9. JOINT USE CERTIFICATION: The Deputy Assistant Secretary of the Army (Installation and Housing) certifies that this project has been considered for joint use potential. The facility will not be available for use by other components.</p>		

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**Detailed Requirement Statements**

1. GENERAL: This project will support storage of aircraft from the A Company, 2-211th GSAB (8 UH-60/L Blackhawks), aircraft from the C, 1-171st MEDEVAC Detachment (6 UH-60 A/L Blackhawks). These aircraft are required to be stored under cover when not being flown. Currently no cold storage exists for these aircraft.
2. DATA ON ACCOMMODATIONS NOW IN USE: The accommodations currently in use for covered aircraft parking does not exist. This project will accommodate the storage needs of the A Company, 2-211th General Support Aviation Battalion, and C, 1-171st MEDEVAC Det.
3. ANALYSIS OF DEFICIENCY: In accordance with NG PAM 415-12, Chapter 4, an AASF is authorized covered parking for 100% of their assigned aircraft, minus the available aircraft maintenance hangers. There are currently 4 maintenance bays available to the UH-60 Blackhawks, leaving 10 aircraft to be stored outside. This reduces readiness times, impacts training times and results in excessive costs of maintenance and replacement of parts due to extreme weathering.
4. ANALYSIS OF ALTERNATE FACILITIES AND LOCATIONS: There are no other facilities available to adequately house these units in the Utah area. All ARNG facilities in the area have been surveyed and none can be expanded to meet this requirement.
5. ANALYSIS OF CRITERIA AND EXCEPTIONS FOR NEW CONSTRUCTION: The size and capacity is in accordance with NG Pam 415-12, dated 1 June 2011. The workload has been adequately defined. A standard design is being used for this project.
6. STATEMENT OF PROGRAM RELATED EQUIPMENT: None
7. DISPOSITION OF PRESENT ACCOMMODATIONS: This project is in compliance with the Stewart B. McKinney Homeless Assistance Act and does not include the disposal of a building eligible for or on the National Register of Historic Places.

Site Code	FACNO	Cat Code	Title	SF	Disposition	Cost (\$000)
49911	4200	74074	Open Mess Facility	6385	Disposed	0
49911	4143	44220	Covered Storage Bldg	1604	Disposed	0
49911	4194	44220	Covered Storage Bldg	613	Disposed	0
49911	4190	44220	Covered Storage Bldg	616	Disposed	0
49911	4175	44220	Covered Storage Bldg	681	Disposed	0
49911	4176	44220	Covered Storage Bldg	676	Disposed	0
49911	1110	17120	General Purpose Instru	1245	Disposed	0

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Site Code	FACNO	Cat Code	Title	SF	Disposition	Cost (\$000)
49B32	9	21412	Vehicle Maint Shop	600	Disposed	0
49911	6210	53060	Medical Warehouse	1188	Disposed	0
49911	225	72114	Annual Training/Mobili	256	Disposed	0
49911	226	72114	Annual taining. Mobili	512	Disposed	0
49911	227	72114	Annual training/Mobili	512	Disposed	0
49911	223	14186	Small Unit Headqarter	768	Disposed	0
49911	222	72114	Annual Training/Mobili	512	Disposed	0
49911	224	72114	Annual Training/Mobili	512	Disposed	0
49911	3090	17120	General Purpose Instru	665	Disposed	0
49911	3115	17120	General Purpose Instru	665	Disposed	0
49911	3117	17120	General Purpose Instru	665	Disposed	0
49911	3111	17120	General Purpose Instru	665	Disposed	0
49911	3095	17120	General Purpose Inst	665	Disposed	0
49911	3110	17120	General Purpose Instru	665	Disposed	0
49911	3097	17120	General Purpose Instru	665	Disposed	0
49B17	216	61002	General Administrative	975	Disposed	0
49A83	1	21407	Vehicle Maintenance Sh	6370	Disposed	0
49A83	4	44288	Hazardous Material Sto	240	Disposed	0
49A83	2	44240	Hazardous Material Sto	200	Disposed	0
49A05	10	21412	Vehicle Maintenance	600	Disposed	0
49A05	9	74028	Indoor Physical Fitnes	600	Disposed	0
49911	7163	61050	General Administration	1200	Disposed	0
49911	7011	14113	Security Support	800	Disposed	0
49911	3093	17120	General Purpsoe Instru	1200	Disposed	0

8. SURVIVAL MEASURES: There are no survival measures required for this facility in addition to the Anti-Terrorism Force Protection requirements addressed in the cost estimate for this project.

9. CONTRIBUTIONS TO READINESS: a. How will readiness be enhanced by construction of this project? This project will enhance readiness and eliminate costly repairs and downtime due to weather conditions and having to warm up and shuffle aircraft in and out of hangars to warm up.

b. How will readiness be impaired by deferring this project to a future program year? The winter months have the greatest impact to readiness due to de-ice operation. The OR rates on the unit aircraft tend to decline during the extreme cold months due to shuffling of aircraft and increased down time to aircraft. Flight operations also decline as the AASF cannot fly as many available aircraft due to the extreme cold temperatures.

c. Why does this project contribute more than another project? There are only 12 available hangar spaces for maintenance in the two

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<p>hangars onsite at the AASF. The remaining 26 MTOE aircraft must be parked on the ramp. The winter months have the greatest impact to readiness due to de-ice operation.</p> <p>10. CLEAN AIR ACT: This project will comply with air permitting and other procedural requirements mandated by State and Federal agencies.</p> <p>11. PROTECTION OF WETLANDS: Project has been evaluated for compliance with Executive Order No, 11990 (as amended by Executive Order 12608) and is not sited in a wetland.</p> <p>12. TELECOMMUNICATIONS: No telecommunications is required for this project.</p> <p>13. ECONOMIC ANALYSIS: Project cost &lt;= 2 Million --&gt; No Economic analysis is needed.</p> <p>14. ANTITERRORISM/FORCE PROTECTION: a) A risk analysis for this project has been conducted and coordinated with the installation AT/FP plan. Risk and threat analyses have been performed in accordance with DA Pam 190-51 and TM 5-853-1, respectively.</p> <p>b) A threat analysis for this project has been conducted and coordinated with the installation physical security plan.</p> <p>c) The building design is to comply with standard design requirements per UFC 4-010-01 for Antiterrorism/Force Protection measures.</p> <p>d) This project is to be constructed within a Controlled Perimeter.</p> <p>e) This project meets conventional standoff as per UFC 4-010-01.</p> <p>f) This project will be less than three stories of construction.</p>		

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3. INSTALLATION AND LOCATION WEST JORDAN, UT		4. PROJECT TITLE Operations Center Programing		
5. PROGRAM ELEMENT 0505896A	6. CATEGORY CODE 21110	7. PROJECT NUMBER OPSCTR	8. PROJECT COST (\$000) 2,000	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
<b>PRIMARY FACILITIES:</b>		-	-	1804
Aviation Opns Sprt Building	SF	7,163	251.84	( 1804 )
Aviation Ground Sprt Bldg	SF	-	-	( 0 )
Heating Plant, Geothermal	EA	-	-	( 0 )
Sustainability / Energy Measures	LS	-	-	( 0 )
<b>SUPPORTING FACILITIES:</b>		-	-	50
Exterior Security Lighting	LS	-	-	( 10 )
Exterior Fire Protection	LS	-	-	( 0 )
Utilities: Gas	LS	-	-	( 10 )
Utilities: Electric	LS	-	-	( 10 )
Utilities: Water	LS	-	-	( 10 )
Utilities: Waste Water/Sewer	LS	-	-	( 10 )
Stormwater Drainage	LS	-	-	( 0 )
Disposal	LS	-	-	( 0 )
<b>TOTAL CONSTRUCTION COST</b>		-	-	1854
Contingencies (5.0%)		-	-	( 93 )
Supervision, Inspection and Overhead (3. Commissioning (0.6%)		-	-	( 58 )
<b>TOTAL PROJECT COST</b>		-	-	2016
<b>TOTAL PROJECT COST (ROUNDED)</b>				2000
Equipment Funded Other Appr (Non-Add)				( 0 )
10. DESCRIPTION OF PROPOSED CONSTRUCTION				
<p>A specially designed permanent Aviation Support Facility for a AASF located at West Jordan Utah to provide Operations Support to the facility. Construction will allow for flight operations to view the flight line, better coordinate operations, provide pilot ready and rest rooms, combine flight operations into one building and ensure safety of all pilots and aircraft flying in and out of the facility. This will satisfy requirements for the existing unit and the recent growth.</p>				



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**Detailed Requirement Statements**

1. GENERAL: The 1-211th Aviation Group (AG) with its organic line companies are part of the Army's Modernization program. They are being upgraded from the AH64-A to the AH64-D Longbow. With this Army directed Modernization transition the unit's Modified Table of Organization & Equipment (MTOE) has doubled from 12 each AH64-A to 24 each AH64-D Longbows. In addition the number of soldiers and other supporting equipment increased accordingly. The current Army Aviation Support Facility (AASF), a 62,231 SF facility built in 1977. The current facility is 110,000 SF short of our current requirement for the 1-211th AB, without taking into account the additional square footage requirement of the 2-211th AVN GP (12 each UH60s and 242 soldiers) including the 1-171st and 1-112th AB. The current site is land locked on the South and West by major roads, and on the North by other facilities and on the East by the runway.
  
2. DATA ON ACCOMMODATIONS NOW IN USE: The impact of not providing this project will continue insufficient facility space to train and maintain the level of readiness required by the Army and newly transformed units. The Army has directed that these new units be manned, equipped, and trained within the ARFORGEN cycle. The present facility condition and current square footage available does not permit for the units to meet this goal without MILCON Funding. The existing AASF buildings are located at Airport #2, in West Jordan, Utah. The current Army Aviation Support Facility (AASF), is a 62,231 SF facility built in 1977, which consists of operations, allied shops and a maintenance hangar. This has caused countless hours of downtime and lost training for Aviators. The current facility is 110,000 SF short of current requirements just for the 1-211th without taking into account the additional square footage requirement of the 2-211th AV BN as well as the 1-171 AVN BN and the 1-112th AVN BN. A lack of authorized SF of the aircraft maintenance hangar space affects the UTARNG's ability to repair UH-60 and AH-64 aircraft. The current site is land locked on the South and West by two major roads and the North by another facility, to the East resides the runway. The security and anti-terrorism requirements have been waived for years due to lack of space for stand-off distance. This facility is non compliant with AR 190-11. The only solution is the construction of another AASF. With a new facility the units would have the tools available to them to meet the demands of the current and future conflicts while sustaining the Soldiers and their families.
  
3. ANALYSIS OF DEFICIENCY: This project reflects insufficient facility

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**Detailed Requirement Statements**

space to train and maintain the level of readiness required by the Army for newly transformed units. The Army has directed that these new units be manned, equipped, and trained within the ARFORGEN cycle. At the present facility condition and current square footage available, it is not possible for the units to meet this goal without MILCON Funding. The Army has determined that the 1-211th AVN GP is part of their Modernization program. The unit has changed from AH64-A Apache to the AH64-D Longbow and has doubled in air frames from 12 each AH 64-A's to 24 each AH 64-D's Longbow. With the growth of air frames and soldiers/MTOE equipment has come the need for additional facilities to support the Modernization process. The exiting AASF is 62,231 SF, which consists of an Aviation Operations Support Building, and an Aviation Hangar for Operation and Maintenance. The units currently supported at this AASF are: 1-211th AVN BN, 2-211th AVN BN, the 1-171st Av Bn, and the 1-112th Avn Bn. The new proposed AASF (172,287 SF) is only for the 1-211th AVN BN with its organic line companies.

4. ANALYSIS OF ALTERNATE FACILITIES AND LOCATIONS: There are no other facilities available to adequately house these units in the Utah area. All ARNG facilities in the area have been surveyed and none can be expanded to meet this requirement. Only option is new construction on new site owned by the UTARNG

5. ANALYSIS OF CRITERIA AND EXCEPTIONS FOR NEW CONSTRUCTION: The size and capacity is in accordance with NG Pam 415-12, dated 1 June 2011. The workload has been adequately defined. A definitive design is being used for this project because of the unique areas authorized for the assigned units.

6. STATEMENT OF PROGRAM RELATED EQUIPMENT: Furniture, Physical Fitness Equipment, ESS OMNG will be requested in FY18. It is estimated that 150 chairs at an average cost of \$120 per chair (total cost of \$18,000) will be requested. Physical Fitness Equipment will be requested in the amount of \$80,000 for a variety of weight lifting equipment, elliptical trainers, treadmills, and other associated physical training equipment. ESS (CIDS) AA&E Storage equipment will be requested in the amount of \$950,000 dollars for this facility. This is due to the nature of the facility, the type of equipment being stored (24 AH-64 D Longbows and other unit specific equipment). For ESS systems, it is estimated at \$380,000 dollars. The ISC Equipment is estimated at XXXX. This amount comes from ISCE data base. This facility will house 24 AH-64 D Longbow helicopter and 402

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<b>Detailed Requirement Statements</b>																			
Pilots and Support personnel.																			
7. DISPOSITION OF PRESENT ACCOMMODATIONS: Utah ARNG will submit a Memo requesting Exemption to the 1:1 SF Disposal Policy due to no excess SF in the State.																			
<table border="0"> <thead> <tr> <th style="text-align: left;">Site Code</th> <th style="text-align: left;">FACNO</th> <th style="text-align: left;">Cat Code</th> <th style="text-align: left;">Title</th> <th style="text-align: left;">SF Disposition</th> <th style="text-align: right;">Cost (\$000)</th> </tr> </thead> <tbody> <tr> <td>49B50</td> <td>00001</td> <td>21110</td> <td>North Hangar</td> <td>52332 Past Useful Life-Not meet current Requirements</td> <td style="text-align: right;">800</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">0</td> <td style="text-align: right;">0</td> </tr> </tbody> </table>	Site Code	FACNO	Cat Code	Title	SF Disposition	Cost (\$000)	49B50	00001	21110	North Hangar	52332 Past Useful Life-Not meet current Requirements	800					0	0	
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49B50	00001	21110	North Hangar	52332 Past Useful Life-Not meet current Requirements	800														
				0	0														
8. SURVIVAL MEASURES: There are no survival measures required for this facility in addition to the Anti-Terrorism Force Protection requirements addressed in the cost estimate for this project. This project will however correct existing ATFP issues found at other site due to simple overcrowding and older facilities.																			
9. CONTRIBUTIONS TO READINESS: a. How will readiness be enhanced by the construction of this project? Through these unit transformations the UTARNG will reorganize into modular formations and create new facilities to meet the operational reserve, re balance and restructure. With this facility the units would have the tools available to them to meet the demands of the current and future conflicts while sustaining the Soldiers and their families. Readiness and safety will be greatly enhanced by providing a new AASF that will have the required Aviation Operations Support building, Aviation Hangar Operations and Maintenance building, and Unheated Aircraft Storage Hangar space to support the Modernization of the 1-211th AVN BN from AH-64 A to the AH-64 D Longbow. The ability to keep all the aircraft under cover, and out of the harsh Utah weather, will reduce deterioration which in turn will increase the mission readiness of the aircraft. The result of mission ready aircraft will support the ability for pilots and crews to train more often during times that will allow for safe yet realistic training conditions. Readiness will be enhanced by providing an aviation support facility with adequate maintenance areas, interior and exterior, capable of supporting the training, supply, administrative, and aviation maintenance of assigned units. In addition, the land acquired for this facility also has an airport adjacent to it which will increase the training hours and eliminate wasted time for travel to airport and training areas.																			

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b. How will readiness be impaired by deferring this project to a future program year?  
The impact of not providing this project will reflect insufficient facility space to train and maintain the level of readiness required by the Army for the GTA and newly transformed units. The Army has directed that these new units be manned, equipped, and trained within the ARFORGEN cycle. At the present facility condition and current square footage available, it is not possible for the units to meet this goal without MILCON Funding. There are critical deficiencies in the current buildings at the AASF. By deferring this project soldiers lives are put at risk when the proper maintenance cannot be performed because the aircraft are not available for use, and critical defects not identified will cause aircraft failures during missions. Funding delay puts valuable aircraft and soldiers at a higher risk of Aviation accidents.

c. How and why does this project contribute more to readiness than other projects?  
This contributes more to readiness because each airframe is a valuable component of the Army mission, which will increase airframes and maintenance capabilities of the mission. The expense of each airframe outweighs the cost of the new facilities needed to maintain and protect them from the elements. The G4 identified the OPTEMPO savings associated with covered parking to protecting Aviation stock and save fuel costs for aircraft. MILCON is the only solution, and delayed funding will only increase the unnecessary wear and tear on valuable aircraft.

10. CLEAN AIR ACT: Permitting and other procedural requirements mandated by State, Interstate, and local air pollution control agencies will be complied with for this project. Copies of all federally required permits and/or registration applications and responses will be forwarded to the US Army Center for Health Promotion and Preventive Medicine, ATTN: MCHB-TS-EAP, Aberdeen Proving Ground, and MD 21010-5422

11. PROTECTION OF WETLANDS: Project has been evaluated for compliance with Executive Order No, 11990 (as amended by Executive Order 12608) and is not sited in a wetland.

12. TELECOMMUNICATIONS: Telecommunications services and equipment are required. Telecommunications equipment not specifically authorized by NGR 105-23 will be provided by other than ARNG federal funds.

13. ECONOMIC ANALYSIS: An economic analysis has been conducted and is on

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<p>file in the facility management office. A screening of available properties has been conducted as part of the economic analysis. The result of the analysis indicates that no adequate facility is available to meet the mission requirements and construction of this project is the best alternative.</p> <p>14. ANTITERRORISM/FORCE PROTECTION: a) A risk analysis for this project has not been conducted. It will be performed and coordinated with the installation AT/FP plan. Risk and threat analyses will be performed in accordance with DA Pam 190-51 and TM 5-853-1, respectively.</p> <p>b) A threat analysis for this project has not been conducted. It will be conducted before construction of this project and will meet all required installation physical security plans.</p> <p>c) The building design is to comply with standard design requirements per UFC 4-010-01 for Antiterrorism/Force Protection measures. [All required physical security and antiterrorism/force protection measures are included. / The Risk and Threat Analysis for this base is Confidential and is unavailable].</p> <p>d) This project is to be constructed within a Controlled Perimeter.</p> <p>e) This project will meet conventional standoff as per UFC 4-010-01.</p> <p>f) This project will be less than three stories of construction.</p>		