Defense Appropriations Request (Milcon)

1. **Project: Production Services Support Facility**
   Request: $30.36 million
   Suggested Recipient: Navy
   Suggested Location of Performance: Pearl Harbor, Hawaii

   This project provides an adequate permanent waterfront facility for production personnel working on ships undergoing major maintenance at Dry Docks 1, 2 and 3. This project is required to support the Production Support Shops in performing critical maintenance on surface ships and submarines home ported at Pearl Harbor. This project includes work areas for Shops 11 (Shipfitters), 17 (Sheetmetal) & 26 (Welders); office space for Codes 133 (QA - Inspection Division), 136 (Assessment Division), 920 (Structural group - Non-nuclear) & 920N (Structural Group - Nuclear); tool rooms, storage spaces, a briefing room and a break/lunch room. The project is part of a program to provide permanent facilities to replace approximately 10 temporary tarp tents, two vision towers, 20 trailers/CONEX boxes, 100 portable tool boxes/storage containers, and open air briefing and work area exposed to the elements in the Waterfront. New facilities will optimize the efficiency of the Production Support Service Shop by consolidating related functions into a single two-story permanent structure, creating an efficient, safe, secure, and all weather working environment for staff. Other projects to construct waterfront facilities include ones at Bravo Pier (MILCON P-309), at the aft portion of Dry Dock 2 (MILCON P- 270)(an intermediate caisson separates Dry Dock 2 into two effective dry docks, forward and aft), Dry Dock 4 (MILCON P-272) and the recently completed MILCON P-299 project at Dry Dock 2.

   The project is in support of the "One Shipyard" concept, making working condition at Pearl Harbor Naval Shipyard waterfront similar to other naval shipyard and part of the Regional Shore Infrastructure Plan (RSIP) and the Shipyard/IMF's Infrastructure Management Plan (IMP) which emphasizes improvement in operational efficiency, reduction of maintenance facilities, reduction of footprint, planning strategically for future workload, and improvement in the quality of life for workers. The new building configuration is consistent with the work processes performed by the Shops. This project is needed to eliminate replacing temporary facilities and vision towers (over $133,000 annually) and its costly maintenance (over $10,000), sustainment of Building 1449 (over $69,000 annual) and to improve inefficiencies due to poor working conditions (over $3,066,000 annual) in the waterfront. This project provides improvements to availability cost and schedules.

2. **Project: C-17 Kona Short Auxiliary Airfield**
   Request: $30.3 million
   Suggested Recipient: Air Force
   Suggested Location of Performance: Pacific Air Forces, Hawaii

   This project constructs a short auxiliary airfield (SAAF) runway. It will construct a 4,550 ft SAAF which includes: 32,700 SM runway, 10,000 SM taxiway, 32,000 SM paved shoulder, and 5,000 SM paved overrun for short landing field aircrew training. Hickam Air Force Base (AFB) requires a SAAF within the island chain of Hawaii to fulfill C-17 currency and proficiency landing training requirements IAW AFI 11-2C-17 Vol 1, C-17 Aircrew Training. Because of its shortened length, this runway must be connected to an existing longer runway to allow proper takeoff length. Airfield lighting must be separately controlled to support the use of night-vision goggles during SAAF pilot training for blacked out conditions. All necessary airfield appurtenances to make the SAAF operational must be provided.

   No current capability for SAAF training exists on Hickam AFB. Currently limited SAAF training is performed via an OG/CC waiver to operate at Kaneohe Bay and Kalaeloa. Remaining training requirements are performed at continental United States (CONUS) locations. This requires Hickam C-17 pilots to fly a 16-hour round trip journey for each SAAF training event to maintain C-17 qualification requirements. In addition, SAAF access scheduling, manpower, equipment, refueling, and crew rest will make maintaining these training requirements extraordinarily costly and severely impact mission operations until a SAAF can be constructed within the local flying training area.