DCN 680

June 9, 1995

The Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Chairman:

The South Florida community was deeply shaken last week by the news that Homestead Air Reserve Base will be considered for closure by the 1995 Defense Base Closure and Realignment Commission.

We believe nothing has changed which justifies modifying the 1993 decision to retain Homestead, the 482nd Fighter Wing and the 301st Rescue Squadron. To the contrary, only Homestead Air Reserve Base is able to meet the unique challenges of the Caribbean Basin, as demonstrated so dramatically by the Haitian buildup, and the continued uncertainty of America's relations with Cuba. Homestead ably satisfies the strategic and operational requirements of the Air Force and Department of Defense, the demands of a tightening defense budget, and the economic recovery and development needs of the South Dade County area. In fact, its value is such that we recommend the Commission give full consideration to increasing the extent of the realignment at Homestead to maximize its strategic and economic value.

Homestead has been placed in an unenviable "double jeopardy" position. Community representatives worked closely with the Air Force, the Department of Defense and the Commission's staff during the intense process that led to 1993's Commission decision to keep the two Reserve units at Homestead. Now the community faces the prospect of again defending the base's value.

We believe it is neither necessary nor in the country's best interests to revisit closing Homestead. However, we stand ready to provide you, your fellow Commissioners, and your staff with the facts you will need to decide. We wholeheartedly support:

- The continued presence of the 482nd Fighter Wing
- The return of the 301st Rescue Squadron
- The economically feasible transfer of base facilities to local authorities

Accomplishing these goals would only partially correct the major economic dislocation the community experienced because of the hurricane and subsequent base realignment. The community continues to diligently evaluate and implement all other reasonable, long term, non-military, public and private uses for the remainder of the property. However, losing the "anchor tenant" reserve units from Homestead Air Reserve Base would exponentially increase the difficulty and complexity of the redevelopment effort.

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TEAM MIAMI
Homestead Air Force Base Coordinating Group

SUMMARY of the EVALUATION for the ROLE AND MISSION of HOMESTEAD AIR RESERVE BASE (HARB)

- ✓ **Convenient and Strategic Location**
- ✓ **Dual-Use Airfield: Suitable For All Aircraft -- Military and Civilian**
- ✓ **Funded Facilities Program -- In Place or Under Construction**
- ✓ **Highly Cost-Effective Installation**
- ✓ **Exemplary Training Capacity -- Manpower, Environment and Equipment**
- ✓ **Critical Anchor Tenant to Community's Model Reuse Plan**
- ✓ **Ideally Suited for Contingency Operations -- Caribbean Initiatives: Facility Readiness, Significant Refueling Capability**
- ✓ **Major Factor in America's Defense**
- ✓ **Poised for the Future**

Homestead AFB
Relative to
The
Caribbean Basin
and
Latin America
Homestead
1,000 NM
2,000 NM
3,000 NM

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Analysis of Evaluation Criteria

SECTION 1: MILITARY VALUE

■ ***Criterion 1:*** **The Current and Future Mission Requirements and the Impact on the Operational Readiness of the Department of Defense's Total Force**

The key value of Homestead Air Reserve Base to the nation lies in its strategic location relative to the Caribbean Basin and Latin America. As the nation retreats from its global war, forward-deployed posture to a more focused emphasis on regional and hemispheric issues, the Homestead site is the logical location from which to deal with the Southern Hemisphere.

Review of the map of existing Air Force Reserve Bases from a geographical perspective shows a preponderance of bases in the Great Lakes/New England tier of states, one in Georgia, one in California, two in Texas, and Homestead in Florida. Simple geography calls for the retention of Homestead from a strategic presence standpoint. Relative to the F-16 reserve bases (Carswell and Bergstrom in Texas, and Homestead in Florida), the greatest strategic value lies in Homestead, with its access to outstanding training resources and conditions, and its proximity to politically unstable governments, where the need for readiness is real and great, as recent events in Haiti, Cuba and Grenada have demonstrated.

The decision of the 1993 BRAC was to realign Homestead as an Air Reserve Base with the 482d and 301st units and to close MacDill AFB. Carswell AFB had been previously realigned to ARB status in 1991, and Bergstrom AFB was realigned in 1993 to ARB status, as was Homestead. These decisions are all current public law. Both Bergstrom and Carswell are now involved in maneuvering for mission status which in turn unfairly involves Homestead ARB.

Despite various delays in the swift execution of the terms of the 1993 BRAC directive regarding both the 301st Rescue Squadron and MacDill AFB in Tampa, the good faith effort by all the local and military participants in the Homestead redevelopment/realignment process is commendable. Furthermore, it should be reiterated that Homestead was one of four installations designated as a MODEL BASE CONVERSION, and the community has taken this charge and challenge by the Federal Government quite seriously.

The redevelopment plan developed by Team Miami and the Dade County Aviation Department was designed to be flexible and adaptable to easily accommodate anticipated uses as they come on line. The plan is flexible enough to embrace an increase in the extent of realignment, and the community would welcome that prospect with further support and commitment similar to that which has already been exhibited.

Poised at the southern end of the Florida peninsula, Homestead is optimally located to

accomplish a number of ongoing defense missions which are not affected by the projected reduction in the fighter force. These include:

1. MILITARY

a. Conducting Air Defense operation to monitor and enforce United States airspace boundaries - the Florida Air National Guard mission.

b. Exercising positive control over the Florida and Yucatan Straits.

These two bodies of water serve as major logistics choke points for seaborne traffic transiting to/from the ports on the Gulf of Mexico.

An estimated 30-40% of seaborne shipping required to support deployed troops in a future large scale activity (e.g. Desert Storm) would flow through these channels.

Assuring shipment of petroleum products from the Texas and Louisiana ports through the straits will be particularly critical if overseas sources are not available.

c. Providing an operating site for United States agencies responding to emergencies and contingencies in the Caribbean Basin and Latin America.

d. Supporting military incursions into a politically unstable region. For example, Grenada in 1985, Panama in 1989-1990, and Haiti in 1994.

e. Supporting both overt and covert evacuation of U.S. citizens and friendly foreign nationals during political crises.

f. Supporting U.S. assistance efforts to Latin American military services.

g. Providing a strategically located servicing stop for military aircraft travelling to or from Latin America.

h. Providing a site for overt and covert intelligence monitoring of activities in the Caribbean Basin and Latin America.

i. Supporting the combined civil/military "War on Drugs" activities – a continuing national priority.

Staging facility for military operations.

Home to the U.S. Customs Service, Miami Air Branch with a covert drug interdiction mission.

j. Homestead is uniquely suited to provide the highest level of fighter and combat readiness training capability as a result of proximity to limitless supersonic training air space and the best bombing range in the eastern United States. Homestead has provided for the Air Force ACC Weapons Training with up to squadron size deployments. In addition, it has served the Marines with helicopter bare base operations and facilitated exercises for the Marine Expeditionary Unit as well as operations training from Eglin, Madison, Sioux Falls, Holloman, and Davis-Monthan.

k. Homestead historically and presently is an active site for joint domestic and international training exercises. This level of activity is the result of the excellent training resources and their high degree of availability.

l. Homestead's runway is capable of landing any aircraft in the world - including the space shuttle. No other nearby base in Florida – including MacDill in Tampa – can support so many *heavy* aircraft. The existing runways and taxiways will handle all classes of fighters, bombers, tankers and airlift aircraft.

m. Homestead provides valuable recurring training capacity. Presently, up to 400 personnel are served 1 weekend per month and 100 personnel 1 weekend every other month. In addition, the Air Force - University of Miami and Navy train once per quarter. There are ACC Weapons Training Detachments with up to squadron size deployments (6-24 aircraft) 2 weeks every month.

2. ECONOMIC

South Florida is an acknowledged center for international trade and a major player in the world economy. It serves as the "Gateway" for international commerce between the North and South American hemispheres. Protecting these vital air and sea commerce routes is a national priority reinforced by a permanent military presence in the immediate area.

Dade County is the ninth most populous county in the U.S., and has the second greatest number of Hispanics. The Miami region Gross Domestic Product of $38 billion is larger than that of the Caribbean or Central America. Miami is the leading district for trade with its neighbors to the south. It has 45% of all U.S. trade with Central America, 23% of that with South America, and 31% of the Caribbean. All but one Central American country has a Miami

consulate, and three have a foreign trade office. Every South American country has a consulate and many have a foreign trade office or bi-national chamber of commerce.

3. POLITICAL

South Florida is the site of 50 consulates located in the Greater Miami/Fort Lauderdale communities. As such, it is a major political interface between the United States and the nations to the south. The proximity of Homestead ARB whose strategic missions are coupled with those of the U.S. Coast Guard, U.S. Customs and U.S. Department of Justice facilitates the critical synergism that promotes cost-effective multi-mission defense readiness and response in tandem with the critical political and drug control missions which comprise the integrated defense and diplomacy policy of the United States relative to the Caribbean, Central and South America.

CONCLUSIONS

It is in the nation's best interest to maintain a military presence at the Homestead site – a presence that should be incorporated in the current and future mission of the Air Force. We also believe the nation's capability to respond to contingencies in the Caribbean and in Latin America would be significantly enhanced if the military continues to have operational access to Homestead Air Reserve Base.

■ ***Criterion 2:*** **Availability and Condition of Land, Facilities, and Associated Airspace**

1. LAND

The Base comprises some 3300 acres and is adequate for incorporation of the military and civil aviation uses agreed to by the 1993 BRAC. An Air Force-sponsored study on alternative post-hurricane uses for Homestead Air Force Base postulated the dual use option and found it to be viable from the military's perspective.

Dade County – through its Aviation Department – has in good faith abided by the 1993 BRAC by assessing the operational and maintenance costs for the airfield. The development of dual use activities are planned with implementation scheduled for late 1995.

2. FACILITIES

The runway, taxiways, and ramps at Homestead are adequate to support all projected military missions including expanded contingency operations. Post-hurricane relief efforts in 1992 saw upwards of 80 airlift flights operating daily from the Base. A similar use was made of the Base during the Haiti initiative of 1994, when Homestead was used for training, mobilization and staging, and then the airlift which was cancelled. The Haiti operation was comprised of: (1) Tanker Support Cell – 11 KC-135's; (2) Army Aviation support group; and (3) Helicopter Assault Force.

The availability of permanent facilities to bed down the 482d Fighter Wing at Bergstrom Air Force Base is an unknown at this time. Similarly, Patrick Air Force Base is saturated. Facilities for the 301st Rescue Squadron will require new construction and arguments to return the squadron to Homestead continue to be as compelling as they were in 1993 for mission and cost effectiveness reasons.

After Hurricane Andrew in 1992, the U.S. Congress appropriated funds to rebuild necessary facilities at the Base to fulfill the Air Force's mission. The 1993 BRAC endorsed that decision by realigning the Base with the necessary reserve fighter and air rescue capabilities. It was not the intent of Congress to put savings before the critical mission of the Base nor to confuse restoration of core facilities because of natural disaster as a penalty when weighing the most effective execution of Air Force mission requirements.

According to the 1995 Air Force Base Questionnaire for Homestead ARB - AFRES, Homestead can land, taxi, park and refuel widebody aircraft including the 747, C-5, and KC-13. Its runways, taxiways, and aprons can serve all the following aircraft. The planned apron overlays will permit parking of the bomber aircraft and is the only airfield pavement upgrade needed:

o	F-15 Fighter	o	F-16C/D Fighter
o	B-52 Bomber	o	B-1B Bomber
o	KC-135R Tanker	o	KC-10 Tanker
o	C-5B Airlift	o	C-141 Airlift

Planned apron overlays will permit parking of the bomber aircraft.

As a result of the 1993 BRAC action, South Florida was challenged to redevelop Homestead as a dual use facility combining the military reserve units with a civilian aviation facility. Contrary to recent statements from interests representing a threatened air base in Texas, Homestead will indeed become a commercial air carrier facility. In good faith, based on the BRAC direction, a number of critical actions have been completed within two short years:

- A base reuse and redevelopment feasibility plan was developed by the sponsoring local agency, the Dade County Aviation Department (DCAD).

- DCAD has also completed an Airport Master Plan which includes an Airport Layout Plan already approved by the Federal Aviation Administration. Underlying this plan are market studies and forecasts providing the basis for proposed general aviation, cargo, commercial passenger aviation, and aircraft maintenance functions in the civilian area adjacent to the military reserve component. The Master Plan details specific facility size and location to support each of the identified land uses.

- The entire master plan process has respected the requirements of the military cantonment area. Beyond this, Dade County has taken an active lead role in coordinating the modification of water and sewer utilities and in addressing integrated stormwater drainage provisions for the military and civilian areas.

- Dade County has contracted with the Base Conversion Agency to be the interim caretaker of the Base as it moves into redevelopment.

- Complementing the military and civilian aviation uses, Dade County's Plan incorporates a multi-use plan for the remainder of the Base to support the military needs and to address the priorities identified by the community and other federal agencies during the redevelopment planning process. The planned land uses include aviation education, aviation-related support, job training, social services, and other retail, office/industrial, and open space uses which will help to support the civilian aviation development.

- Dade County is in the process of evaluating a private consortium to spearhead the redevelopment of the Base according to the proposed plan.

- Several of the identified tenants in the civilian area have garnered the necessary funds to begin their site improvements, and development work is anticipated to begin this summer once cleanup of any conflicting IRP sites has occurred.

- A detailed military cantonment area Master Plan has been developed to provide a staged implementation of necessary facilities in tandem with the scheduled return of military reserve units.

- The Florida Air National Guard (FANG) has developed plans for the repair and modification of their alert facility at Homestead, and construction activity is imminent.

- U.S. Customs has developed architectural plans for their covert, quick response drug interdiction facility within the military reserve cantonment; construction is also imminent.

- A state-of-the-art Air Traffic Control tower is presently under construction, which will remedy the visibility deficiencies of the old low level tower.

- A new BX Mart has opened in the old commissary building and provides supermarket and department store shopping opportunities for military and retired persons.

- Several 482d facilities are fully restored and operational. Architectural and engineering plans have been developed by COE for several other packages, and construction work is underway or imminent on these packages. The 482d Reserve Area is quickly taking shape.

3. AIRSPACE

Available airspace in the South Florida area is more than adequate to meet either the F-16 or KC - 135 mission requirements. The Homestead operating area has been characterized as "the fighter pilot's heaven". Large over-water operating areas provide exceptional space for supersonic and air-to-air training. Homestead has been allocated 3528 flying hours and is on track year-to-date on attaining these hours. Its safety record is good with only minor costs in the past for flight and ground mishaps, and with no such costs to date for FY 1995.

An over-water ACMI range is located southwest of the Base and is shared with Boca Chica Naval Air Station. A computerized debriefing facility is located at Homestead. Low level routes provide realistic training down to 500 feet above ground level.

Avon Park Bombing Range provides a fully scoreable tactical range to support air-to-ground deliveries. The Patricia target in the ACMI complex provides another scoreable target capability. Homestead approach and departure routes are de-conflicted from the Miami control area.

Both the airspace conditions for training and air combat ranges, and the bombing range resource for both the F-16 ARB's at Carswell and Bergstrom are far inferior to those available at Homestead.

4. WEATHER

The South Florida climate provides excellent year round flying weather. Typically in a normal year, no Homestead sorties are lost to adverse weather conditions nor would off-station deployments be required to accomplish training objectives. Conversely, units from all branches of the service would often deploy to Homestead during the winter months to accomplish their training requirements.

CONCLUSIONS

Homestead comprises adequate land area. Facilities will meet all foreseeable military needs when previously allocated funds are spent as intended by Congress. Airspace is ideal for training and experiences minimal conflicts with Miami International Airport, and excellent flying weather is available year round.

■ ***Criterion 3:*** **Ability to Accommodate Contingency, Mobilization and Future Total Force Requirements**

1. CONTINGENCIES AND MOBILIZATION

The Caribbean Basin and Latin America carry the possibility for numerous future contingency scenarios. From response to natural disasters to military intervention in support of democratic governments to the situation in Cuba, the options are many and varied. The single constant is that no military airfield in the United States is better located than Homestead to support operations in the region.

Homestead, because of its proximity to Miami, provides a critical interface to the civilian response agencies which will almost certainly be required to support the United States response to any of these events.

The 11,200-foot Homestead runway, its taxiways and ramp can accommodate any military or civilian aircraft in regular service. They were constructed to handle B-47 and B-52 bombers and are designed for high-speed, large-airframe operations.

Homestead has a large weapons storage facility, and has excess storage capacity for fuel and war readiness material. It has available barracks for deployment force beddown, and available land for expansion or emergency use. In addition, it will have a mobility processing center, a sport center capable of beddown, and facility planning that supports multi-purpose uses.

Homestead continues to be an integral part of the mass migration planning for Cuban refugees, processing Cuban parolees, and supporting material operations for Guantanamo. For Haiti it provided tanker support, Army aviation support, helicopter assault force, and firefighting C-130 alert. It has also supported special operations exercises including Garland Crown and the Marine Expeditionary Force.

2. FUTURE FORCE REQUIREMENTS

Availability of extensive instrumented over-water training areas in the South Florida region provides an optimum training environment for newly developing fighter aircraft.

CONCLUSIONS

Because of the geo-political significance of the Base, it is critical to preserve this valuable asset against closure. If the Homestead facility is discarded, the nation will have lost a strategic site whose reclamation would be extremely difficult and costly at a later date, when the need arises.

■ ***Criterion 4:*** **Cost and Manpower Implications**

It is fundamentally incorrect to draw a conclusion that Homestead should be closed based on costs. The following points clarify this position.

1. AVAILABILITY OF HURRICANE RELIEF SPECIAL APPROPRIATION FUNDS

Congress appropriated reconstruction money in September 1992 for the cleanup and design and construction of airfield facilities. It was the intention of Congress that these monies be spent to "jump-start" the hurricane recovery process and to reinstate Air Force Reserve operations.

These single-purpose monies are being spent for the intended use and are not a factor in any current cost analyses. Given this initial and ongoing investments, the prudent action is to retain the FW (AFRES) and the 301st Rescue Squadron (AFRES) at Homestead. Additionally, the costs to permanently relocate the units, to bed them down in appropriate facilities and to recruit and train new personnel to replace those who elected not to move will be avoided. In this regard, monies already "in the pipeline" might facilitate accommodation of units from other Bases.

2. MANPOWER

The following complement of manpower is required within the AFRES Cantonment under the 1993 BRAC directives:

- 1,300 personnel: 15 PAA F-16(18 possessed)
- 40 personnel: 4 F-16 Interceptor aircraft
- 120 personnel: 11 aircraft - Citation, UH-60, C-12
- 400 personnel: 14 aircraft - HC-130, HH-60

The 482d is at approximately 96% of its authorized personnel strength with a total complement of 1,520 personnel (civilian and military) out of 1578 that are authorized.

CONCLUSIONS

There is no reasonable scenario that supports contentions by others that it is cheaper to close Homestead and relocate the various Reserve units. Closing Homestead would be tantamount to ignoring its ongoing strategic, contingency, and operational efficiencies – areas in which Homestead excels with high ratings – and would incur significant additional costs of relocation.

Refer to Criterion 5 below for further detailed information.

SECTION 2: RETURN ON INVESTMENT

■ ***Criterion 5:*** **Return on Investment**

We do not believe there are savings which can accrue to the Air Force by closing Homestead Air Reserve Station and by moving the Reserve units and their costs to other locations. The 482d Fighter Wing and the 301st Rescue Squadron are to be in a cantonment within a dual use, civilian airport ultimately owned and operated by Dade County. In addition, avoiding the projected cost of moving the Reserve units to another location is significant.

All basic facilities at Homestead Air Reserve Base for the beddown of the 482d are in place or under construction. New facilities are being built utilizing hurricane funds. Of the total, about $16 million are in joint use facilities with the 301st. As a result, the avoided costs from closing Homestead ARB are much less than those published in a recent document by a Bergstrom task force.

It should again be reiterated that project costs for Homestead are greater in part because of additional costs due to rebuilding for damage from Hurricane Andrew. When the BRAC made its decision, these conditions were evident. It was readily apparent that the strategic geographic location of Homestead justified the one-time hurricane repairs and the relocation costs associated with the realignment within the Base itself. These additional costs were covered by a special Congressional appropriation. More importantly, these are not MILCON funds; they are mostly from a special appropriation from Congress for relief from Hurricane Andrew and are not transferable outside of Dade County.

Regarding figures recently published by the Bergstrom interests, their 1996 opportunity costs were significantly overstated as was the annual overhead. These so-called good faith estimates do not take into account the same dual use economies that will be experienced at Homestead as at Bergstrom, and apparently do not reflect a credit for the 301st relocation which is taken as a debit against Homestead elsewhere in their analysis.

In summary, the following key points are evident:

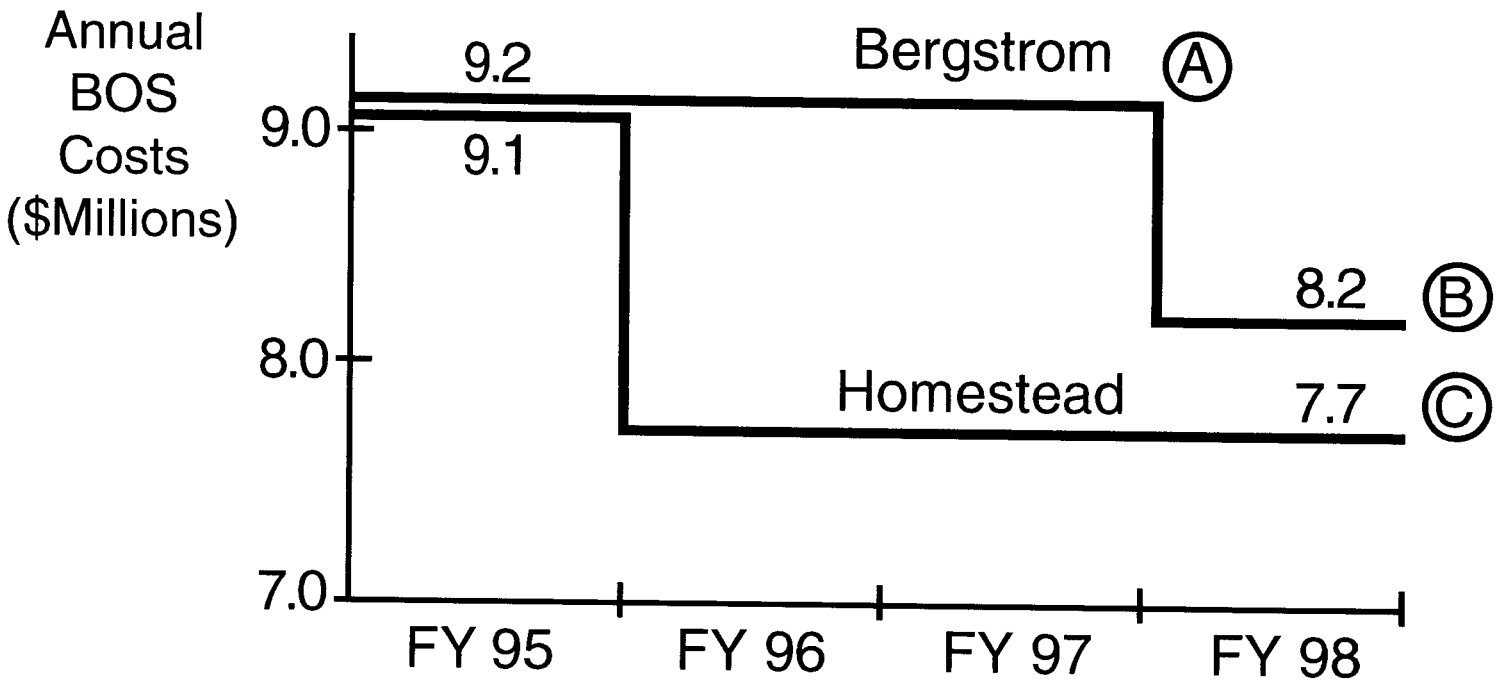
- Homestead will not cost another $70 million for one unit. Part of the real costs for two units are intrinsic to the 1993 BRAC decision to realign Homestead from an AFB to an ARB, requiring the 301st to relocate onsite. These costs were recognized and accepted in that decision making process, in view of Homestead's strategic geographic location, whose value is incalculable.

- Homestead's annual BOS costs while presently very similar to Bergstrom's will be minimized for Dade County has committed to allocate $1.4 - 2.0 million per year towards airfield operations. This makes Homestead very competitive in terms of BOS costs.

Summary of COBRA Analysis

Item	Homestead	Bergstrom	Carswell
Net Present Value Savings	$228.6M	$256.9M	$177.9M
One-Time Cost to Close	$12.6M	$13.0M	$7.9M
Implementation Costs	$64.7M	$82.5M	$52.7M
Recurring Savings	$17.8M	$18.4M	$13.2M
Total Civilians Eliminated	247	263	219
Total Deactivated	210	210	210
Total Realigned	127	94	0
BOS Costs	$9.1M	$9.2M	$5.4M
MILCON Savings	$0	$12.7M	$0

BOS Costs Per BRAC



Ⓐ Civilian airport estimated to be online in FY98

Ⓑ Does not include added costs of leaseback or other costs outside of cantonment

Ⓒ Does not include BOS reductions as civil aviation comes online

Homestead Funding Sources

Category	$Millions
Hurricane Special Appropriations	$66.0
Design Fund Construction Supplemental	10.0
Omnibus Reprogramming	1.5
Out-of-Cycle Special Appropriation	7.9
Total Funds	$85.4

Note: No MILCON Funds
Can only be spent at Homestead

Status	
Spent to Date	$20.0
Awarded Contracts	8.0
Designed Not Yet Bid	24.0
Balance	33.4
Total	$85.4

- Homestead's resulting net present value in savings if closed is not the greatest according to the Air Force's own COBRA analysis. Its BOS costs will be less, and the funds being spent to renovate and improve the Base are not AF MILCON monies and cannot be transferred.

- Homestead as a result is NOT the most expensive ARB AFRES location, and possesses significant strategic value and merit from a training and readiness standpoint which cannot be expressed as a dollar equivalent.

It is interesting to note that the City of Austin has set forth that the development of the Austin-Bergstrom International Airport will serve as a steady revenue stream to support the operations of the Air Force. The validity of this statement is questionable pending resolution of the following matters:

1. The number of gates that will be needed in response to the level of commercial activity that the airport can support with its residual impact on the operations of the Air Force.

2. The fact that the airport's $611.7 million cost includes facilities funded by agencies other than the City of Austin such as cargo operations paid for by airlines and other commercial users. These funds are subject to the success of such operations and to the willingness of the airlines to bear increases in the level of passenger facility charges (PFC).

3. The ever-increasing costs of the conversion of the Air Force's utility system (sewer, water, electricity) to the level of adequacy required for a City-run airport. That cost has now grown from $6.7 million to $24.5 million.

4. The escalation of demolition costs from $12.5 million to $20.5 million because of asbestos removal.

5. The increase in land acquisition costs from $5.6 million to $11.5 million because property values have increased significantly since preparation of the Airport Master Plan.

6. Reduction in the size of the service roadway system.

7. Delays in construction of the new taxiways due to delays in environmental clean-up to be completed by the Air Force. It is anticipated that these same delays might impact initiation of construction of the terminal complex.

8. Closure of the City-owned landfill by the Airport and costs associated with the use of other private landfills.

9. Relocation housing costs which will vary dependent on the number of old buildings that

can be successfully recycled as the City of Austin has requested.

10. Noise mitigation expenditures keyed to the City's purchase of certain properties whose costs are also escalating with insulation and sound reduction required at others.

11. Development of an intermodal center at Austin-Bergstrom International Airport for which funding has not yet been identified.

As referenced in the TEAM MIAMI exhibit, Dade County is prepared over the next five years to fund a dual use operating agreement with the United States Air Force at Homestead Air Reserve Base to the level of $7 - 10 million. These dollars will be supplemented with an expenditure of $24 million in capital construction for airfield improvements that will be beneficial to a joint use operation. These are real dollars committed to the cost sharing of operational and maintenance expenses with the proportion of these costs to be assumed by Dade County increasing as the level of civilian aircraft operation increases. Further enhancing these dollars will be the contributions of a private developer once lease negotiations are concluded this summer.

TEAM MIAMI

To facilitate implementation of the dual use airport facility to serve the needs of both the military and civilian interests at Homestead Air Reserve Base, Dade County is prepared over the next five years to:

(1) Fund the dual use operating agreement between Dade County Aviation Department and the Air Force Reserves to the level of approximately $7-10 million beginning October 1, 1995.

(2) Through a private developer or prospective lessee, fund the development of the civilian cantonment area as a reliever airport supported by industrial and commercial components to the level of approximately $125 million. (This investment is in accordance with their proposal and is dependent on the level of demand.)

(3) Fund necessary infrastructure improvements at Homestead Air Reserve Base to the level of approximately $24 million to facilitate the Base's overall development.

Document Separator

SECTION 3: IMPACTS

■ *Criterion 6:* Economic Impact on the Community

The 1993 BRAC decision partially spoke to the economic impact Hurricane Andrew had on the South Dade County area by addressing the economic plight of a region already suffering from the financial effects of the most costly natural disaster in the history of our country. The South Dade County community has not recovered from the storm and will not for many years. Recovery funds have left the area's economy, but not enough people have returned to support the businesses that could reopen. The economic fallout is not yet fully experienced.

In February 1995, four local banks expressed that because of the Base realignment and the Hurricane, more money continues to leave the South Dade economy than comes in; bank deposits were lower in December 1994 than in July 1992; hurricane disaster relief monies peaked in July 1993; and there has been a steady decrease in bank deposits since December 1993.

Florida Department of Labor and Employment Training 1994 quarterly reports display a peak in the Homestead area labor force in June 1994. Since then, a steady decline in the labor force occurred while the number of jobs remained static. This out-migration of workers from the area, because of the lack of quality jobs, supports other studies that show continuing population losses.

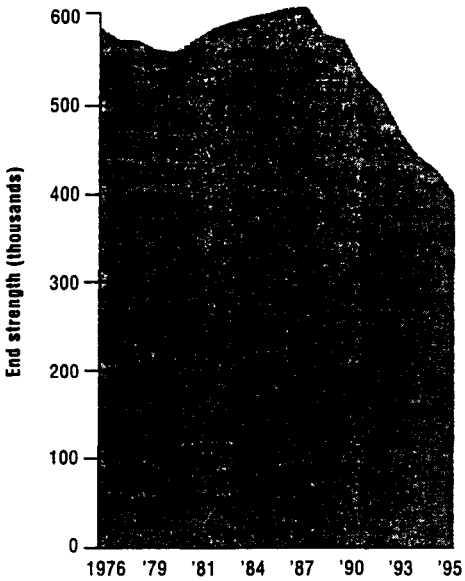
The decline in the economy is also reflected in an April 1995 survey by the Perrine/Cutler Ridge Council of businesses in the northern edge of the Homestead area. Fifty-five percent are still experiencing decreases in gross profits, 48 percent have less cash reserves than they did before the hurricane and Base realignment, and only 14% anticipate a better year in 1995.

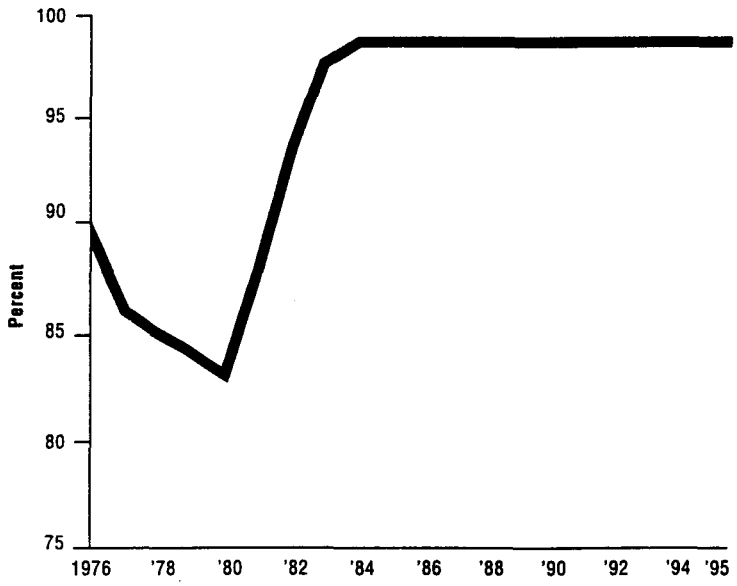
The cities of Homestead and Florida City, which are near the Base, are also having dire financial problems caused by the hurricane and Base realignment. By the end of this fiscal year, Homestead, with a 43% decline in its ad valorem tax base and a 31% loss of population, will have to eliminate 120 of its 450 positions and Florida City will have to lay off 30 of its 107 employees.

While the economic impact of mission changes at Homestead have been related to the Dade County area as a whole, it is recognized locally that Homestead is a distinct and freestanding community separated from the principal suburban areas, and, as such, has borne the brunt of the loss of a permanent military party, supporting civilian employment, vendors and suppliers of products, material and services, and the multiplier effect of this lost economic activity to the local economy. When calculated against the employment base of the Homestead area, the loss of jobs equates to 4-5% rather than the 0.1% rate that has been reported. This is on top of the impact of Hurricane Andrew, from which the area is still recovering.

■ Criterion 7: Ability of the Community to Support Forces, Missions and Personnel

Miami provides a good recruitment area for the Air Force Reserves. The South Florida metropolitan area has over 4 million people, with a culturally diverse representation and educational training above the national average. Unlike the majority of their active duty counterparts, the reservist are citizen-soldiers, living and working in the community. Many had their homes and businesses damaged in the hurricane and are just rebuilding their lives. To move them now only further exacerbates the trauma they suffered from the storm. The reservists tend to have substantial roots in the community. As such, if the unit moves, it is estimated that up to 60% may resign with the resulting reduction in unit capability and the financial requirement to recruit and train their replacements.





AIR FORCE Magazine / June 1995

Recruitment Statistics

Criteria Education (%)	Dade Broward Palm Beach	Florida	Texas
High School Graduates	19.5	20.7	15.5
Associates	4.8	4.6	3.1
Bachelor	8.7	8.2	8.4
Graduate Degree	5.0	4.3	3.9

U.S. Department of Commerce, Bureau of the Census, 1990.

PRIMARY AND SECONDARY EDUCATION

Greater Miami's public school system, Dade County Public Schools (DCPS) is the fourth largest school system in the United States, with 191 elementary, 48 middle, 25 high, 27 vocational-technical and 18 special center schools serving 303,000 students annually.

DCPS recently conducted an external audit and performance comparison of its system. This audit, called the "Report Card'" which compared eleven of the largest school systems in the United States, gave high marks to the school system in attendance (highest in study), percent of graduates enrolling in college (highest) and dropout rate (among the four lowest).

A strong indicator of the quality of the public education available in Greater Miami can be seen in the annually increasing number of National Merit Scholars. Scholastic Aptitude Test (SAT) scores for 1991/92 were as follows:

Region	Verbal	Math
Dade County	383	439
State of Florida	416	468
United States	423	476

Test scores of schools serving proposed housing areas for SOUTHCOM personnel are summarized below:

School	SAT Verbal	SAT Math
Miami Killian	408	478
Miami Palmetto	446	499
Sunset	411	463
Coral Gables	432	479

DCPS offers many outstanding, unique educational opportunities through its magnet programs and schools. The schools are attended voluntarily by students who choose magnet programs and schools based on their special interests and talents. Students must meet specific admission criteria, and must maintain high levels of performance, thus assuring high academic quality. More than 12,000 students are enrolled in Dade's 54 magnet schools and programs. At the elementary and middle school level, magnet programs are offered in writing and humanities; Montessori; math, science and technology; international education; and visual and performing arts. High school magnets include the internationally acclaimed New World School of the Arts, offering programs in music, dance, theater and graphic arts; The Academy for Tourism & Travel; Academy of Aviation Science; Academy for International Business and Finance; Maritime and Science Technology High School (MAST); Design & Architecture Senior High (DASH); The Center for the Teaching Profession; and the Center for Legal and Public Affairs.

DCPS has one of the highest number of international students in a public school system: more than 70,000 from over 30 countries. This broad representation of nationalities reinforces Greater Miami's global attitude. Additionally, it promises to increase the multi-lingual and multi-cultural members of Greater Miami's work force well into the future.

Secondary education in Greater Miami is multi-faceted. Students seeking degrees or continuing education have access to a wide range of colleges and universities ranging from small, private institutions to large public ones.

Alternatively, Greater Miami offers a wide array of accredited private schools at the elementary and secondary levels.

A number of specialty and technical schools may be found throughout Greater Miami. Of special note is Johnson and Wales, one of the preeminent culinary colleges in the world.

UNIVERSITY PROGRAMS

Dade County has seven major institutions for higher education. These are listed as follows:

Institution	Enrollment for Fall 1993
Miami-Dade Community College (public)	52,814
Florida International University (public)	23,842
University of Miami (private)	13,842
Barry University (private)	6,850
Saint Thomas University (private)	2,591
Florida Memorial College (private)	1,463
Nova Southeastern University Professions Division	1,226
Total	**102,578**

Miami-Dade Community College is the largest 2-year college in the United States. It has the broadest enrollment of international students of any community college in the country.

Two universities, Nova Southeastern University and the University of Miami, offer training for doctors.

Several universities offer graduate degrees including those for business (MBAs), engineering and law.

The University of Miami School of Law has been ranked as one of the top three law schools in the country.

The University of Miami also has well-respected programs in marine biology (Rosenstiel School of Marine and Atmospheric Science) and international studies (Graduate School of International Studies with the North-South Center which is linked to the University). The mission of the North-South Center is to promote better relations and serve as a catalyst for change among the United States, Canada, and the nations of Latin America and the Caribbean by advancing knowledge and understanding of the major political, social, economic, and cultural issues affecting the nations and peoples of the Western Hemisphere. Funded primarily by the U.S. Congress, the Center engages and informs government and opinion leaders throughout the Americas by means of conferences, public affairs activities, and policy-relevant research resulting in timely publications.

Florida International University is listed as one of the top 25 comprehensive universities in the United States. The Latin American and Caribbean Center (LACC) is responsible for leadership in the field of Latin American and Caribbean studies. As a federally supported National Resource Center for Language and Area Studies, LACC has a mandate to promote graduate and undergraduate education, faculty research, and public education on Latin American and Caribbean affairs.

HEALTH CARE

The Health Care industry is a major contributor to Greater Miami's economic well being. Thirty hospitals with 9,000 beds serve Greater Miami's 1.97 million residents as well as thousands of international patients who arrive annually for the specialized care offered.

University of Miami/Jackson Memorial Hospital is recognized as one of the top ten hospitals in the U.S. Its Burn Center, obstetrics, neonatology, cardiology and AIDS research have won accolades from the top professionals in each field.

Many other Greater Miami hospitals are noted nationally and internationally for their specialties. These include Bascom Palmer Eye Institute, Miami Heart, Miami Childrens and Mount Sinai.

The Veterans Administration Medical Center (VMAC) Miami is a highly affiliated medical and dental care facility located adjacent to the University of Miami/Jackson Memorial Hospital. It has one of the largest research programs in the VA system. Under existing VA/DOD sharing agreements, VAMC Miami currently provides health care for over 2000 active duty military personnel in South Florida through its designated DOD Primary Screening Clinic.

Greater Miami has more than 31,000 licensed health professionals from medical doctors, therapists and nurses to dentists, psychologists and pharmacists.

The various options of the Civilian Health and Medical Program of the Uniformed Services (Standard CHAMPUS, CHAMPUS-Select and TRICARE Prime) are widely accepted and offer access to quality local hospitals and health care providers.

In addition, Greater Miami has become home to a number of biomedical manufacturers. These companies are on the cutting edge of technology, making advances in a variety of biomedical fields.

ARTS, CULTURE & LEISURE

Greater Miami has an unusually large selection of leisure activities and special events for its residents and visitors. There is truly something for everyone in Greater Miami.

There are more festivals throughout the community than there are days in the year. These range from the internationally acclaimed Coconut Grove Art Festival and the Miami International Book Fair to Calle Ocho Open House, Carnaval Miami, and the Miami/Bahamas Goombay Festival.

Greater Miami boasts 670 parks encompassing 850,000 acres, 84 miles of Atlantic coastline and more than 150 miles of Bay coastline offering abundant green spaces and beaches. Swimming, sailing, water skiing, skating and fishing are available on virtually any day in this unique subtropical climate.

There are 34 golf courses in Greater Miami, many of which are internationally recognized like the Doral's Blue Monster, and 187 golf courses in the tri-county area (Dade, Broward and Palm Beach). There are more than 500 tennis courts including the Lipton Tennis Stadium, and hundreds more baseball and football fields, not to mention three large stadiums and four small ones.

Greater Miami is proud to be home to 16 museums, from the Bass Museum of Art and the Lowe Art Museum to the Historical Museum of Southern Florida and the Weeks Air Museum. A variety of other attractions include the world famous Miami Metro Zoo, Everglades National Park and Fairchild Tropical Garden.

There is professional baseball, hockey, football, and basketball. In fact, Greater Miami is one of only nine U.S. cities to have a team from each of the major professional sports franchises. There is jai alai, greyhound racing and thoroughbred racing. There are symphonies, theater, opera and ballet performed by some of the finest professionals in the arts as well as some of the most exciting new talent in the country. There is always something happening in Greater Miami - in abundance.

For lovers of fine food Greater Miami offers thousands of restaurants, from continental and haute French cuisine to Cuban, Colombian, Nicaraguan, Thai and Middle Eastern.

And if relaxation is the goal, there are always days of balmy breezes, with an average annual temperature of 76 degrees, and sun to encourage a visit to the beach, a walk around Bayside or a stroll through Coconut Grove.

DISCOUNT INFORMATION

The USO of Dade and Monroe Counties offers discount tickets to military personnel when requested and if available.

SPORTS

University of Miami Hurricanes

* Football - Family Pack - (2 adults, 3 children under 12) - $199
* Baseball - Adults-$5, Children under 12-$3 per game

Panthers Hockey

Panther Pack - $9/ticket on the day of the game
Group rate (25-75 people) - $16-$20/seat

Miami Dolphins Football

Family Fun Zone - $20 per ticket

Florida Marlins Baseball

Adults - $5, Children under 12 - $3

ATTRACTIONS

Miami Youth Museum

$3.00/$2.40 with military i.d.

Museum of Science

$6.00/$5.50 with military i.d.

Parrot Jungle

$10.95/$9.95 with military i.d.

Planetarium

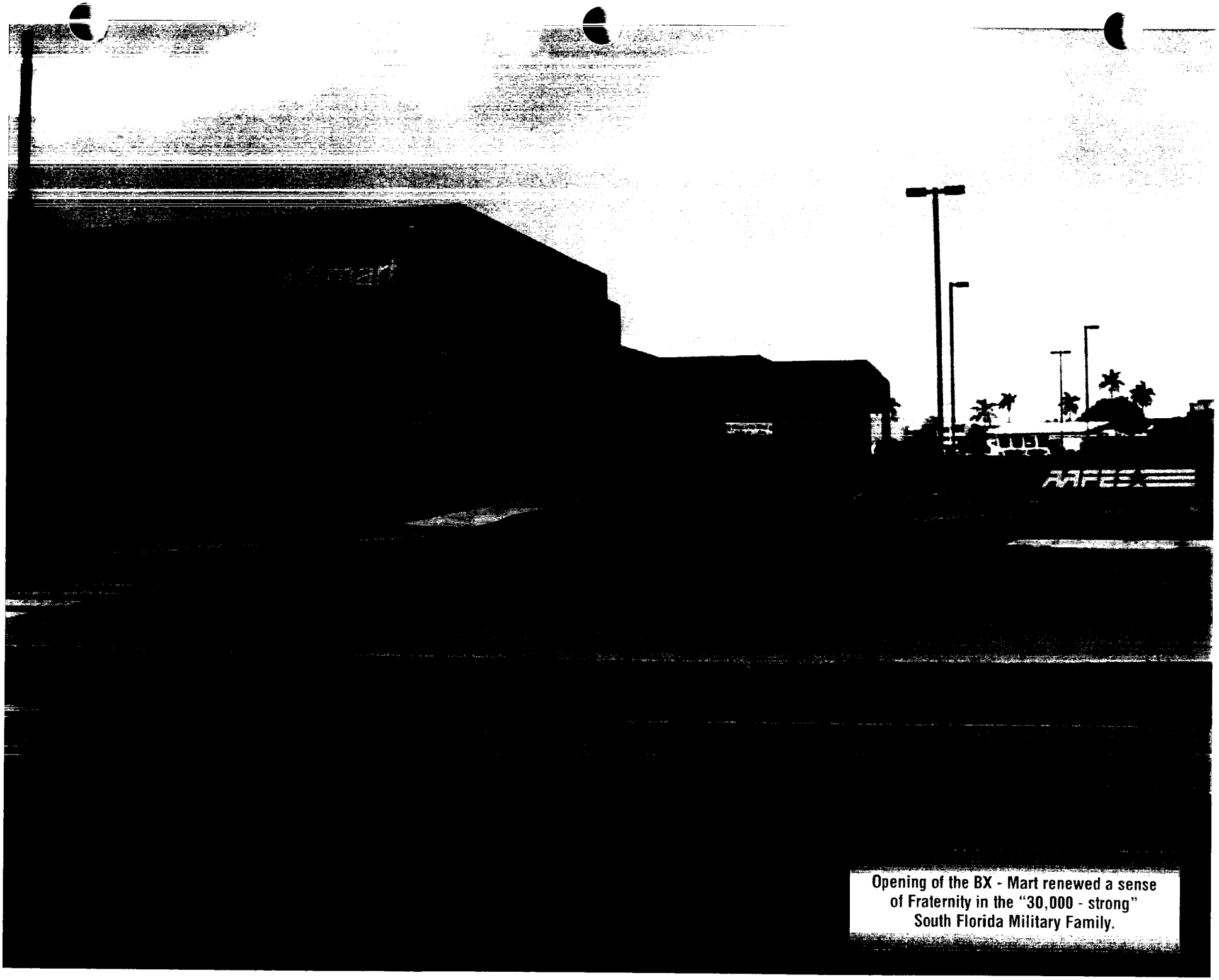
$5.00/$3.75 with military i.d.

Seaquarium

$17.95/$13.95 with military i.d.

Water Taxi

$7 all day pass/$15 frequent floater pass



Opening of the BX - Mart renewed a sense of Fraternity in the "30,000 - strong" South Florida Military Family.

COMMUNITY HOUSING	Pre-Owned (in $ thousands)	New Construction (in $ thousands)	Rent
Affordable housing for purchase or lease in all categories including apartments, condominiums, townhouses and single family.			
Temp. Housing (furn with services) (1, 2bdrm)			
Central Dade	1200 - 1800 (per month)		
South Dade	1200 - 1800 (per month)		
North Dade	1900 - 2300 (per month)		
Condominium 1/2/bedroom			
Central Dade	50 - 150	120	1100 - 1300
South Dade	40 - 90	70	525 - 1200
North Dade	65 - 150	120	600 - 1400
Town home (2/3 bedrm)			
Central Dade	65 - 200	100 +	700 - 1500
South Dade	65 - 100	70 +	750 - 1000
North Dade	75 - 150	100	825 - 1400
Mid size home (2500-3000 sq ft -3 bedrooms, 2/3 baths)			
C. Gables	200 - 700 +	300 - 700	1500 - 2500 +
S. Miami	150 - 325	200 - 400	1200 - 2500 +
Pinecrest	200 - 600 +	350 - 500	1500 - 2500 +
East Kendall	150 - 250	185 - 300	1100 - 1700
West Kendall	100 - 250	85 - 150	700 - 1600
S. Dade	50 - 150	90 - 200	750 - 1500
M. Springs/Doral	100 - 400	150 - 500	1400 - 3000
Morningside	115 - 200	N/A	1500 - 1700
Miami Shores	100 - 250	N/A	1400 - 2000
Bay Point	350 - 450	N/A	2800 - 3000

■ ***Criterion 8:*** **Environmental Impact**

Homestead has 27 identified contamination sites which have or are undergoing remediation activity. The Air Force estimates that its corrective actions will extend to mid-1997. The Department of Defense acknowledges that it bears full responsibility for the clean-up and indicates that required funds will be made available from the Defense Environmental Restoration Account. All such sites have been identified, tested, evaluated, and remediation work is well underway.

The Air Force's Final Environmental Impact Statement analyzed the environmental impact of the dual military and civilian airport facility. Additionally, the Secretary of the Air Force's Record of Decision on the Disposal of Homestead Air Force Base; Dade County, Florida; stated that the reuse is not environmentally harmful.

Prior to the 1993 realignment from active duty Air Force Base to an Air Reserve Base, Homestead had an approved AICUZ Study which was tied to local zoning. As part of Dade County's master planning process, new noise analyses were performed to reevaluate noise levels with the planned dual use facility. Because of the reduction in military operations, especially by F-16's, projected noise levels are greatly reduced over those previously, and compatibility with surrounding land uses enhanced as a result. According to the 1995 Air Force Base Questionnaire for Homestead ARB - AFRES, no noise complaints have been logged. This is in contrast to the Air Reserve Bases in Texas which have experienced complaints. The relatively undeveloped character of the airfield vicinity and the proximity to overwater conditions is a distinct advantage of the Homestead Air Reserve Base.

It should additionally be noted that the inclusion of Homestead on the National Priorities List is because of the proximity of Everglades and Biscayne Bay National Parks and the Biscayne Aquifer, not because of the IRP sites on the Base.

A summary table (Exhibit 20 from the Open Meeting of the Defense Base Closure and Realignment Committee on May 10, 1995) indicates that Homestead has environmental issues in the area of asbestos and floodplain conditions. In reality, structures damaged by Hurricane Andrew for the most part have been demolished, restored, or put in a "clean and leave" state, such that asbestos is no longer a significant environmental concern. Moreover, there is NOT a floodplain issue with HARB. Nearly all of the original non-airfield area of the Base is outside the 100-year floodplain, and all of the proposed reserve cantonment is. Also, the floodplain in this area is defined by coastal tidal surge conditions associated with a hurricane, not by freshwater flooding. Consequently, these two conditions are not a critical concern.

HARS

MASTER PLAN

HOMESTEAD AIR RESERVE STATION

4.0 FACILITY REQUIREMENTS

Introduction
This chapter addresses individual facility requirements as developed from US Air Force requirements, interviews with user groups and site investigations. A project description, site location plan, functional relationship diagram, and an Area Development Plan are provided for each facility. The intent of the Master Plan is to develop a well organized plan that allows for future expansion within the cantonment area while meeting present facility/mission requirements. The limited size of the cantonment and ramp areas require project designers to be efficient in facility layouts and to prevent conflicts with adjacent uses. Therefore, it is important that project planners, architects and engineers become familiar with the overall Master Plan for HARS and the Installation Design Guidelines developed for this Air Reserve Station prior to developing design solutions for individual projects. Table 4.0-1 is a summary of proposed facilities, total cost and project user at HARS. Figure 4.0-1 locates all proposed MILCON programmed facilities.

Objectives
HARS is divided into the following land use areas:

Administration
The location of administrative uses on the base is concentrated near the main entrance and community uses, with direct access to airside via Coral Sea Boulevard or the main pedestrian spine. The concentration of administrative and community support facilities creates a "town center" for the base.

Industrial
The industrial and warehouse functions are grouped with the existing POL complex on the west side of the base. Flightline access and refueling is provided at the end of Westover Street. Additional functions planned include base supply and warehouse, base civil engineering, K-span storage, POL and Automotive Maintenance, etc.

As described in the Master Plan, the layout creates an industrial park with POV parking and offices in the front of buildings and industrial functions (i.e. storage, warehousing, workshops) in the rear.

Airside/Aviation Support
Adjacent to the flightline and the proposed central parking area, the mission related functions are concentrated near the runway. Included in the airside operations are the fire station, base operations, 482d and 301st Squad Ops and hangars. The control tower will be located outside of the cantonment area immediately adjacent to the existing fire station. The Master Plan in the airside and aviation support area has identified non-programmed sites for future expansion according to land use.

Community Area
Located near the main entrance, the community functions include dorms, dining hall, shoppette, and open space.

The MWR facilities include ball fields and gym. The facilities are located near the administration and community users and are connected by roads walkways and the pedestrian spine.

Medical
The medical training complex near the main entrance terminates the pedestrian spine. Its location provides easy access from the dorms, headquarters and other administrative uses. It is proposed to be a 10,500 square foot facility. The Master Plan allows for future expansion of the medical training complex with adequate parking.

Munitions
The munitions area is located in the southwest corner of the cantonment area (see figure 1.12-1 for QD Arcs). The munitions area requires no additional construction or improvements.

The following facility requirements and support text are in order by project number.

HOMESTEAD AIR RESERVE STATION PROPOSED MILCON PROGRAM							
PROJECT	PROJECT NUMBER	USER	CATEGORY CODE	SCOPE	UM	PA [illegible]	REMARKS
AGE	HACC 943056	JOINT	6211-712	12,000	SF	$1,450	
AMU	HACC 943057	482	6211-154	6,000	SF	$940	
LOX FACILITY	HACC 943058	482	6442-258	482	SF	$1,000	
SURVIVAL EQUIP SHOP	HACC 943059	JOINT	6218-852	7,000	SF	$970	
MED TRAINING FACILITY	HACC 943060	482	6510-001	10,800	SF	$1,900	
COMPOSITE MAINTENANCE	HACC 943061	JOINT	6211-153	20,700	SF	$3,250	
BASE SUPPLY & WAREHOUSE	HACC 943062	JOINT	6442-758	50,000	SF	$2,900	
HAZARDOUS MATERIAL STOR	HACC 943062	482	6422-257	1,280	SF	$103	
REN VEHICLE MAINTENANCE	HACC [illegible]	482	6214-425	27,000	SF	$2,550	
REN COMMUNICATIONS	HACC 943064	482	6131-111	7,800	SF	$1,201	
SECURITY POLICE FACILITY	HACC 943065	482	6730-837	5,000	SF	$940	
HYDRANT REFUELING SYS	HACC 943063	JOINT	6121-122	1	LS	$2,000	
REN PHYSICAL FITNESS	HACC 943066	JOINT	6740-674	29,880	SF	$2,750	
PARARESCUE	HACC 943067	301	6171-753	13,000	SF	$1,850	
301st HQ/SQUAD OPS	HACC 943068	301	6141-753	22,500	SF	$2,405	
HH60 HANGAR	HACC 943069	301	6141-185	30,000	SF	$3,050	
HC130 MAINT HANGAR	HACC 943070	301	6211-175	22,000	SF	$2,992	
BENSON TANK STORAGE	HACC 943070	301		1,280	SF	$69	
HC130 FUEL CELL HANGAR	HACC 943054	301	6211-179	22,000	SF	$3,180	
HANGAR APPROACH	HACC 943054	301	6113-211	7,000	SY	$1,125	
AVIONICS/ECM	HACC 943071	301	6217-712	8,400	SF	$1,180	
ENGINE I & R	HACC 943072	301	6211-157	8,000	SF	$910	
AIRCRAFT RINSE RACK	HACC 943073	JOINT	6116-672	500	SF	$300	
SMALL ARMS FIRING RANGE	HACC 943062	482	6179-475	2,100	SF	$1,100	
INFRASTRUCTURE	HACC 943074		6100-000			$24,200	
BASE OPS/ TRANS MAINT	HACC 943075	482	6141-453	6,750	SF	$1,100	
REN WING HQ	HACC 943076	482	6171-445	43,000	SF	$3,870	
REN DORM 476	HACC 943077	JOINT	6721-315	24,000	SF	$2,300	
MOBILITY PROCESSING	HACC 943078	482	6442-758	40,000	SF	$2,350	not programmed
ACMI POD SHOP	HACC 943079	482	6217-713	2,400	SF	$283	
CIVIL ENGINEERING COMPLEX	HACC 943051	482	6219-844	27,000	SF	$3,483	includes only admin
MAIN ELEC DISTRIBUTION SYS	HACC 933091	COM	6812-225	$1	LS	$3,500	
POL OPERATIONS						$2,400	not programmed
ALERT COMPLEX	HACC 933085	FANG	6141-183	57,000	SF	$9,000	
HANGAR 741	HACC 933086	COM	6211-111	180,000	SF	$3,200	
CONTOL TOWER & EQUIP	HACC 933084 A&B	DADE	6149-962	3,500	SF	$5,200	
TOTAL COST						$91,755	
COMMUNITY						$14,154	
RESERVES						$77,591	

Table 4.0-1 Proposed MILCON program and total costs

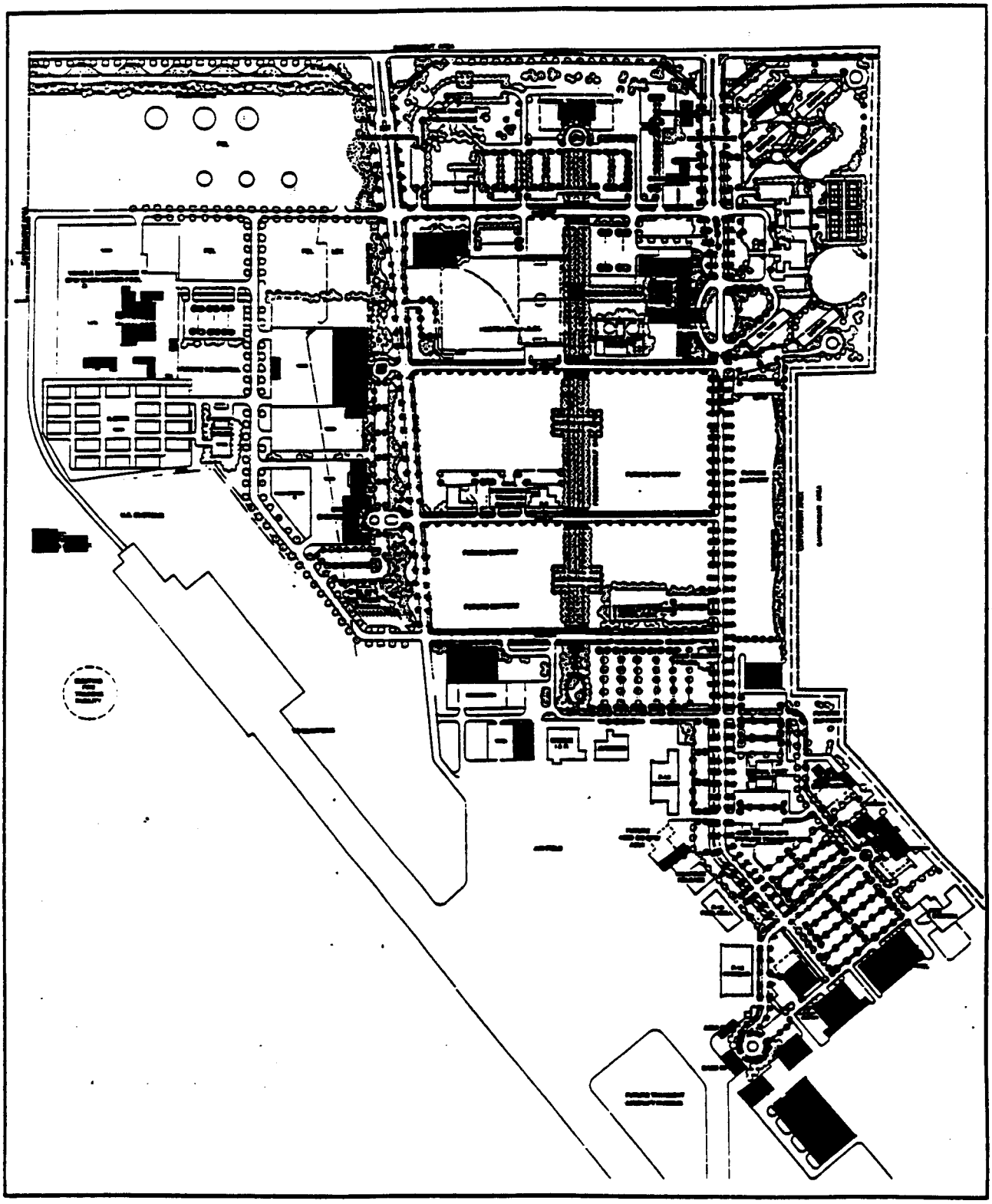


Figure 4.0-1 Proposed MILCON Programmed Facilities

4.1 AEROSPACE GROUND EQUIPMENT (AGE)

The Aerospace Ground Equipment (AGE) Facility maintains equipment to support aircraft. The facility maintains and stores AGE for deployment across the airfield wherever needed. Each flightline operation stores AGE in a readyline storage area and will perform routine daily maintenance on them. The 12,000 square foot facility has been sited in proximity to the flightline and the new mobility processing facility on the northwest side of the ramp (see figure 4.1-1). The site provides access to the flightline, mobility processing and Westover Street. An AGE readyline storage area will be provided at the avionics shop. The one story facility is constructed of precast concrete panels with a standing seam metal roof. The metal roof will conform to HARS standards and respond to the character of adjacent facilities. Windows and doors shall be anodized bronze aluminum with bronze tint glazing. Figure 4.1-2 Functional Diagram shows the general layout of the facility.

The AGE facility requires six stalls (500-600 square feet each) in the shop area with a roll up door at one end. A 3-5 ton overhead crane will be installed to remove engines. The shop area will be equipped with an external exhaust system for engine testing and a compressed air system with quick disconnects will be provided throughout. Two additional wash stalls will be provided with a power spray system.

Program Requirements:

Project Code:	HACC 943056
Category Code:	211-712
Building Size:	12,000 square foot
Building Type:	One story, precast concrete panels with standing seam metal roof.
Parking:	5-8 Unit Training Assembly (UTA)
Cost:	**$1,450,000**

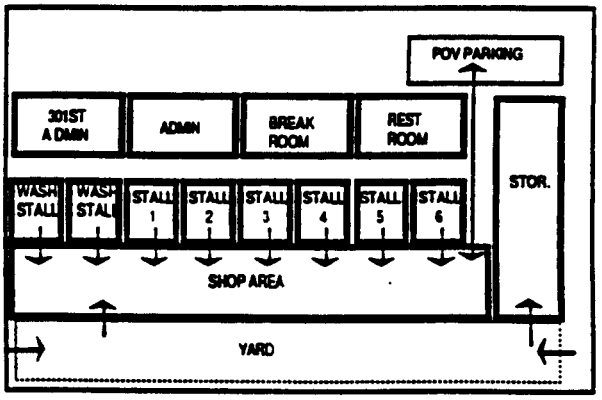


Figure 4.1-2 Functional Diagram

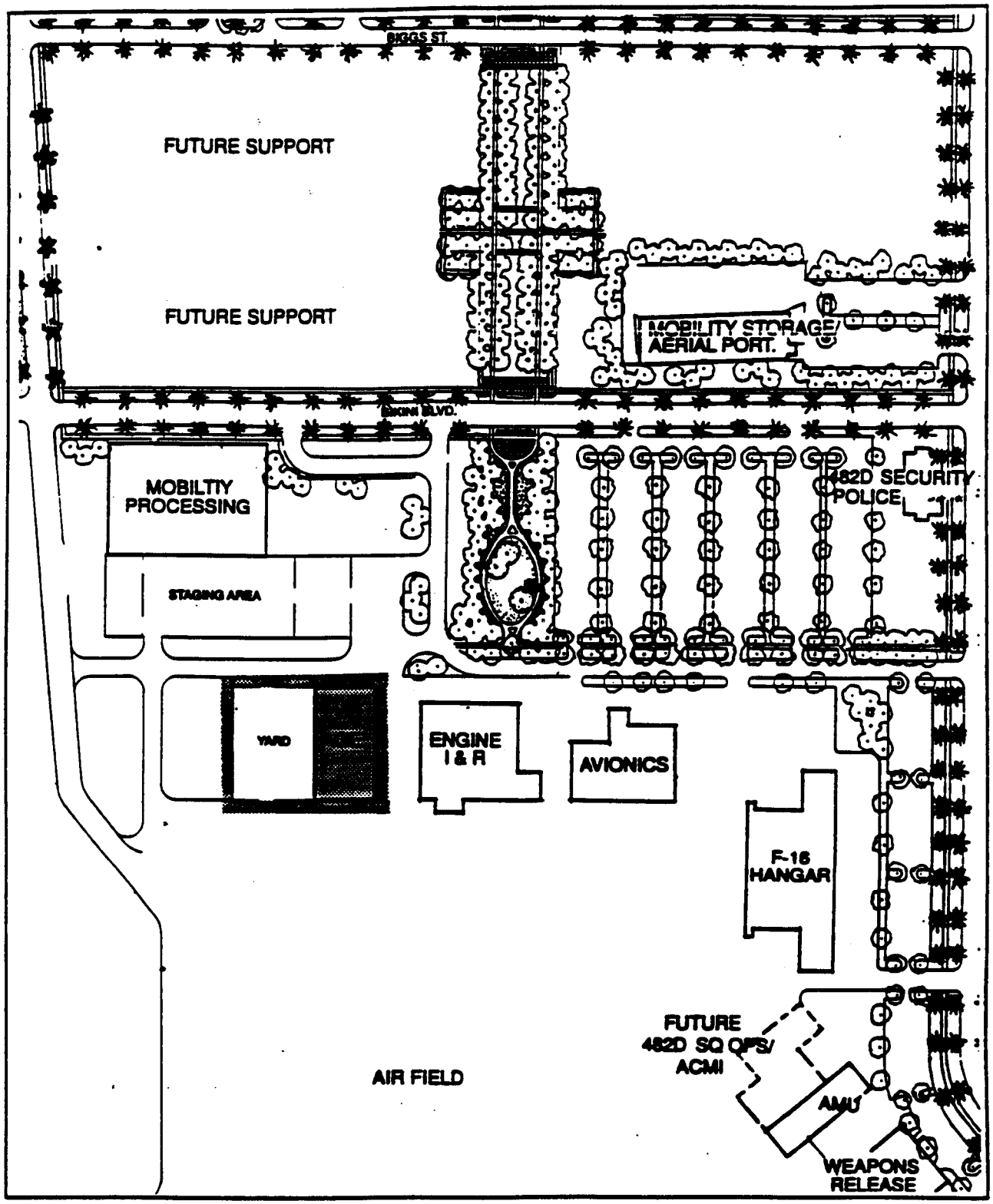


Figure 4.1-1 Area Development Plan for AGE

Table 4.1-1 Rooms (by function) required by AGE

HOMESTEAD AIR RESERVE STATION AEROSPACE GROUND EQUIPMENT (AGE)		
FUNCTION	GROSS SQ FT	REMARKS
Administration Office	300	100 each, one dedicated to 301 RQS
Tool Room	200	
Break Room	150	
Mechanical Room	100	
Shop Area	11,350	includes 6 stalls at 500-600 (sq) ft each
Rest Rooms	250	125 each
Parking Area		Small storage area uncovered to stage equipment coming in. Requires fencing and 10' swing gate.

Special Requirements:

- 3-5 ton overhead crane
- Rollup door
- Two stalls for washing with power spray system
- Compressed air system with quick disconnect
- Frequency converters with special recepticals
- External exhaust system for testing engines
- Requires unique electrical system, 400 HRTZ power
- Central trench drain with concrete floor sloping, drain to connect to pretreatment system

4.2 SQUAD OPS/AIRCRAFT MAINTENANCE UNIT (AMU)

Aircraft Maintenance Unit (AMU) serves as the operating facility that oversees the maintenance of aircraft and other flightline activities. Pilots are debriefed upon completion of a flight to determine maintenance requirements for individual aircraft. Daily personnel assignments, tools and equipment are issued from this facility each morning.

Due to the importance of the facility on the operations of flightline activities, the AMU was sited in a central location on the flightline (see figure 4.2-1). The facility requires a rollup door at the bay area with access to the flightline. Figures 4.2-2 and 4.2-3 show the functional layout of the facility.

The AMU had been sited to allow for expansion, if required, to include the Aircraft Combat Maneuvering Instrumentation (ACMI) and a new 482d Squad Ops. Project designer shall allow for expansion by locating the AMU on the southern side of the development parcel. The rollup door shall be located on the south side to allow for the future additions without disrupting AMU functions.

Program Requirements:

Project Number:	HACC 943057
Category Code:	211-712
Building Size:	6,000 square feet
Building Type:	One story, precast concrete panel structure with standing seam metal roof
Parking:	50-100 UTA
Cost:	$940,000

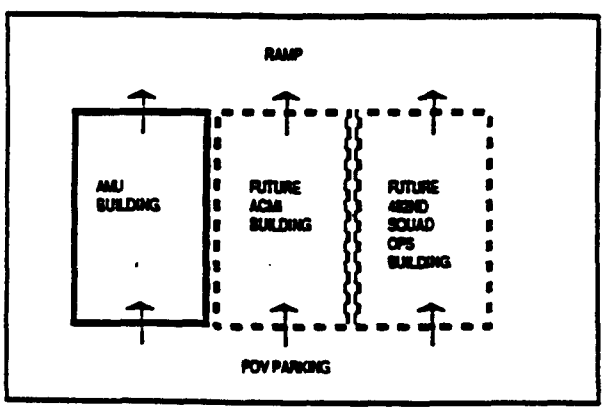


Figure 4.2-2 Functional Diagram

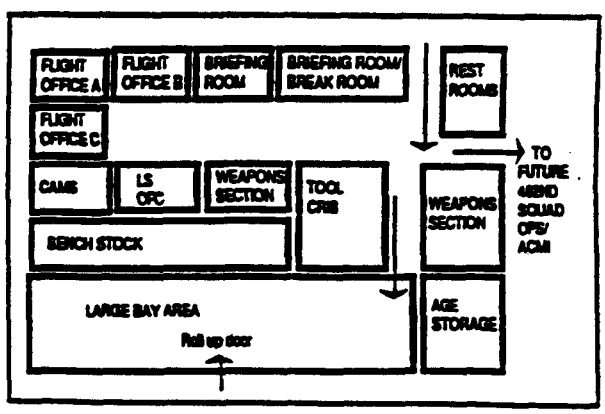


Figure 4.2-3 Functional Diagram

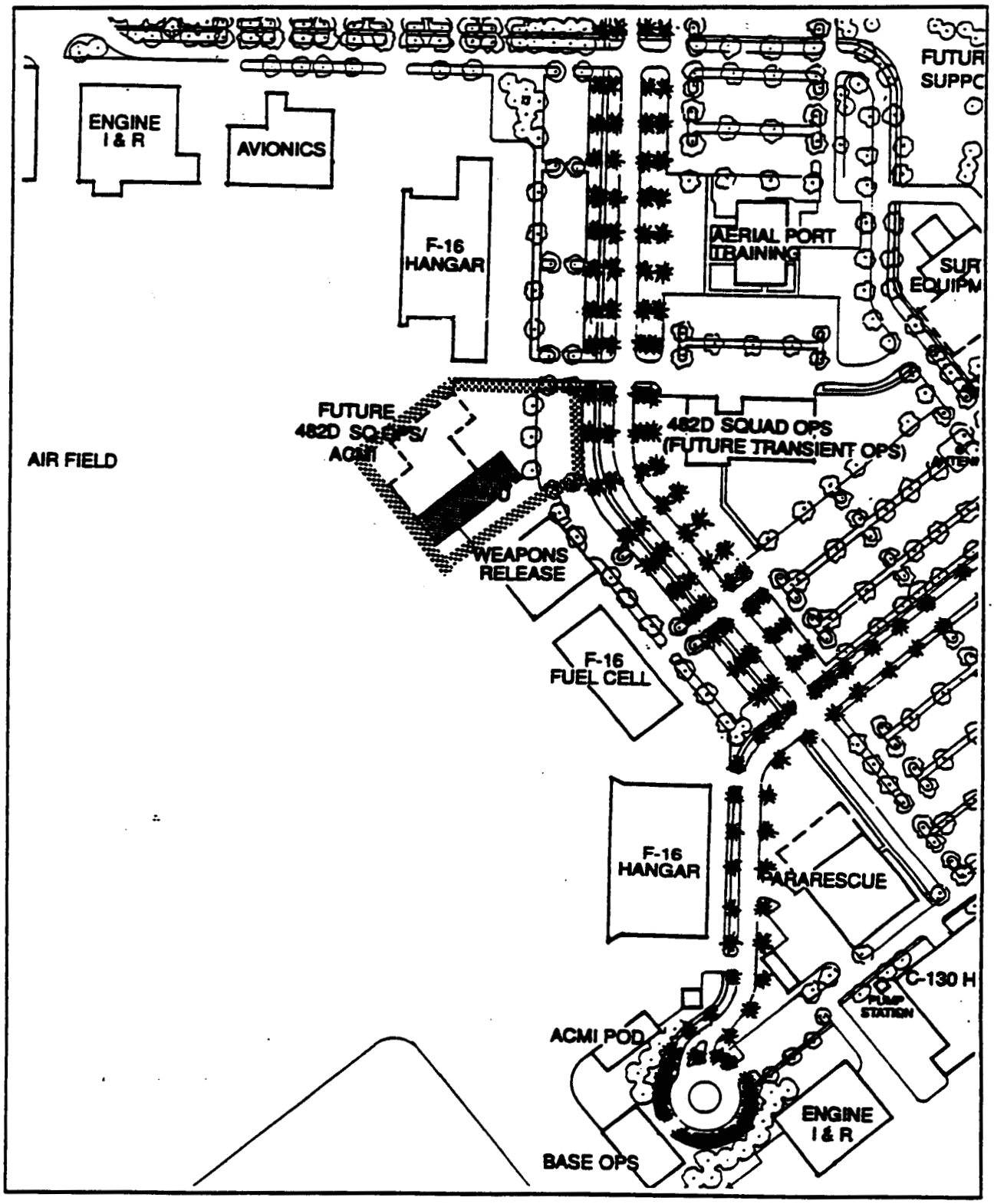


Figure 4.2-1 Area Development Plan for AMU

Table 4.2-1 Rooms (by function) required by AMU

HOMESTEAD AIR RESERVE STATION AIRCRAFT MAINTENANCE UNIT (AMU)		
FUNCTION	GROSS SQ. FT.	REMARKS
Debriefing Room	250	
Tool Crib	250	Compressed Air
Administrative Flight Offices A, B, & C	600	200 Each
Briefing Area and Break Room	1,000	
Specilized Administration	400	150 each - Requires CAMS computer, LS office, weapons section office
Weapons Section	300	
Large Bay Area	2,200	Rollup door, compressed aire, with AGE storage 12' ceilings in storage
Bench Stock	1,000	

4.3 LOX FACILITY

This is approximately a 482 square foot area enclosed by a concrete block wall with access to storage area for liquid oxygen, nitrogen and hydrazine. The LOX facility will be located in the POL complex, however, the exact siting will be determined after further information regarding tank sizes is available (see figure 4.3-1). Currently there is a need for two oxygen and two nitrogen tanks, each 2,000 gallons. Hydrazine needs may also be incorporated. Provide a storage area for LOX carts. Three grounding points shall be provided. Install explosive-proof lighting inside of the enclosure. Double gates on two sides of the facility will provide access for trucks (see figure 4.3 -2 for functional diagram). The concrete block facility shall be designed and detailed to comply with HARS Installation Design Guidelines.

Program Requirements:

Project Number:	HACC 943058
Category Code:	442-258
Building Size:	482 square feet
Building Type:	One story, concrete block wall enclosure, no roof
Parking:	truck access on two sides of enclosure with double rolling gates.
Landscape:	screening

explosive proof lighting is required

Cost: $1,000,000

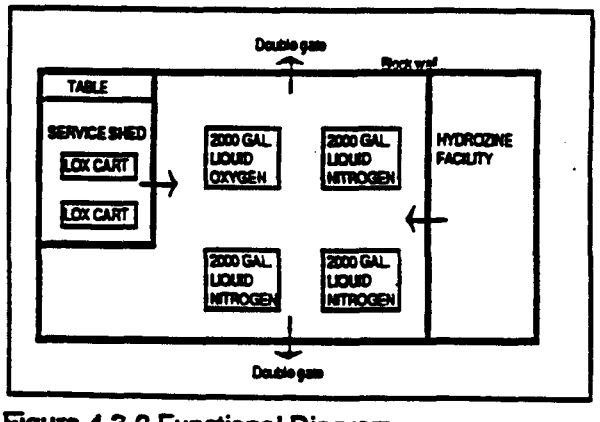


Figure 4.3-2 Functional Diagram

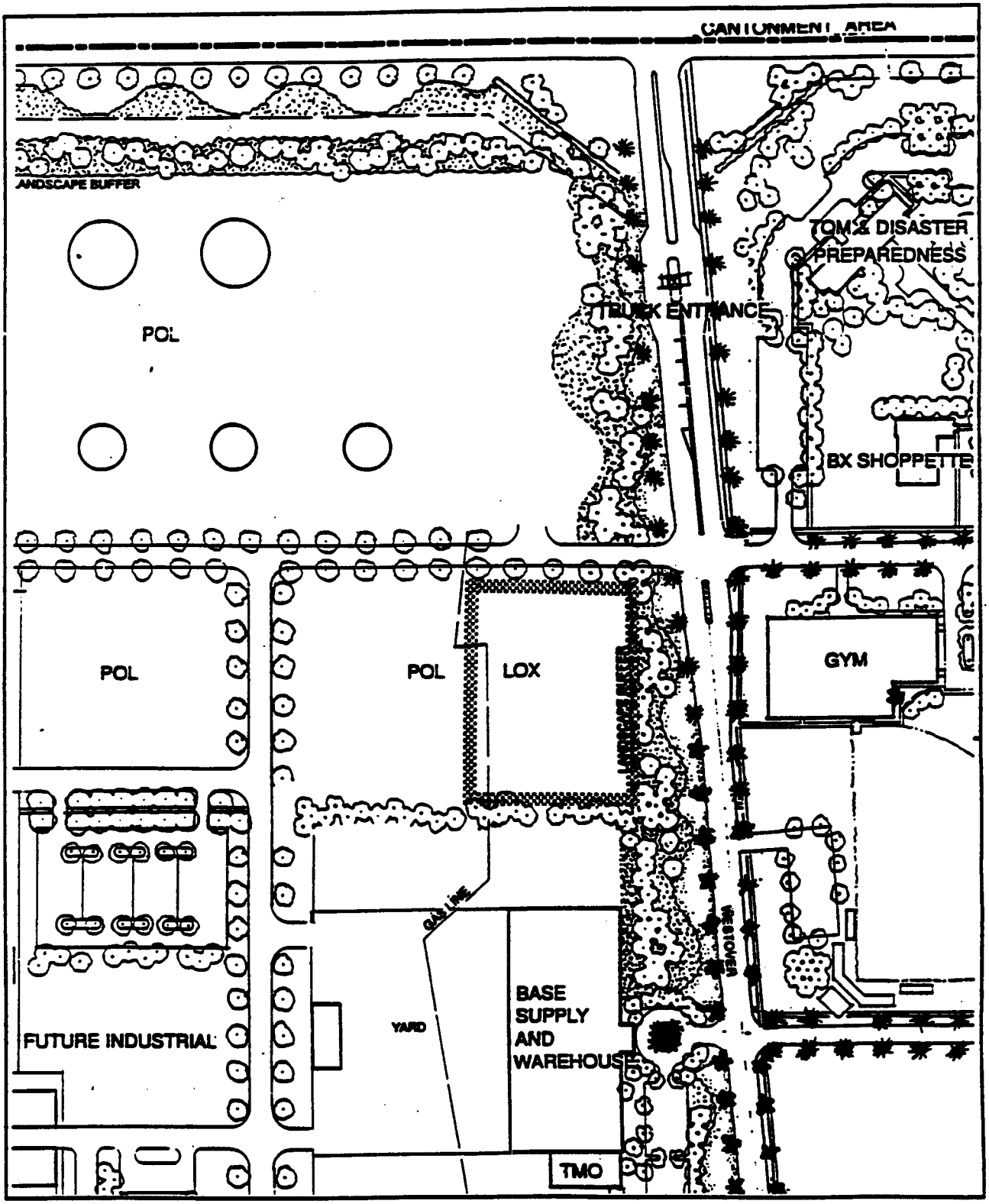


Figure 4.3-1 Area Development Plan for LOX Facility

4.4 SURVIVAL EQUIPMENT SHOP

The mission of this facility is to maintain parachutes, life rafts, LPU's and fabrication of materials. This new building will be located near flight line activities east of Coral Sea Boulevard, but away from the control tower to avoid view conflicts with the facility's parachute drying tower (see figure 4.4-1). The 72 foot high tower will provide space to hang 120 parachutes at one time. The associated building will be 7,000 square feet, jointly used by the 301st and the 482d (see figure 4.4-2 for functional diagram). It will have 220 volt and 110 volt electric capability and an environmentally controlled parachute and rubber packing area and tower. Table 4.4-1 lists each room by function and special requirements. The facility requires a rollup door at the fabric shop and double doors at maintenance. The architecture for the building shall comply with the HARS Installation Design Guidelines (see chapter 6.0). Special architectural attention to the drying tower should be taken to assure compliance with the design intent for HARS.

Program Requirements:

Project Number:	HACC 943059
Category Number:	218-852
Building Size:	7,000 square feet
Building Type:	One story with adjacent tower, precast concrete panels, metal standing seam roof, flight line colors
Parking:	13 POV spaces, 2 step vans, 2 pickup trucks
Cost:	$970,000

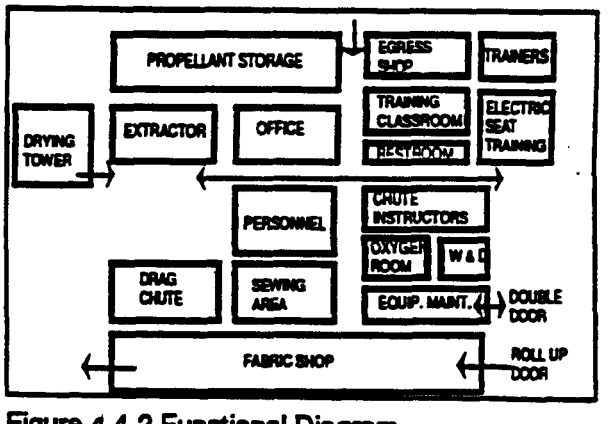


Figure 4.4-2 Functional Diagram

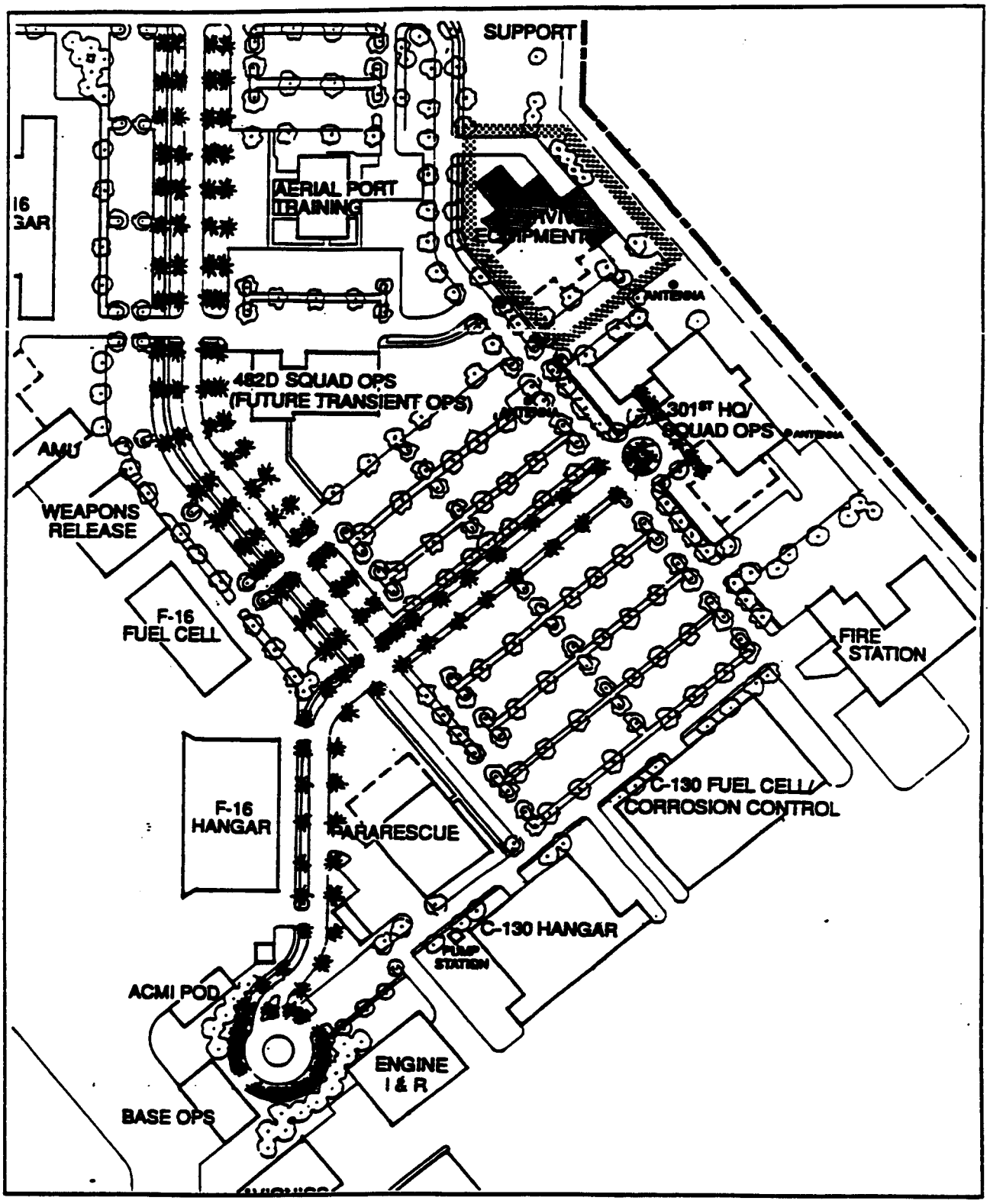


Figure 4.4-1 Area Development Plan for Survival Equipment Shop

Table 4.4-1 Rooms (by function) required by the Survival Equipment Shop

HOMESTEAD AIR RESERVE STATION THE SURVIVAL EQUIPMENT SHOP		
FUNCTION	GROSS SQ FT	REMARKS
Tower		40'x40'x70' height, 5'x20' washing tub
Round Parachute	3000	
Ram Air Parachute	4800	Carpeted 10'-12' ceiling
Rubber Products	4200	Compressed air 10'-12 ceilings
Total	12000	

4.5 MEDICAL TRAINING FACILITY

This facility serves to dispense and manage medical assets and personnel assigned to the 482d Medical Squad Det. 3, 11th USAF Contingency Hospital and the 21st APSS. The mission for Det. 3, 11th USAF Contingency Hospital is to manage the day-to-day administrative functions such as developing future budget allocations for projects; determining training needs for staff, preparing SORT's Reports, UTA, After Action Reports, maintaining medical records, and preparing orders for TDY travel.

The medical training facility is a critical support function to mission operations and the HARS community in general. The facility requires a prominent location for easy access. The Master Plan has sited the 10,500 square foot facility adjacent to Bougainville Boulevard at the northern terminus of the pedestrian/golf cart spine (see figure 4.5-1). This location allows for future expansion of the facility while creating a strong community image at the "front door" of HARS.

The building shall be constructed of precast concrete panels with a metal standing seam roof and metal doors and windows (see Chapter 6.0 Installation Design Guidelines).

The new facility shall provide adequate space to accomplish all required medical readiness training and storage for medical training equipment. The functional relationship diagram illustrates the facility (see figure 4.5-2).

The medical training facility will have vehicle access from Elmendorf with service loading on the west side of the building. The courtyard and dropoff area shall be landscaped according to Chapter 6.0 Installation Design Guidelines and shall terminate the pedestrian spine.

Program Requirements:

Project Number:	HACC 943060
Category Code:	510-001
Building Size:	10,500 square feet
Building Type:	One story, precast concrete with metal standing seam roof.
Parking:	200 (UTA)
Paved Courtyard:	Concrete pavers at main entrance to building
HVAC	
Requires 120 volt electrical	
Cost:	**$1,900,000**

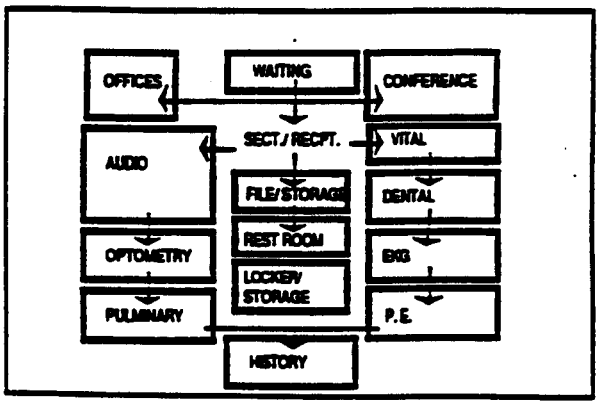


Figure 4.5-2 Functional Diagram

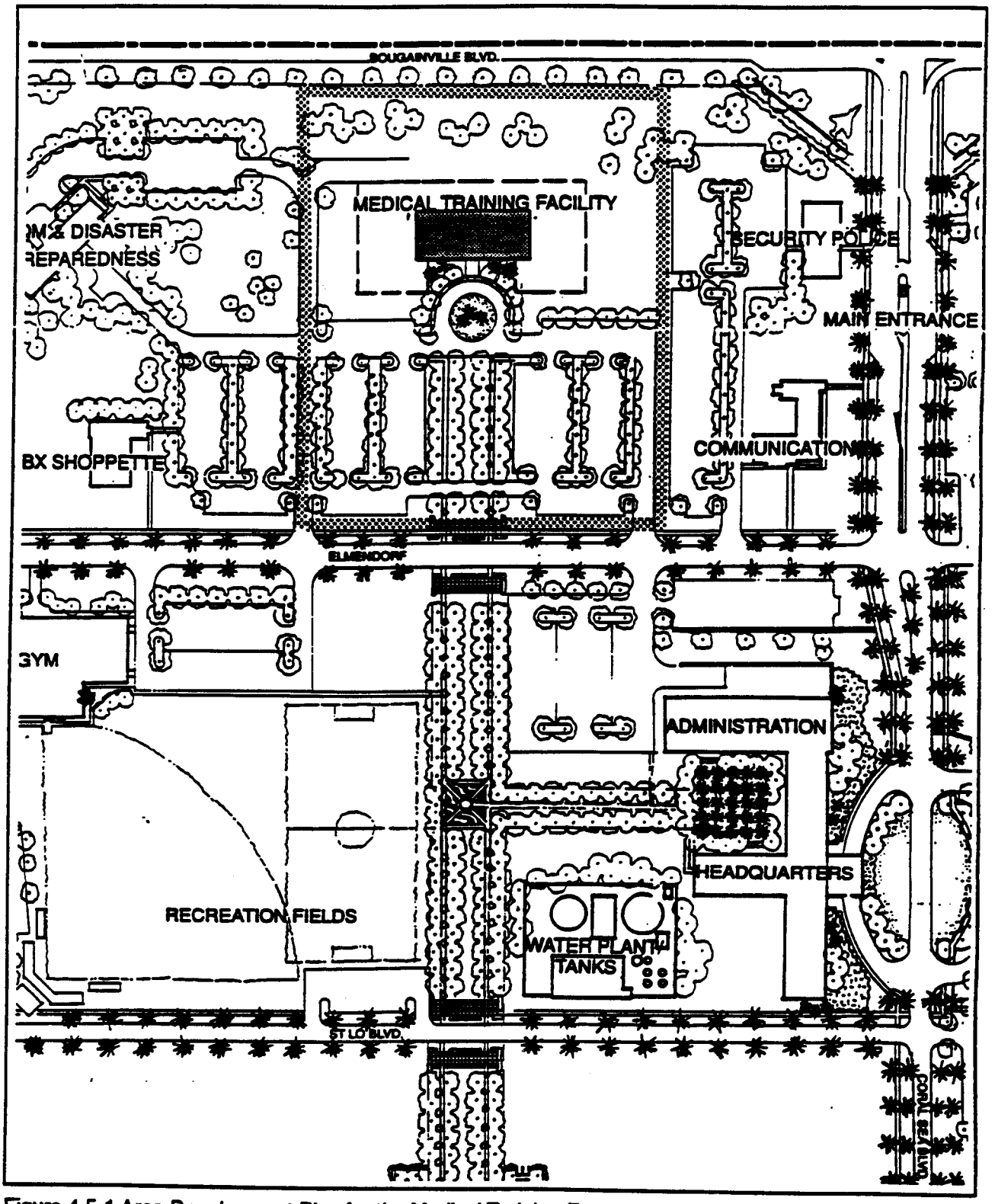


Figure 4.5-1 Area Development Plan for the Medical Training Facility

Table 4.5-1 Rooms (by function) required by the Medical Training Facility.

HOMESTEAD AIR RESERVE STATION MEDICAL TRAINING FACILITY	
482d MEDICAL GROUP	
Secretary	125
Commanders Office	300
Senior Art.	150
Conference Room	300
Reception Area	200
Storage	250
Medical Supplies	250
Secured Medical Records Room	100
Det. 3, 11th USAFCH	
Commander	250
ART	125
Medical Records Technician	125
GS-5	550
Training Room	500
Conference Room (2)	600
Rest Rooms (M&F)	1,200 (600 each) adequate service for 30 people
Section Chiefs Offices	1,600 1st Sgt., Admin Chief Medical Svg. and Chief NV
Physicians Offices (3)	450
Administration	125
Medical Records	200
Reception Area	500
Computer Filer Service	100
Medical Readiness	1,100 various training equipment
Medical Supplies	1100
Orderly Room	300

Special Requirements:

- 120 volt electical
- Hazardous disposal
- Paging system
- Dedicated modem line
- 3DSN FTS lines
- Dedicated fax line
- Secured room for drug testing and sensitive medical data

4.6 COMPOSITE MAINTENANCE

This facility will provide for aircraft maintenance and associated equipment maintenance and storage; engine component repairs; structural maintenance, inclusive of sheet metal fabrication and corrosion control; metals technology; general purpose aircraft maintenance shops; and maintenance item inspections. Other facility functions will include administrative areas and offices; training class rooms; break room; restrooms with showers; mechanical and electrical rooms; telephone room; and circulation space. This 20,700 square foot new building will be shared by the 482d and 301st. It will be located east of Coral Sea Boulevard in the aviation support area to provide access to the equipment and airplanes that are under repair (see figure 4.6-1). This facility shall comply with Federal, State and local regulations governing hazardous waste materials. An oil separator drain shall be located for separation of oil products.

Figure 4.6-2 illustrates the functional diagram of the following uses. Sheet metal shop will include a composite shop and a special welding exhaust system with exhaust hoses serving welding stations. This shop maintains a large supply of various metals required to manufacture/repair components for assigned aircraft and equipment and several pieces of shop equipment to facilitate repairs and manufacturing processes (metal lathes, milling machines, drill presses, bench saws, powered hack saw, welder, and metal grinding machines). Tech author library and a CAMS terminal shall be provided.

The composite shop, included in the metal shop, will provide an area to store shop tool kits during non duty hours and between uses. This area will also provide for central storage and control of all shop bench stocks. Storage space is needed in each shop, to give additional control over items and to comply with policy for storing and safe guarding tools.

Electro environmental shop (EVEL) supports both on and off equipment troubleshooting and repair of electrical and environmental systems and components for C-130 aircraft. The shop maintains an assortment of supply bench stock to support aircraft on and off equipment repair actions. Performs functional check on electrical/environmental components as requested and trains assigned Reserve personnel. The shop maintains a base battery repair shop for Ni-Cad and Lead acid for assigned aircraft and all other on-base functions. The battery shop will have an exhaust system separate from other exhaust systems and interlocked with the charging systems. The battery shop area must comply with OSHA, AFOSH and EPA requirements. The shop requires a concrete floor and an emergency deluge shower with eyewash, guide wire and an audible alarm when used. This shop has four 301st staff assigned to it.

Pneudraulic shop (Pneu) supports both on and off equipment troubleshooting and repair for hydraulic systems and components for assigned C-130 aircraft. Performs functional checks of all hydraulic items as requested. Maintains an assortment of supply bench stock parts to facilitate on/off equipment repair actions. Trains assigned Reserve personnel. Overhead hoist with rated capacity of 2,000 pounds minimum to facilitate the movement of heavy parts and equipment throughout the shop. This shop has four 301st staff working on a daily basis.

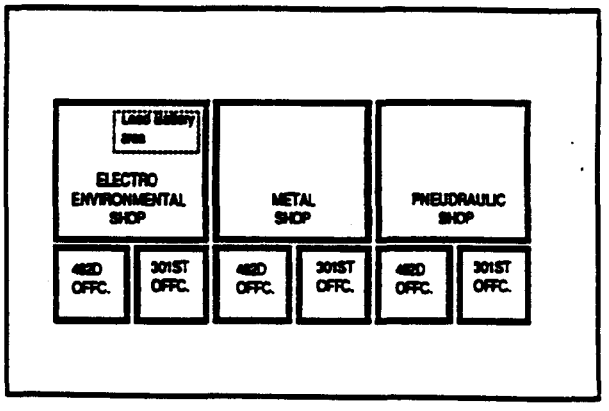


Figure 4.6-2 Functional Diagram

Non-Destructive Inspection Area. The NDI will have a separate HVAC system.

Overhead doors will be located outside the Pneudraulic and metal shops to allow large items requiring repair to be loaded/unloaded in the shops.

24 POV parking spaces and 3 military vehicle truck spaces related to the building are needed. Access and parking for 2 truck spaces at the rear of the building shall also be provided.

Program Requirements:

Project Number:	HACC 943061
Category Number:	211-153
Building Size:	20,700 square feet
Building Type:	One story, precast concrete panels, metal standing seam roof, flight line colors
Parking:	24 POV parking spaces, 5 military vehicle truck spaces
Landscape:	Screen truck access from Coral Sea Boulevard
Cost:	**$3,250,000**

HOMESTEAD AIR RESERVE STATION COMPOSITE MAINTENANCE	
ROOM	GROSS SQUARE FEET
Maintenance SQ NCOIC	380
Aerospace Systems Office	200
Electro-Environmental Shop	2200
Pneudraulic	3300
Metal Technology Shop	3600 welding machine
Training Room	900
Combine Break Room	900
Composite Tool/Benchstock Storage Room	900
Parts Cleaning Room	650
Circulation Space	1850 (corridors, halls, entries)
Rest Rooms	300 (150 each)
Mechanical Room	150
Electrical Room	125
Janitorial Closet	50
Battery Shop	400 (NICAD, 400 (LEAD)
NDI	2500
Egress	200

Table 4.6-1 Rooms (by function) required by Composite Maintenance

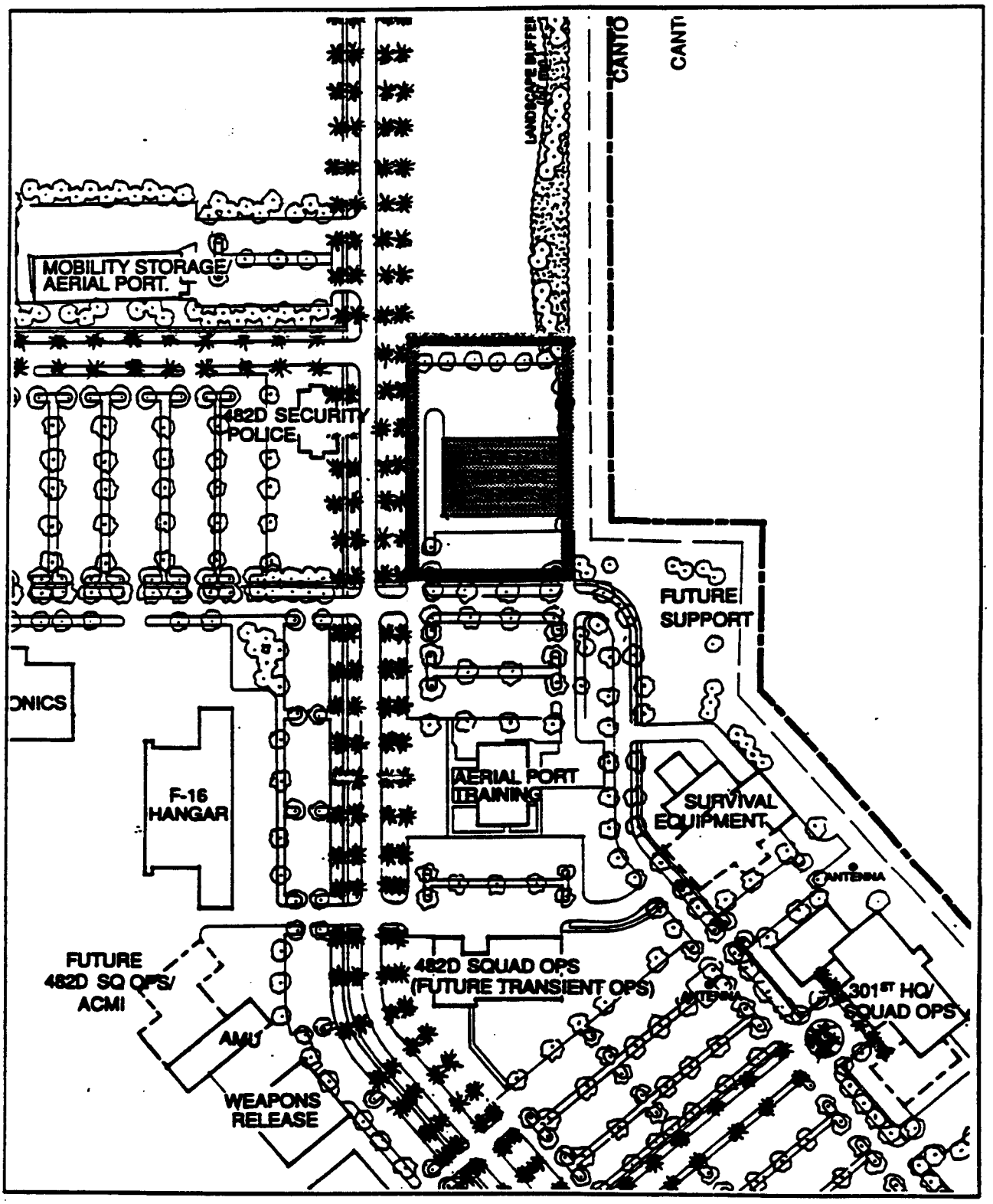


Figure 4.6-1 Area Development Plan for Composite Maintenance

4.7 BASE SUPPLY AND WAREHOUSE

This building provides a central clearinghouse for office supplies, equipment and tools for base operations. This new building is located in the industrial park at the south end of Westover Street, at the west end of St Lo Boulevard (see figure 4.7-1). Administration and store uses are in the front of the building and the warehouse and loading facilities are in the back (see figures 4.7-2 and 4.7-3 for functional diagram). POV parking is located in the front for easy access to the store and offices. Four loading docks are required. A ramp from the storage yard to the loading dock is needed for forklift access. Parking spaces for 3-5 military trucks and a 1/2 ton truck will be provided. A fenced 5,000 square foot storage yard in the rear is needed. A pre-engineered 3,100 square foot hazardous materials storage area shall occur within the fenced area (see 4.8 Hazardous Material Storage). In the base supply offices, two secured vaults are required which are climate controlled. In addition, a classified properties vault is needed, with climate control. The architecture shall comply with the HARS Design Guidelines (see Chapter 6.0).

Program Requirements/Base Supply:

Project Number:	HACC 943062
Category Number:	442-758
Building Size:	50,000 square foot building, 5,000 square foot storage yard
Building Type:	Two stories, precast concrete panels, standing seam metal roof, accent color on roof
Parking:	10 customer parking spaces, 3-5 military trucks, 1 1/2 ton truck
Cost:	$2,900,000

A 4,500 square foot TMO area will be co-located with the base supply and warehouse. Of the total square footage, 4,000 square feet is shop space and 500 square feet is office space. The office will have an open floor plan and have access to base supply administration via a secured door controlled by base supply. TMO has 13 staff people, 4 in the administration office. Views are required from the office to the storage yard and into the workshop area. Ten customer spaces are needed in the POV parking lot in front to the building (see figure 4.7-3 for functional diagram). An exhaust fan system will be mounted outside. Table 4.7-2 shows a list of the rooms and their requirements. The architecture shall comply with the HARS Installation Design Guidelines (see chapter 6.0 and figure 4.7-4).

Program Requirements/TMO:

Building Size:	4,500 square feet
Building Type:	One story, to match base supply
Parking:	23 POV spaces
Other:	exhaust fan system, open floor plan, views to yard

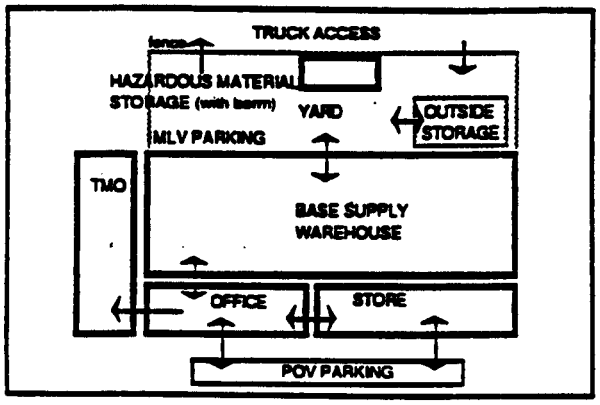


Figure 4.7-2 Functional Diagram

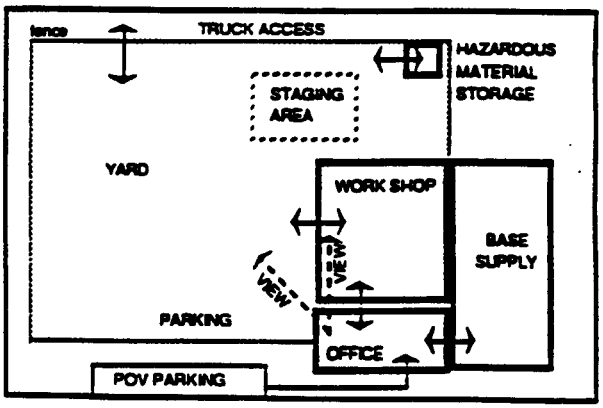


Figure 4.7-3 Functional Diagram

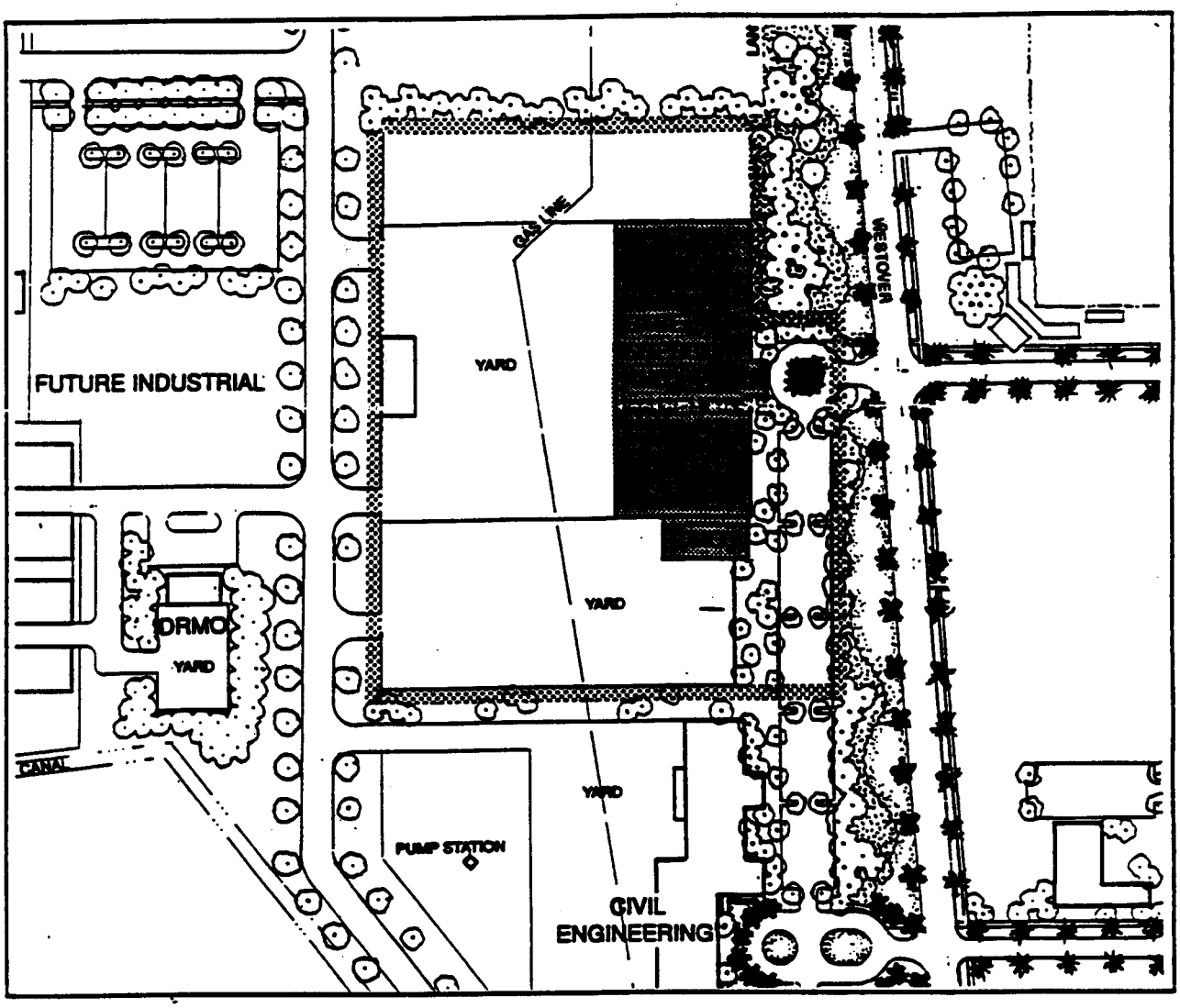


Figure 4.7-1 Area Development Plan for Base Supply and Warehouse

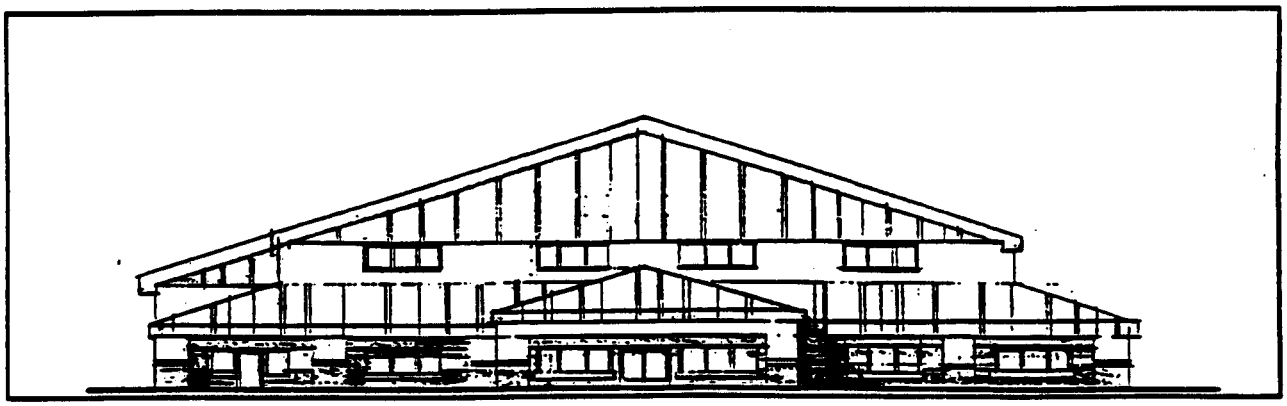


Figure 4.7-3 Conceptual Building Elevation

Table 4.7-1 Rooms (by function) required by the Base Supply and Warehouse

HOMESTEAD AIR RESERVE STATION BASE SUPPLY AND WAREHOUSE		
FUNCTION	GROSS (SQ) FT.	REMARKS
Administration Supply	1000	
Tool Issue	500	Base Supply store area
Equipment Issue	500	Base Supply store area
Clothing Area	500	Base Supply store area
Administration Offices	600	Two offices, provide access via secured over between TMO and Base Supply office
Storage	46900	
Building Total*	50000	
Storage Yard	5000	Exterior space enclosed with fencing

* Hazardous material storage facility (see 4.8) is co-located with the base supply and warehouse yard area.

Table 4.7-2 Rooms (by function) required by TMO

HOMESTEAD AIR RESERVE STATION TMO		
FUNCTION	GROSS (SQ) FT.	REMARKS
Office	500	4 computers with printer, views into open floor and storage yard
Open Floor	4500	Forklift operation
Staging Area	3600	
Loading Dock	70 (LF)	With spring ramp, ramp from storage yard to dock for forklift
Restrooms	250	2 (M&F)
Storage Yard		Fenced area with rolling gates
Hazardous Storage		25 storage sheds

4.8 HAZARDOUS MATERIAL STORAGE

This facility stores hazardous material produced by HARS. This 3,100 square foot pre-engineered facility will be located in the industrial park within the base supply and warehouse facility parcel (see figure 4.8-1). The facility is laid out with POV parking in the front and a fenced-in storage yard. The entrance to the yard and service doors is via the warehouse storage yard. Due to the nature of the facility, a facility buffer around the development parcel is required to screen views of the storage yard and the pre-engineered metal building. The storage yard shall be designed to allow for tractor trailer loading and unloading from the DRMO 90 day storage area and the bulk storage area. The structure shall be painted to match the HARS approved color scheme (see Chapter 6.0 Installation Design Guidelines). The functional relationship diagram (figure 4.8-2) illustrates the basic layout of the hazardous material storage site. See 4.7 Base Supply to review site layout of the hazardous material storage in relationship to Base Supply and Warehouse

This facility will require spill containment curbs with a properly sized ventilation system in the building. Environmental permits will be required. Floors in storage areas shall be back sloped from doors for spill containment.

Program Requirements:
Project Number: HACC 943062
Category Code: 422-257
Building Size: 1,250 square feet
Building Type: Pre-engineered metal structure to be assemble on site.
Parking: 5 POV, 2 trucks
Minimal electrical and HVAC required
Cost: $103,000

Special Requirements:
- Building mounted flood lights for security
- Requires environmental construction and operation permits, and associated permits for monitor wells from SFWMD.
- Governmental Hazardous Waste Notification Form is required from FDEP annually (see 3.7-8 Hazardous Materials).
- Eye Wash in all areas
- Containment system: curbs
- Rigid conduit
- Slope storage area floors to contain spills

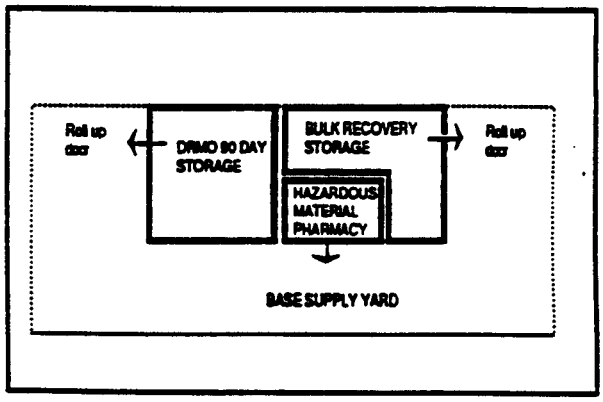


Figure 4.8-2 Functional Diagram

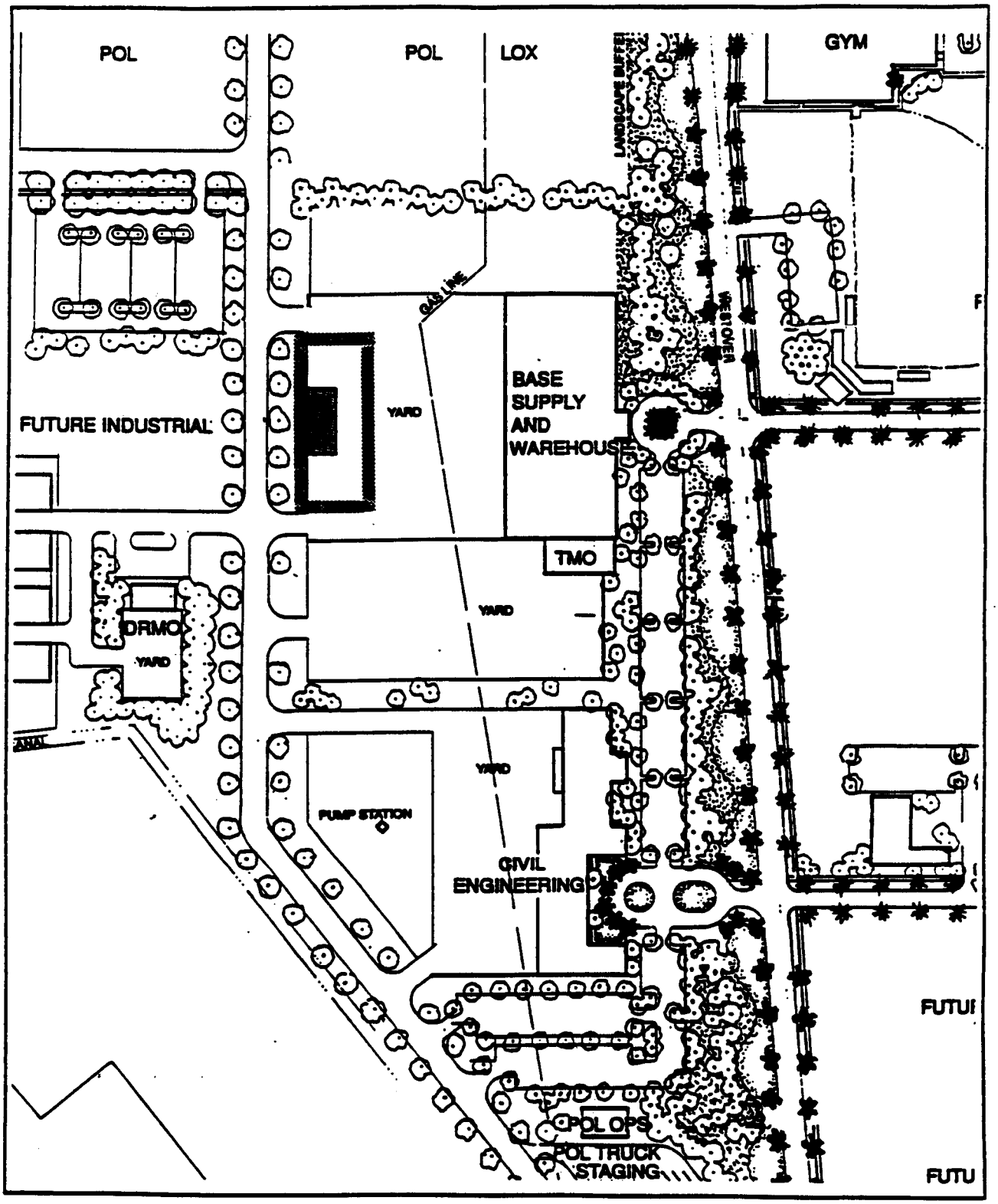


Figure 4.8-1 Area Development Plan for Hazardous Materials Storage

4.9 VEHICLE MAINTENANCE

This 27,000 square foot vehicle maintenance and motor pool area provides repair work to the 212 military vehicles at the station. The buildings in this facility will not change substantially from their current configuration. However improvement shall be made to the exterior as major repairs and renovations are required in the facility to bring them in compliance with the Design Guidelines (Chapter 6.0). The vehicle maintenance facility is located on the west side of the station, in the industrial park (see figure 4.9-1) with convenient access from Elmendorf .

The existing Building 211 will be upgraded to include explosive proof wiring improvements. Other buildings in the vehicle maintenance area include: Building 307 - a refueler maintenance service; Building 312 is to be renovated; Building 310 - a wash rack and small shed. The vehicle maintenance complex will be fenced in with secured gates at the two access points. POV parking is provided outside of the enclosed complex area for safety, security, and space requirements.

20 parking spaces are needed during the week and 30 for UTA. Space must be provided for 20 military vehicles within the vehicle maintenance complex with visibility from the dispatch office. The entire lot must be fenced.

Program Requirements:

Project Number:	HACC 943063
Category Code:	214-425
Building Size:	27,000 square feet
Building Type:	Existing structures
Parking:	POV 30 (UTA), MILV 20
Cost:	$2,550,000

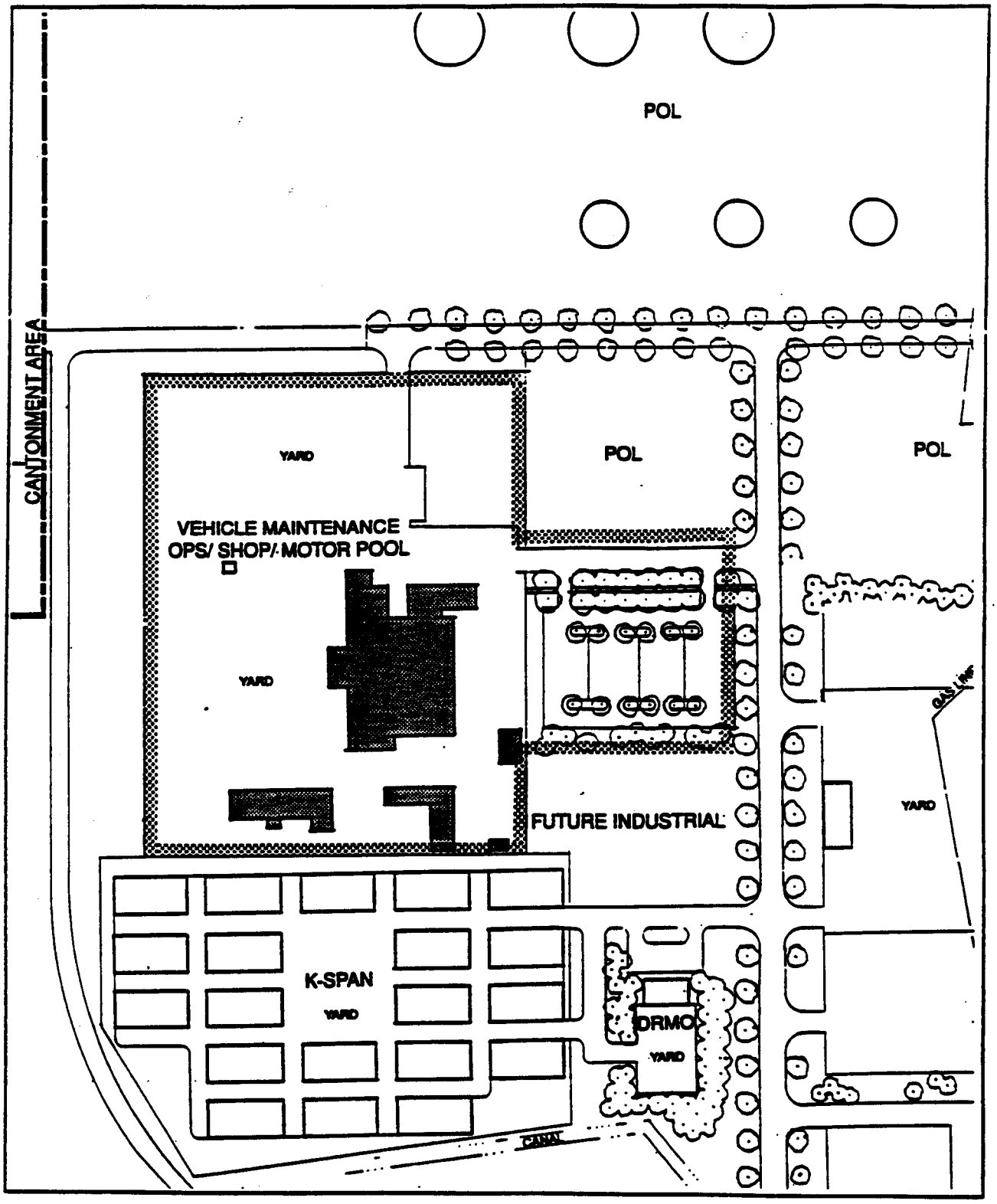


Figure 4.9-1 Area Development Plan for Vehicle Maintenance

4.10 COMMUNICATIONS

This building serves as the central location for phone and electronic equipment at the base. It will be a new building located on the same parcel as the previous communications center in order to reuse the underground vault system. The building is located to the south of the DoD Security building near the main entrance to the station on Coral Sea Boulevard (see figure 4.13-1). The building is 7,600 square feet and includes switching rooms, work center and administration.

Twenty-three staff people and six contracting staff work in the building. 32 parking spaces are required. The interior of the building shall include a work center with three work benches, a COMSAC vault next to COMCTR. The contractor (SouthBell) requires a work center with 3 desks and a small supervisor's office of 150 square feet, and a 6' x 3' tool and testing equipment storage closet. Four lockers are needed and adequate restrooms. The conduit will be provided on top of a primary feeder (see figure 4.13-2 for functional diagram).

The 485th EIG at Griffiths AFB will determine the exact building requirements after analyzing the base wide communications needs. The 485 E16 base communications study is pending. See Table 4.10 for a list of rooms by function and special requirements.

Program Requirements:

Project Number:	HACC 943064
Category Code:	131-111
Building Size:	7,600 square feet
Building Type:	One story, precast concrete panels, metal standing seam roof
Parking:	23 POV parking spaces, 6 contractor trucks and 4 military vans
Other:	locate on existing footprint
Cost:	$1,201,000

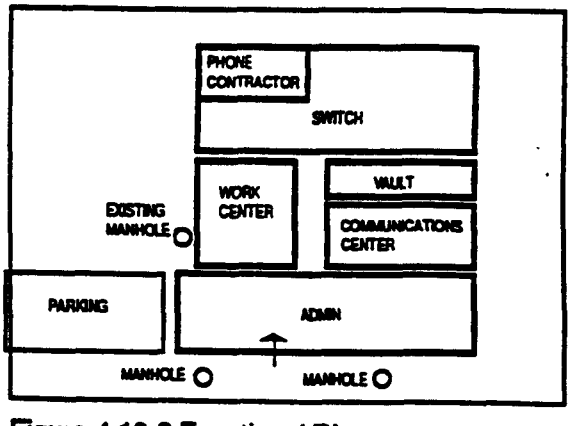


Figure 4.10-2 Functional Diagram

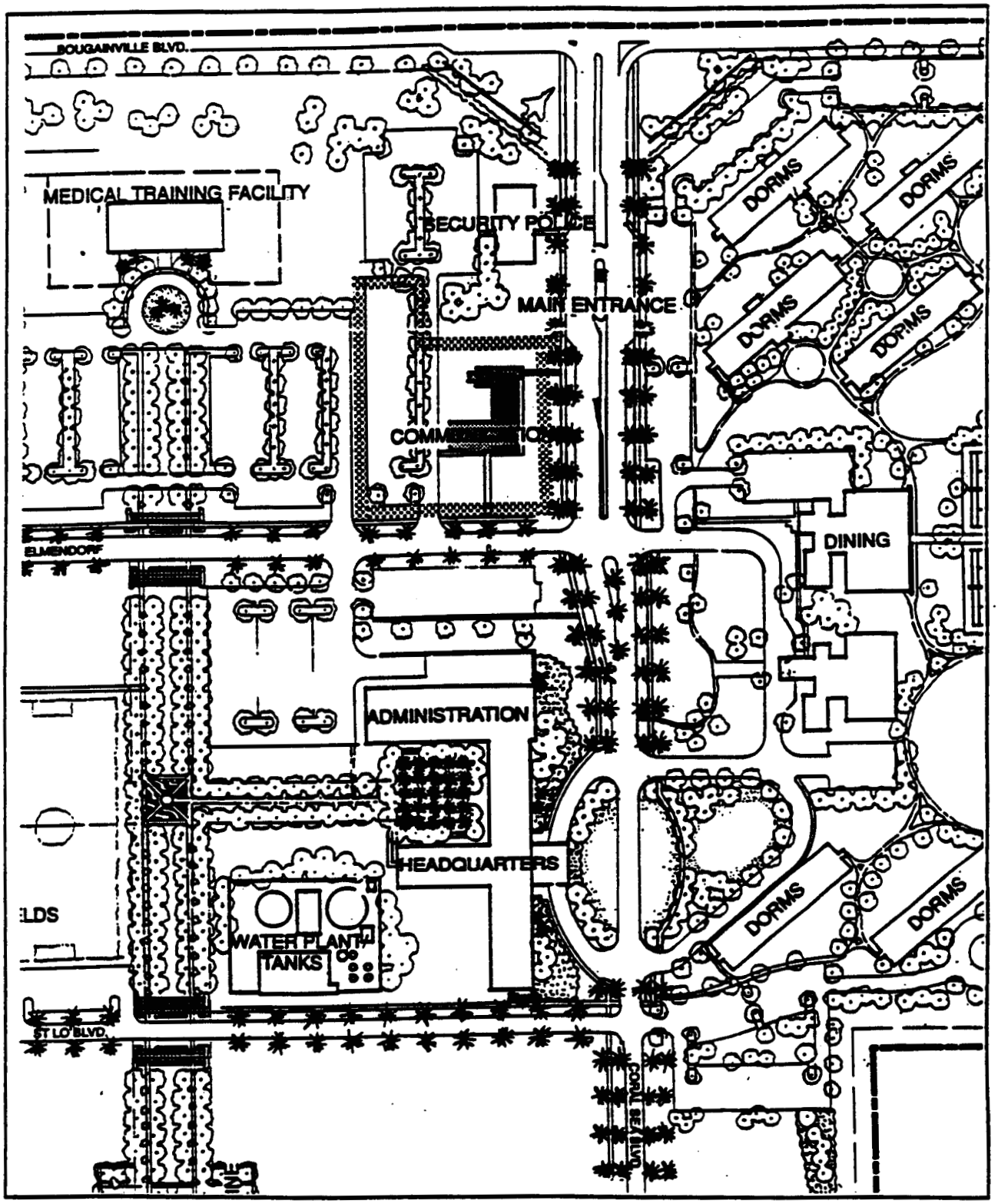


Figure 4.10-1 Area Development Plan for Communications

Table 4.10-1 Rooms (by function) required by Communications

HOMESTEAD AIR RESERVE STATION COMMUNICATIONS		
FUNCTION	GROSS SQ FT.	REMARKS
Communication Computer Systems Officer	200	
Secretary/Receptionist	125	
Communications Flt. Commander	200	
Full Time ART (Air Reserve Tech.)	150	
ADPE Manager	150	
Configuration Manager	150	
Programs Flight Superintendent	150	
Plans Management/Programs	200	
Commercial Communications	150	
Systems Flight Superintendent	150	
Support Flight Superintendent	150	
Comm Center/ADPE/Swbd. Opns	800	Area must meet TEMPEST
COMSEC Vault	200	
Conference/Meeting/Training Room	250	
Mobility/Storage	100	
Benchstock/Parts Storage	100	
Switch Area	2300	
Communication System Support	125	
Southern Bell Tech.	150	

4.11 SECURITY POLICE (DOD)

The primary mission of the Department of Defense Security Police is to provide security and protection of combat-ready weapon systems from sabotage, espionage, subversion and attack. In addition, the security police provide the following services: crime prevention, resource protection, traffic control, accident investigation, criminal investigation, information security, personnel security, and classification management, customs inspections, combat arms training, and maintenance.

Figure 4.11-1 shows the functional relationships of individual functions required by the Security Police (DoD). The diagram illustrates how the Security Police (DoD) Facility could be laid out.

The Security Police (DoD) building shall be located on the west side of Coral Sea Boulevard adjacent to the main gate and the new communications building (see figure 4.11-2 Site Plan). The one story 5,000 square foot building shall be constructed of precast concrete panels with standing seam roof and metal doors and windows (see Chapter 6.0 Installation Design Guidelines).

The new Security Police (DoD) facility will share a vehicular access drive with the communications building off of Elmendorf. Project designers shall coordinate the design and layout of the access drive and parking lots to eliminate design conflicts and assure program requirements are met. The Master Plan requires landscaping at parking lots and around the facility be coordinated with adjacent buildings and the established HARS community image (see Chapter 6.0 Installation Design Guidelines). The facilities prominent location and function requires special attention to the architectural detail of the building. This facility along with the entrance gate and gate house creates the initial impression of the base.

Program Requirements:

Project Number:	HACC 943065
Category Code:	730-837
Building size:	5,000 square feet
Building Type:	One story, precast concrete structure with standing seam roof
Parking:	50 parking spaces for personnel and visitors
Central cooling and heating	
Weapons clearing area:	exterior space
Cost:	$840,000

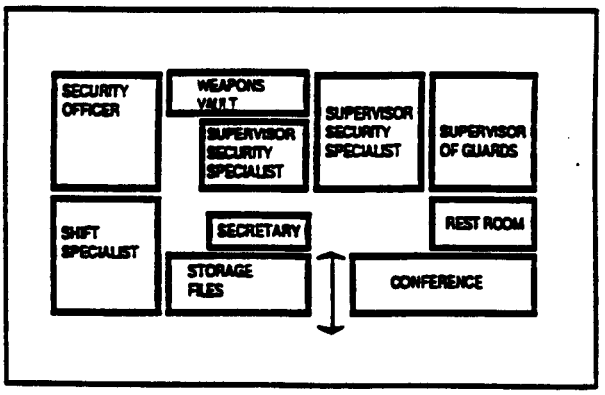


Figure 4.11-2 Functional Diagram

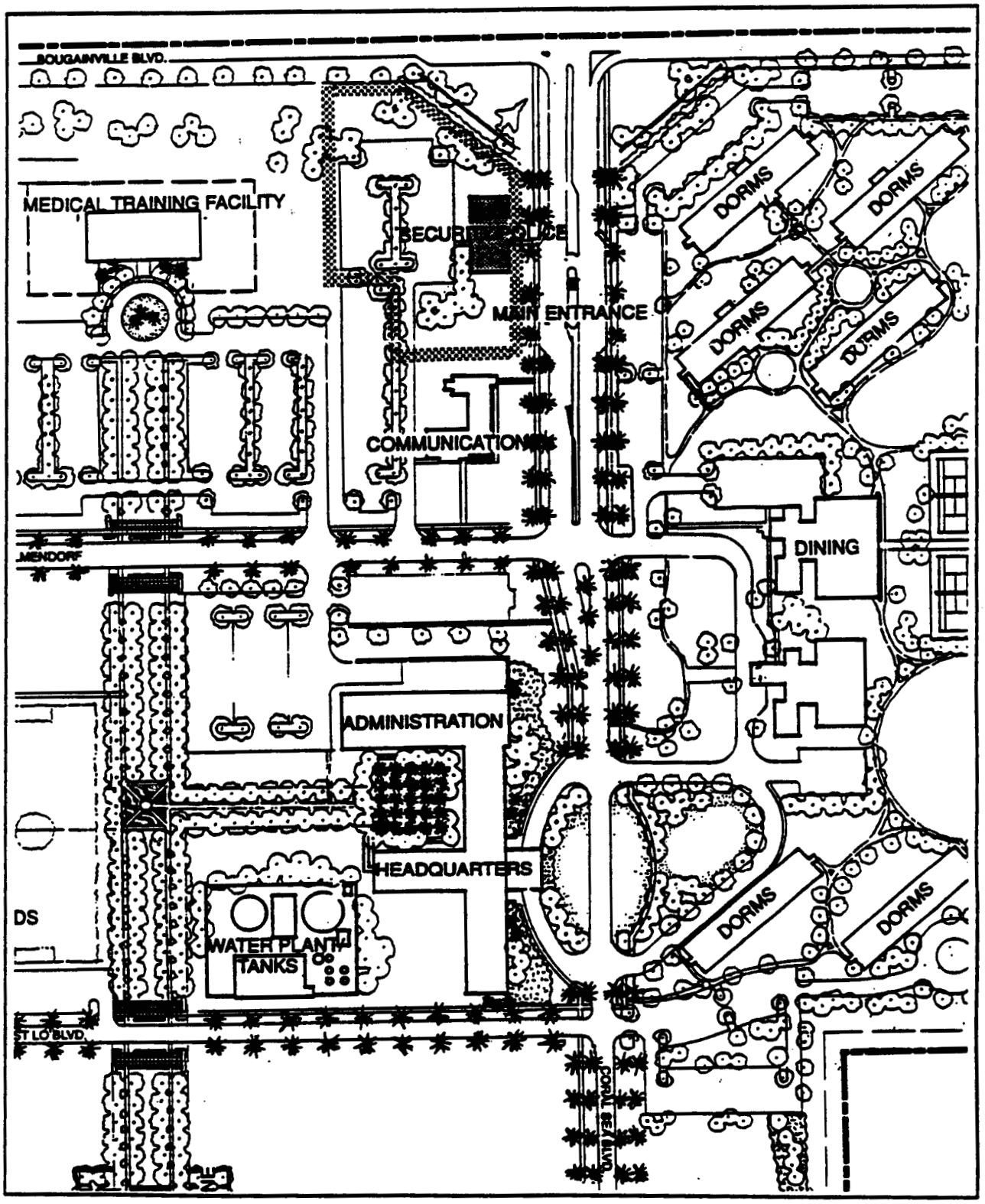


Figure 4.11-1 Area Development Plan for Security Police (DoD)

TAble 4.11-1 Rooms (by function) required by Security Police (DoD)

HOMESTEAD AIR RESERVE STATION SECURITY POLICE (DoD)		
FUNCTION	GROSS SQ.FT.	REMARKS
Reports & analysis	125	
SPA Branch Chief	200	
Chief of Police (CSP)	225	
Supply/Storage	150	
Mechancial Room	150	
Training/Briefing Room	400	requires 6" raised dias
CSP/OPS Administration Support	200	
Pass & ID Work Area	200	requires Storage area
Pass & ID Lobby	150	camera, seating for 12
Waiting Area	100	
OPS Branch Chief	200	
Officers Report Room	50	
Interview Room	75	
Learning Resource Room (LRC)	125	
Training Specialist	150	
Men's & Women's Rest Rooms	175 (ea)	
Law Enforcement Desk/CS	350	6" raised floor, bullet proof glass, electric Cipher Lock
Shift Supervisor	150	
SP Division Breakroom	300	
Women's & Men's Locker Rooms	300 women's 400 men's	
Armory	600	two issue windows, steel vault door
Training Specialist	150	
Weapons Clearing Room	50	
Weapons Clearing Area - Exterior*	300*	concrete pad with weapons claring barrels
Evidence	50	

*Weapons clearing area is an exterior space and is not included in the total building square footage

Special Requirements:

- Bullet proof window between Law Enforcement Desk and waiting area.
- Double door at front of building.
- Electric cypher lock doors with key pad for back entrance, law enforcement desk, hallway to armory, and hallway to administration/training.
- Armory requires two issue windows, heavy steel vault door.
- Provide handicap ramp at front door.
- Armory shall comply with AFR 125-537 (DoD S100.76M) regulations.
- 6" raised floor in Law Enforcement Desk room.
- 6" raised dais in Training/Briefing Room.
- Weapons clearing barrels at weapons clearing area.
- Provide exterior lighting at all doors, issue windows and corners of building for exterior security and safety.

4.12 HYDRANT REFUELING SYSTEM

This project includes a 200 linear foot black carbon steel pipe encased in fiberglass that extends the existing fuel line parallel from Taxiway Bravo to a hydrant refueling pit centrally located to serve the 482d aircraft parking area. In the future, when additional transient aircraft parking is provided, the line will be extended to the transient operations with fuel serviced from both sides of the hydrant refueling pit. Another pipe will be installed at a length of 1,500 feet starting north of the US Customs area with a type 40S nozzle. The Air Force will hook up the pantograph (portable refueling system) to this nozzle. This system requires cathodic protection and leak detection. The entire system may require cathodic protection. This issue should be addressed in the project definition stage.

Program Requirements:

Project Number:	HACC 943053
Category Code:	121-122
Size:	1,700 linear feet
Type:	Black carbon steel pipe encased in fiberglass
Cost:	$2,000,000

4.13 PHYSICAL FITNESS

This existing building will provide a centrally located physical fitness facility for the base personnel in an improved building. Near the headquarters wing and the Westover Street entrance, (see figure 4.13-1) the gym is well located to conveniently serve the HARS community. The pedestrian/golf cart spine will connect this community function to the rest of the base.

The 29,880 square foot building shall be renovated to match the color and treatment of the community buildings. The roof, gym floor, interior and the HVAC system will be replaced and the facility will meet AFRES standards (see figure 4.13-2). The facility will include two racquetball courts, a basketball court, storage and MWR offices. The gym will be used for Commander's Call.

Program Requirements:

Project Number:	HACC 943066
Category Code:	740-674
Building Size:	29,880 square feet
Building Type:	Existing structure
Parking:	Existing parking to remain with some reconfiguration
Cost:	$2,750,000

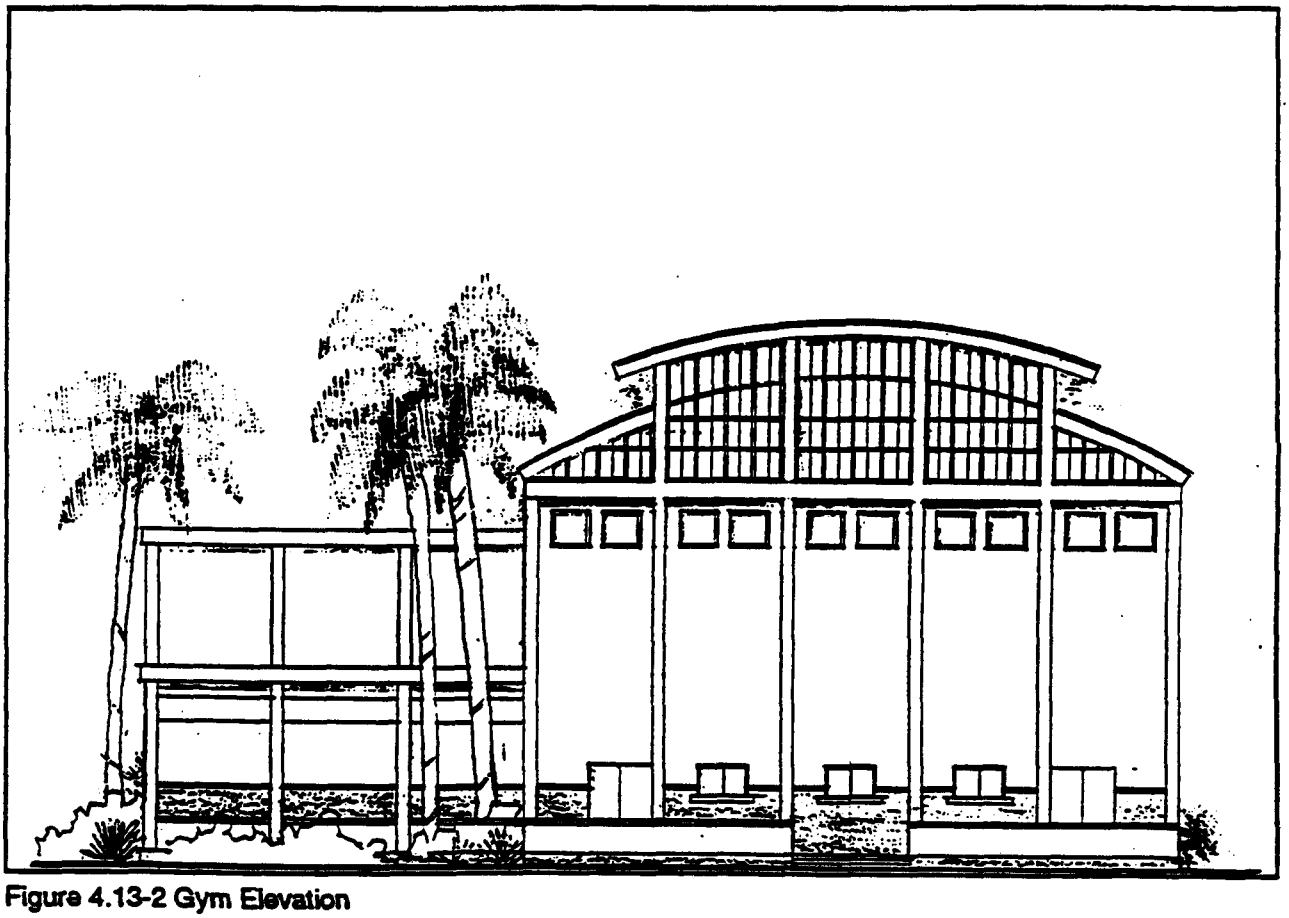


Figure 4.13-2 Gym Elevation

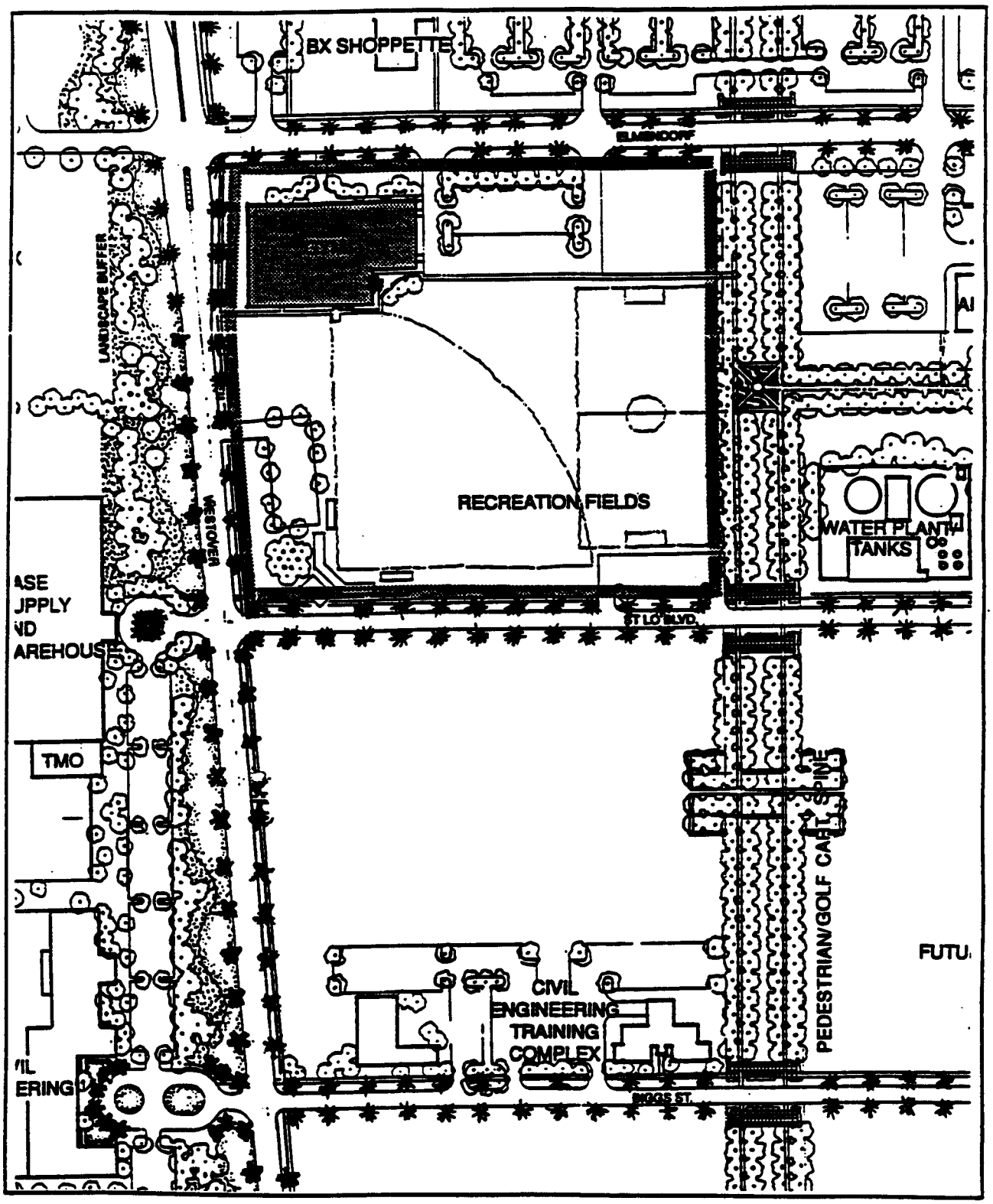


Figure 4.13-1 Area Development Plan for Physical Fitness

4.14 PARARESCUE

The 301 RQS pararescue team trains for combat rescue operations, supports and deploys from H60 helicopter and C-130 aircraft. The pararescue team also provides civilian search and rescue (SAR) and Space Shuttle support. The team deploys RAMZ packages, personnel and maintains pararescue equipment. They routinely load RAMZ packages onto C-130's. They are built inside the pararescue building and rolled to the loading ramp. The pararescue facility is located near the flightline just north of 301 RQS Hangar for easy access to aircraft. The 13,000 square foot facility requires a boat storage area with overhead canopy, a 9x12 pyro storage shed (50' from building), two engine racks, and a wash rack. The parking boat storage area shall be designed to provide for loading and unloading of Boston Whalers, Zodiacs, and pararescue equipment at the water craft storage area. The wash rack area requires a concrete pad with adequate drainage to support two concrete wash tanks for corrosion control. The parking area shall be fenced in with a masonry wall to provide security for boat storage and to screen views from base ops and squad ops. The wall shall comply with the Design Guidelines for HARS. The development area allows for future expansion of this facility.

The facility requires a rollup door at the water craft storage area with a loading ramp. The facility requires storage capabilities for mobility bins on aircraft pallets and medical mobility equipment (one pallet per UTC). The equipment requires a climatically controlled facility. Figures 4.14-2 and 4.14-3 functional diagrams show the functional layout of the pararescue building. The facility is a one story precast concrete panel structure with standing seam metal roof (see Chapter 6.0 Installation Design Guidelines). Windows and doors shall be anodized bronze aluminum with bronze tint glazing.

Program Requirements:

Project Number:	HACC 943067
Category Number:	171-753
Building Size:	13,000 square feet
Building Type:	One story, precast concrete panel building with standing seam metal roof.
Parking:	2 suburban, 2 ATV stored inside, 2 truck, ("six packs"), POV 40 UTA
Engine Rack:	2 engine racks 24' long - 8' wide - 8' in height
Boat Storage:	2 Boston Whalers (maximum length 25')
	10 Zodiacs (maximum length 12')
	15 engines
Cost:	**$1,850,000**

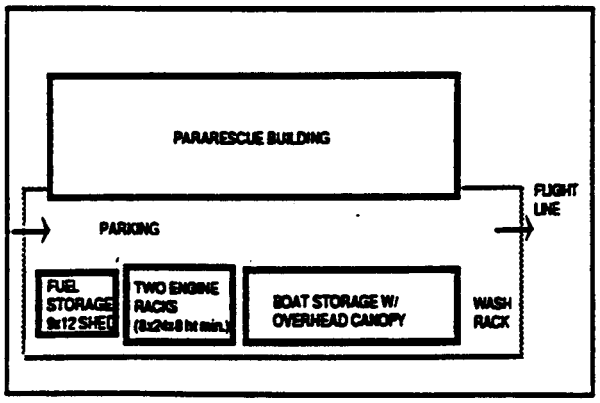


Figure 4.14-2 Functional Diagram

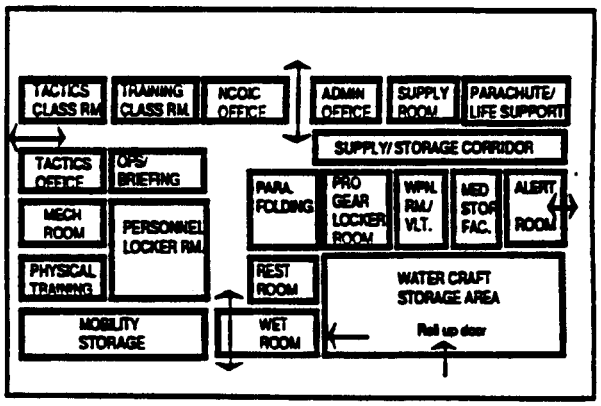


Figure 4.14-3 Functional Diagram

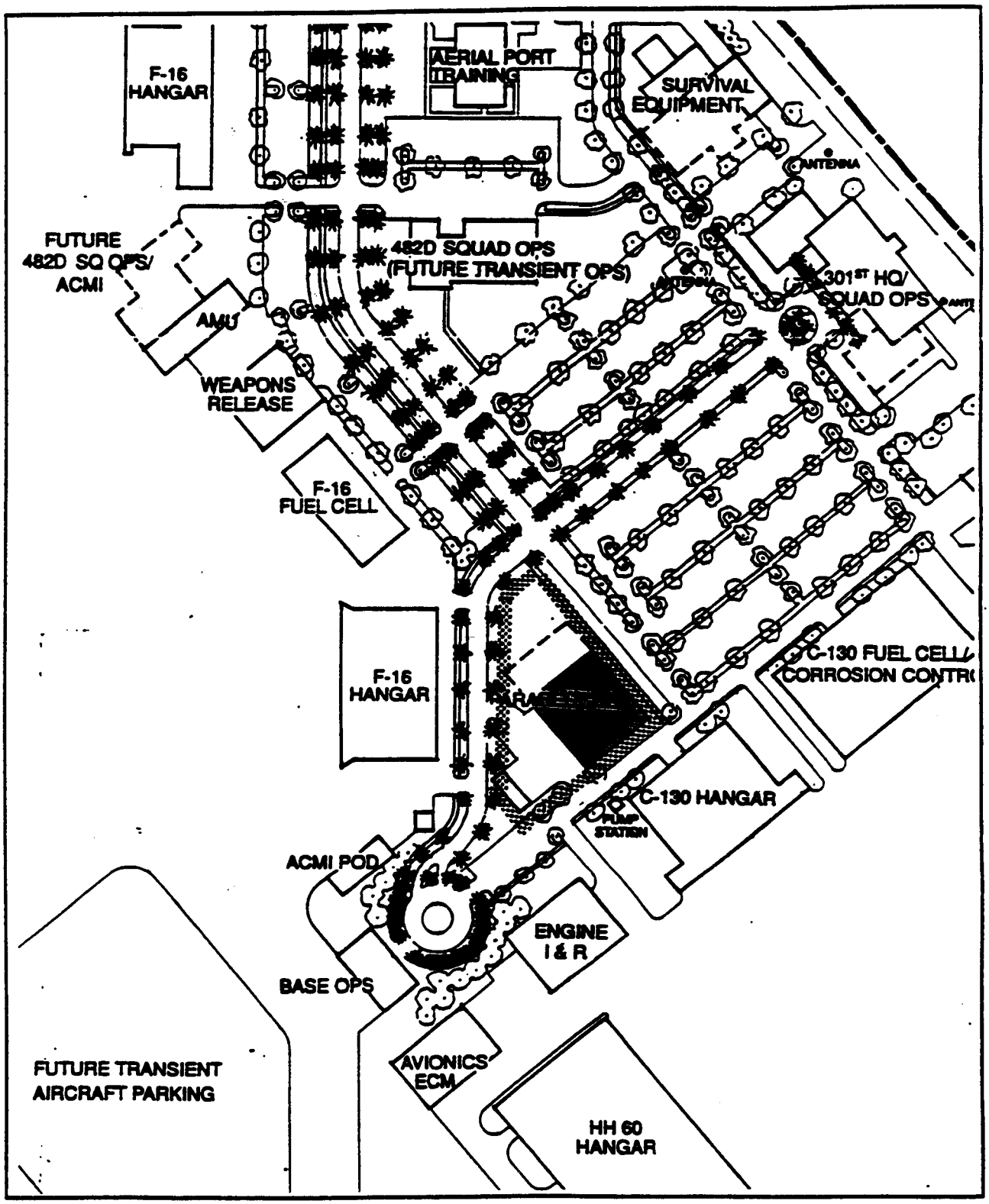


Figure 4.14-1 Area Development Plan for Pararescue

Table 4.14-1 Rooms (by function) required by Pararescue

HOMESTEAD AIR RESERVE STATION PARARESCUE	
ROOMS	GROSS SQUARE FEET
Operations/Briefing	400
Mission Planning/Alert	400
Parachute Maint. & Storage	720
Scuba Maint & Storage	720
Individual Issue Professional Equipment	1080
Individual Clothing & Personal	1080
Supply Recieving & Storage (Equipment)	1200
Medical Supply, Storage & Issue	1280
Physical Training Area	800
Latrine/Showers/Laundry	660
Latrine (women's)	60
Class Room Area	800
Weapons Room with Vault	400
Tactics/Area	400
Mission Alert Equipment Area	800
Mission Alert Equipment Area	800
Secure Washrack & Drying Area	800
Water craft & Bulk storage (covered & secure)	2400
OFFICE AREA	
NCOIC	200
Admin/Supply	160
Scheduling	160
Training	160
Operations	160
Tactics	160

Special Requirements:

- Access from all sides of buildings
- Two access points into parking area
- Covered Storage of Boats
- Fuel Storage Area
- CAMS
- Masonry wall around parking area with gates
- Easy access to flightline

The project scope for this project for this facility varies from the operational requirements and interview with the user. This facility may require additional space to allow for warehouse and storage yard. This conflict shall be resolved during the project definition stage.

4.15 301ST SQUAD OPS

This new 22,500 square foot building is the central office supporting the mission of the 301st Rescue Squadron. This unit trains for combat, contingency and humanitarian rescue operations in harsh environments, day and night, worldwide, using five HC-130 tankers and eight HH-606 air-refuelable helicopters. This building will house functions such as budget, finance, social actions, judge advocate, public affairs, chaplain, information management, logistics, personnel, operations and maintenance sections.

This facility is key to the functions of the 301st and therefore is located in a prominent place near the flight line (see figure 4.15-1). The building is on axis with the main street that serves it and is linked directly to the base operations facility, where VIPs will arrive. The building is conveniently located to provide immediate access to the flightline and Coral Sea Boulevard. The building's importance and role as a frequent host to VIPs is further emphasized with a vehicular drop off and landscaping.

The first floor of the building is separated into four main functions - operations, life support, C-130 support and HH-60 support. (see figures 4.15-2 and 4.15-3 for functional diagram) Near the entrance of the building current operation and mission management functions will occur. The north side of the building will house C-130 functions such as load masters, communications specialist, flight engineers, NAUS and pilots. On the south side will be HH-60 pilot offices and aircrew brief rooms. In the back of the building will be a double door to provide immediate access to the ramp for the life support equipment. This area will have a navigation room, test/repair room, classroom and storage. Central to the first floor will be a training center with a projection room that can be divided into three classrooms or used as one large space.

The second floor has the command section and intelligence/tactics support. The stairs are located near the front of the building near the main entrance doors. Visitors will arrive at the information management offices. Command offices, personnel and support are located behind these functions. On the south side of the building are the intelligence offices, tactics offices and a tactics briefing room.

The building will be concrete slab on grade, precast concrete panels, metal roof, and complete HVAC systems and adequate fire protection. Two antennas will be located outside of building. These shall be coordinated with the control tower to eliminate conflicts. One is a dipole antennae which can be located near the building. The LP antennae is 50' in height. The 100 foot high dipole antenna shall be spaced 240 feet apart from each other. Table 4.15 lists rooms by function and special requirements that are needed.

Program Requirements:

Project Number:	HACC 943068
Category Code:	141-753
Building Size:	22,500 square feet
Building Type:	Two stories, precast concrete, metal standing seam roof, flight line colors
Parking:	100-150 POV spaces, 7 military vehicles, truck loading access
Landscape:	Special entrance treatment at vehicular dropoff, screen truck loading areas
Cost:	$2,405,000

Special Requirements:

Back up power (generator/pad) for EOC/battle staff rooms.
Public address system to be provided throughout building.
LAN system throughout building connected to all 301 RQS buildings 482d headquarters (not part of MCP)
Parking at rear of building for approximately seven government vehicles.
CAMS

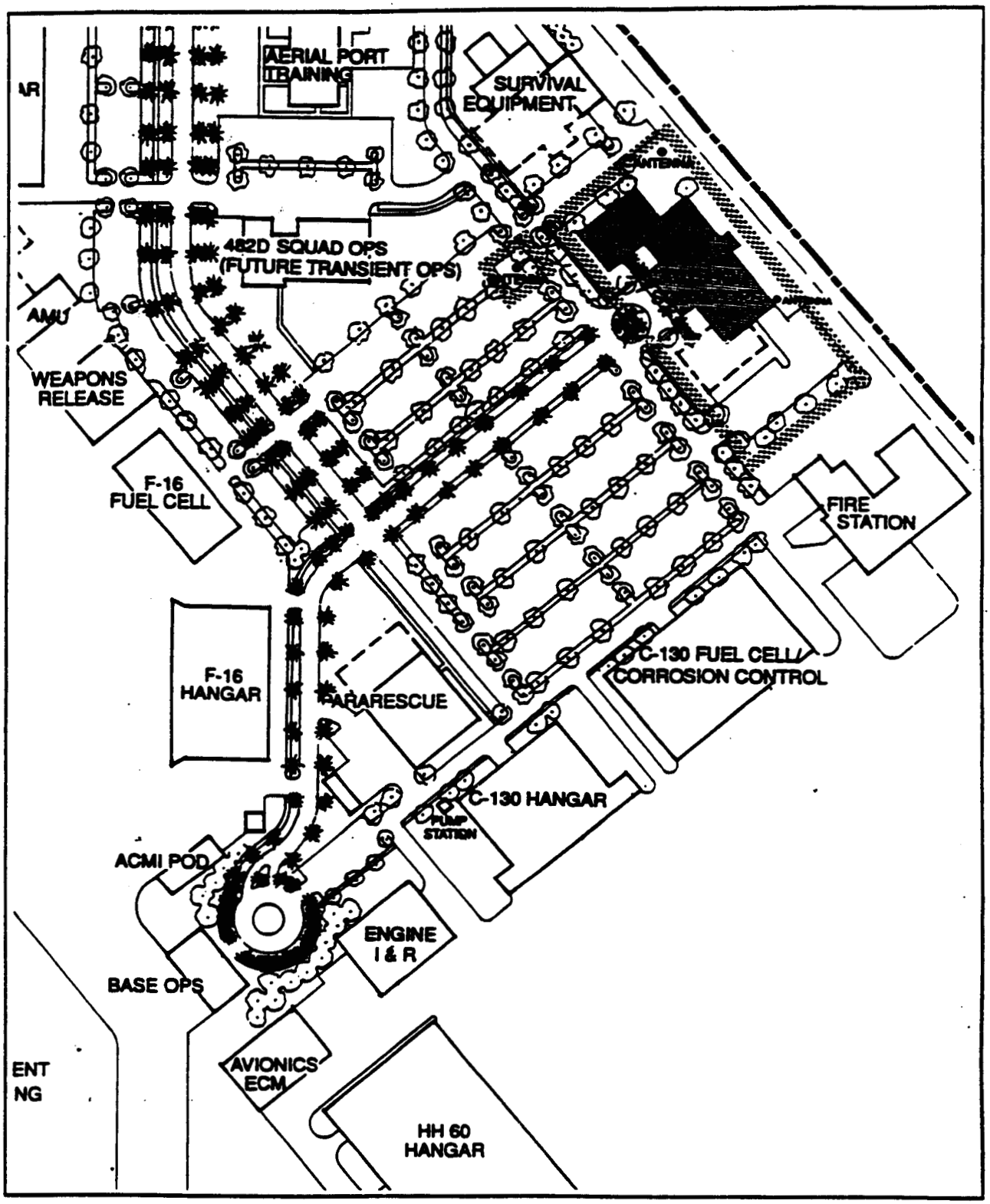


Figure 4.15-1 Area Development Plan for 301st Squad Ops

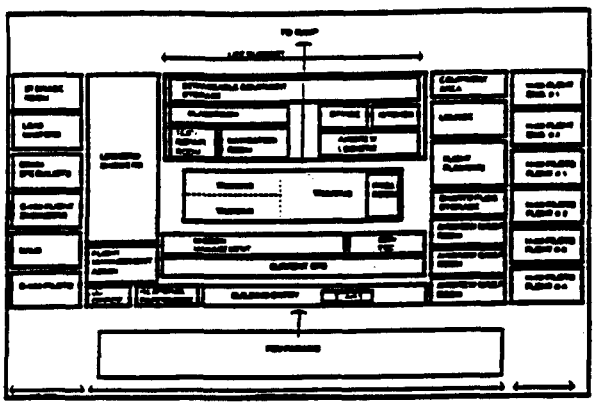


Figure 4.15-2 Functional Diagram

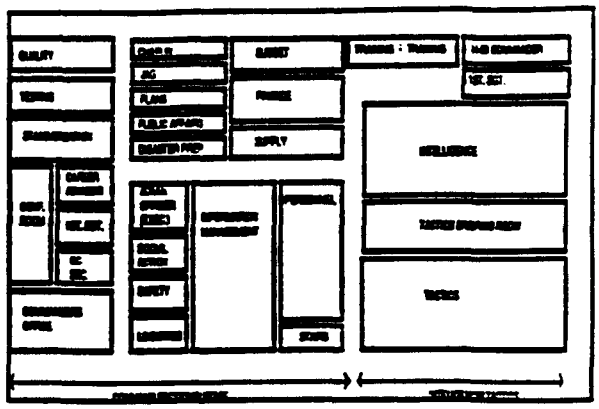


Figure 4.15-3 Functional Diagram

HOMESTEAD AIR RESERVE STATION 301st SQUAD OPS			
ROOM	GROSS SQUARE FEET	ROOM	GROSS SQUARE FEET
COMMAND SECTION			
Commander	250	Stand/Eval	500
Commander Sceretary	75	Testing	250
1st Sgt.	100	Career Advisor	100
Conference Room	300	Administration Officer	100
Budget	150	Plans	125
Personnel	300	Information Management	500
Supply	75	H-60 Commander	200
Public Affairs	100	H-60 1St Sgt.	75
Social Actions	175	Finance	150
JAG	200	Disaster Prep	150
Chaplin	200	Training Rooms	300
Logistics	200	Crisis Action Room	200
Safety	200	Storage Room	150
Quality	200	COMMAND TOTALS	5325
OPERATIONS COMMON			
Flight Management	150	Aircrew Lockers	1500
Administration Office	500	Aircrew Lounge	300
Operations Officer	200	Aircrew Flt. Planning	350
Life Support	5000	Aircrew Brief Areas	1000
Emergency Ops Area/SOF	200	Flight Pubs Charts Area	250
Aircrew Equipment	500	OPERATIONS TOTAL	9950

Table 4.15-1 Rooms (by function) required by 301st Squad Ops

HOMESTEAD AIR RESERVE STATION 301st SQUAD OPS cont.			
ROOM	GROSS SQUARE FEET	ROOM	GROSS SQUARE FEET
HC-130			
Training	300	Flt. Eng.	375
Pilot	600	Loadmasters	375
Nav	420	Comm Sys. Spc	375
		HC-130 TOTALS	2445
HH-60G			
Training	450	Flt. Eng.	600
Pilot	800	HH-60G TOTALS	1850
INTEL/TACTICS			
Intel Plans/Briefing	400	Intel Staff	400
Safes/Reference	200	Tactics H-60	250
Intel/Tactics	200	Tactics C-130	300
Intel OIC	200	INTEL/TACTICS TOTAL	1950

4.16 HH-60 HANGAR

The purpose of this facility is to house 3 helicopter aircraft with blades extended, during repair and maintenance. This is a new 30,000 square foot facility for 301st aircraft. The proposed HH-60 hangar is located on the ramp in the southwest corner of the 301st hangar area (see figure 4.13-1). The hangar will house personnel and equipment necessary to conduct aircraft maintenance, inspections, repairs and modifications on the MH606 helicopter. The new facility at HARS will provide a three position maintenance bay, shop space, training, a 4,000 square foot secured armory and fuel bladder storage.

Project Requirements:

Project Number:	HACC 943069
Category Code:	141-185
Building Size:	30,000 square feet
Building Type:	Hangar
Parking:	5 Military, 20 POV
Cost:	$3,050,000

Special Requirements:

- Minimum electric and HVAC
- Overhead hoist for removal of engines and transmissions
- Low air compressor with air lines in walls
- Aqueous Fill Forming Foam (AFFF)
- Sky lights
- Retractable light sockets
- Trackless doors
- Flow nose door for tow vehicle exit
- Water/fire hose for floor cleaning
- Fire alarm
- PA system, computer lines, phone lines
- Latrines with locker rooms, male and female
- Emergency showers with eye wash
- Ground receptacles
- Oil/water separator
- Grating around main doors for drainage
- Anti skid concrete floors
- Yellow tow striping lines
- Outside ramp flood lights
- Separate access to secured armory, without entry to inside of hangar
- CAMS
- Provide conduit for future Local Area Network (LAN)

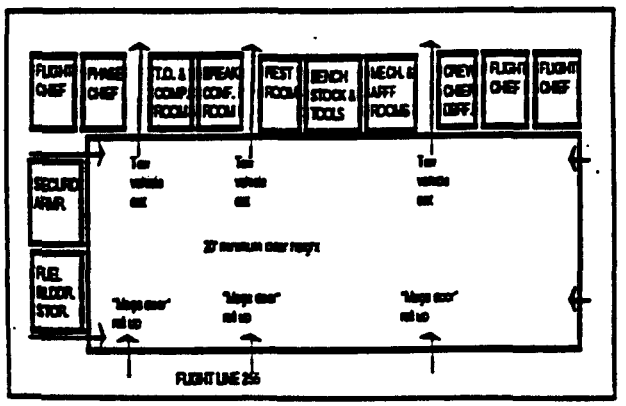


Figure 4.16-2 Functional Diagram

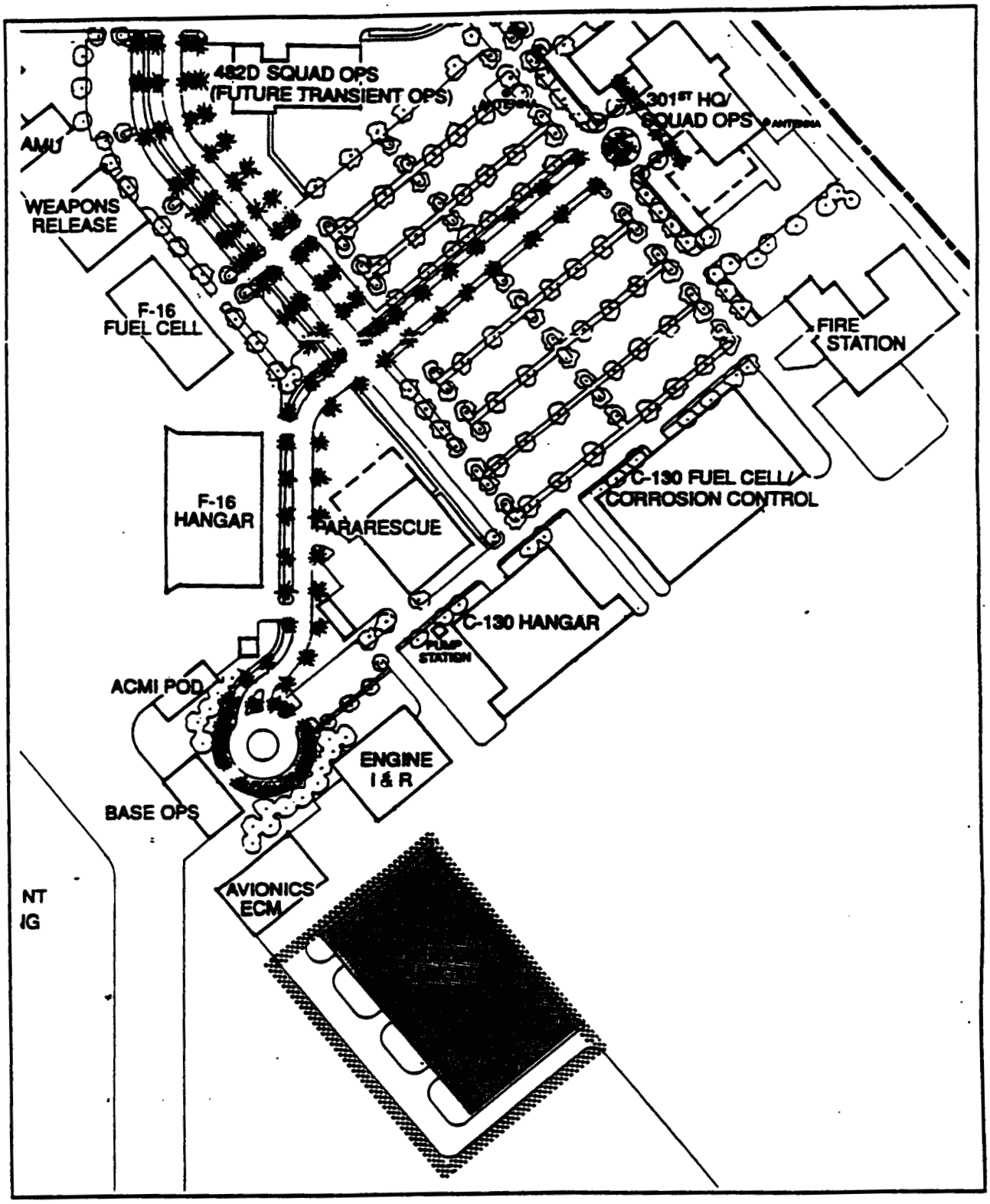


Figure 4.16-1 Area Development Plan for HH-60 Hangar

Table 4.16-1 Rooms (by function) required by HH-60 Hangar

HOMESTEAD AIR RESERVE STATION HH-60 HANGAR	
ALLOCATION	GROSS SQUARE FEET
Maintenance	21,310 - 3 helicopters
Secured Armory	4,000
Fuel Bladder Storage	400
Flight Chief (3)	360 (120 each)
Phase Chief	120
T.O. & Comp Room	500
Conference Room	750
Restrooms & lockers	1,325
Benchstock & tools	500
Mechanical & AFFF Rooms	1,125
Crew Chief/Debriefing Room	2,200
TOTAL HH-60	32,300

The project scope for this facility has been identified as 30,000 square feet. After review of operational requirements and interviews with the user this facility may require additional space to allow for the secured armory.

4.17 C-130 HANGAR (WITH DCM)

The C-130 Hangar provides maintenance and support to C-130 aircraft. The DCM will be located on the second floor in the back of the hangar. The C-130 Hangar is located adjacent to the ramp within the 301 RQS Hangar operations area (see figure 4.17-1). Parking will be provided across the access drive in a large parking lot provided for the 301 RQS operations. The area development plan identifies the parking area this facility is responsible for constructing. The C-130 Hangar requires a tow vehicle door and circulation around the building. The structure shall be constructed of precast concrete panels and metal sheeting and standing seam metal roof. See Chapter 6.0 Installation Design Guidelines for HARS design standards. Figures 4.17-2 and 4.17-3 functional diagram illustrate the basic layout of the facility.

Program Requirements:

Project Number:	HACC 943070
Category Code:	211-179
Building Size:	22,000 square feet
Building Type:	Hangar type with administration on second floor, precast concrete panels and standing seam roof
Parking:	POV 80 UTA MLTV, 3 Stepvans, 5 trucks, tow vehicle
Cost:	$2,992,000

Note: Building 702 will be demolished before construction.

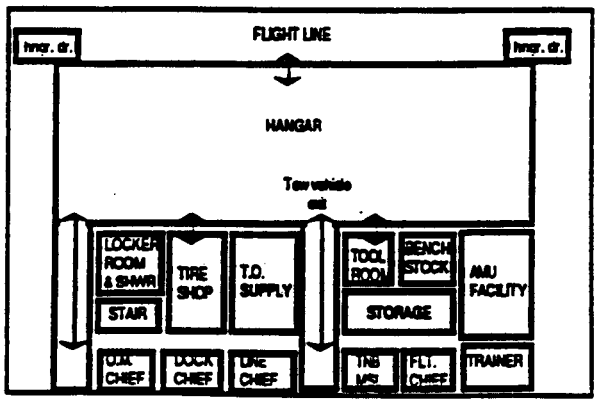


Figure 4.17-2 Functional Diagram

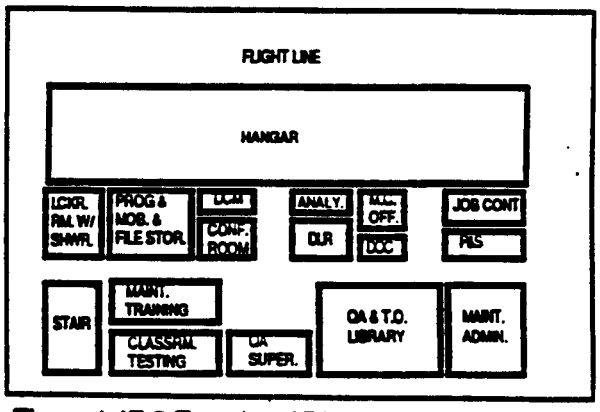


Figure 4.17-3 Functional Diagram

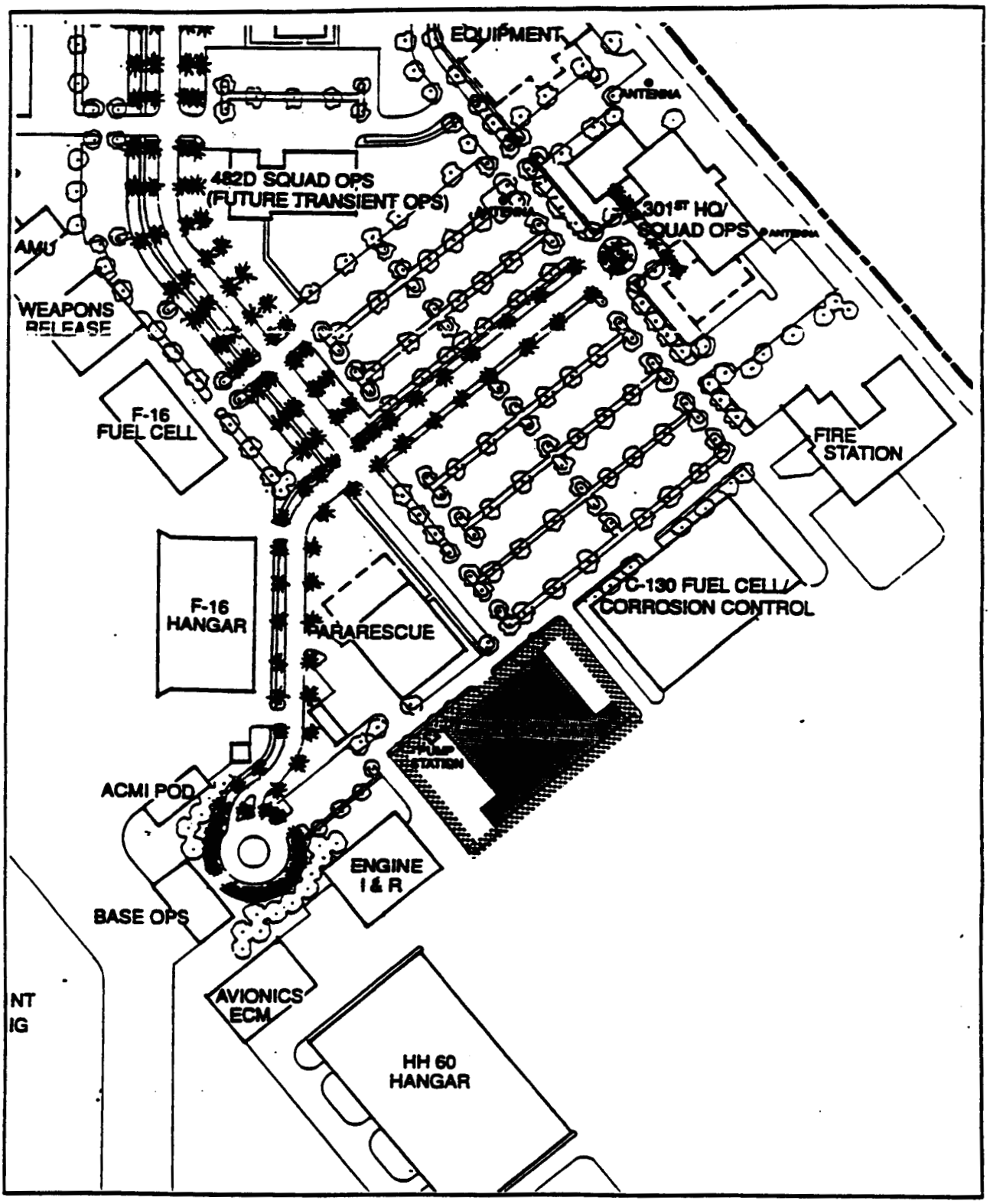


Figure 4.17-1 Area Development Plan for C-130 Hangar

Table 4.17-1 Rooms (by function) required by C-130 Hangar

HOMESTEAD AIR RESERVE STATION C-130 HANGAR		
Showers/Locker Rooms	800	(200M, 200F) - on each floor
Hangar Area		
Tire Shop		
Tool Room		
TNB MSL	1,000	
Storage		
AMU Facility		
Program & Mob File Storage	400	
DCM	300	
Conference Room	400	
Maintenance Training	300	
Classroom Testing	400	
QA Supervisor	150	
QA&TO Lobrary	1,000	
Analysis	300	
DLR		
C Office	150	
DOC		
Job Cont.		
P&S		
AMU		1 AMU for C-130
Maintnenace Administration	400	
Maintenance Control	2,000	
QA	800	
Dock Chief	200	
OM Chief	400	
Line Chief	200	
Flight Chief	200	

Special Requirements:

- C-130 AVA
- Requires tow vehicle
- Oil Water separators
- Ground receptacles/Striping
- AFFF
- Low air pressure
- Trackless door
- PA system
- Skylights
- Fire alarm
- CAMS
- Retractable light sockets
- Emergency shower/eye wash
- Overhead hoist
- 220/110 electrical
- Water faucet to rinse floor area
- Grating around main door for drainage
- Anti-skid surface on concrete hangar door
- Gas Generator to provide emergency 120,60 HZ power to maintenance control
- VHF & UHF Antenna; requires 3 STU for maintenance cont. and DCM office
- Yellow tow striping lines
- Outside ramp flood lights
- Provide conduits for future Local Area Network (LAN)

4.18 BENSON TANK STORAGE

The benson tank storage facility will be located within the C-130 Fuel Cell/Corrosion Control Hangar (see section 4.19). The facility is a 1,250 square foot pre-engineered facility that will store 18-20 fuel cells for the C-130 aircraft (see figure 4.19-2 for the functional diagram). The benson tank storage facility will require minimal electrical and HVAC.

Project Requirements:

Project Number:	HACC 943070
Building Size:	1,250 square feet
Building Type:	Located within C-130 Fuel Cell/Corrosion Control Hangar, pre-engineered facility
Cost:	$50,000

4.19 C-130 FUEL CELL/CORROSION CONTROL HANGAR

The C-130 Fuel Cell/Corrosion Control Hangar is located in the 301 RQS operations area adjacent to the fire station and the C-130 Hangar (see figure 4.19-1). This facility maintains and repairs C-130 and HH-60 aircraft fuel systems. The C-130 fuel cell requires a ramp with roll up doors at either end of the maintenance bay (see figure 4.19-2). The facility requires a bladder buildup, test room, foam drying and storage room, with air conditioning, ventilation and a benson tank storage. The tank storage is a 1,250 square foot pre-engineered facility that will store 18-20 fuel cells. The facility shall include wash rack capabilities and requires a rectifier.

Program Requirements:

Project Number:	HACC 943054
Category Code:	211-179
Building Size:	22,000 square feet
Building Type:	precast concrete panel structure with standing seam metal roof (see chapter 6.0 Installation Design Guidelines).
Parking:	8 POV
Cost:	**$3,190,000**

Special Requirements:
CAMS
Provide conduit for future LAN

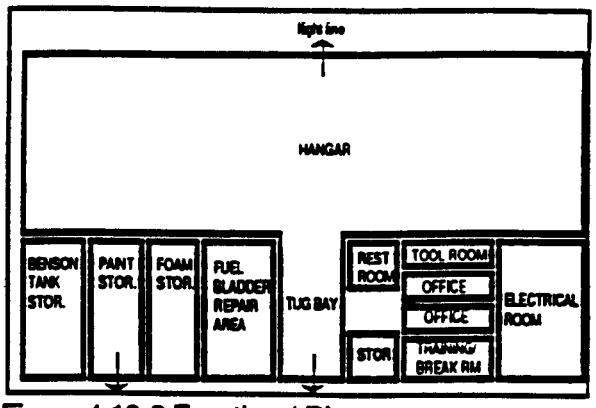


Figure 4.19-2 Functional Diagram

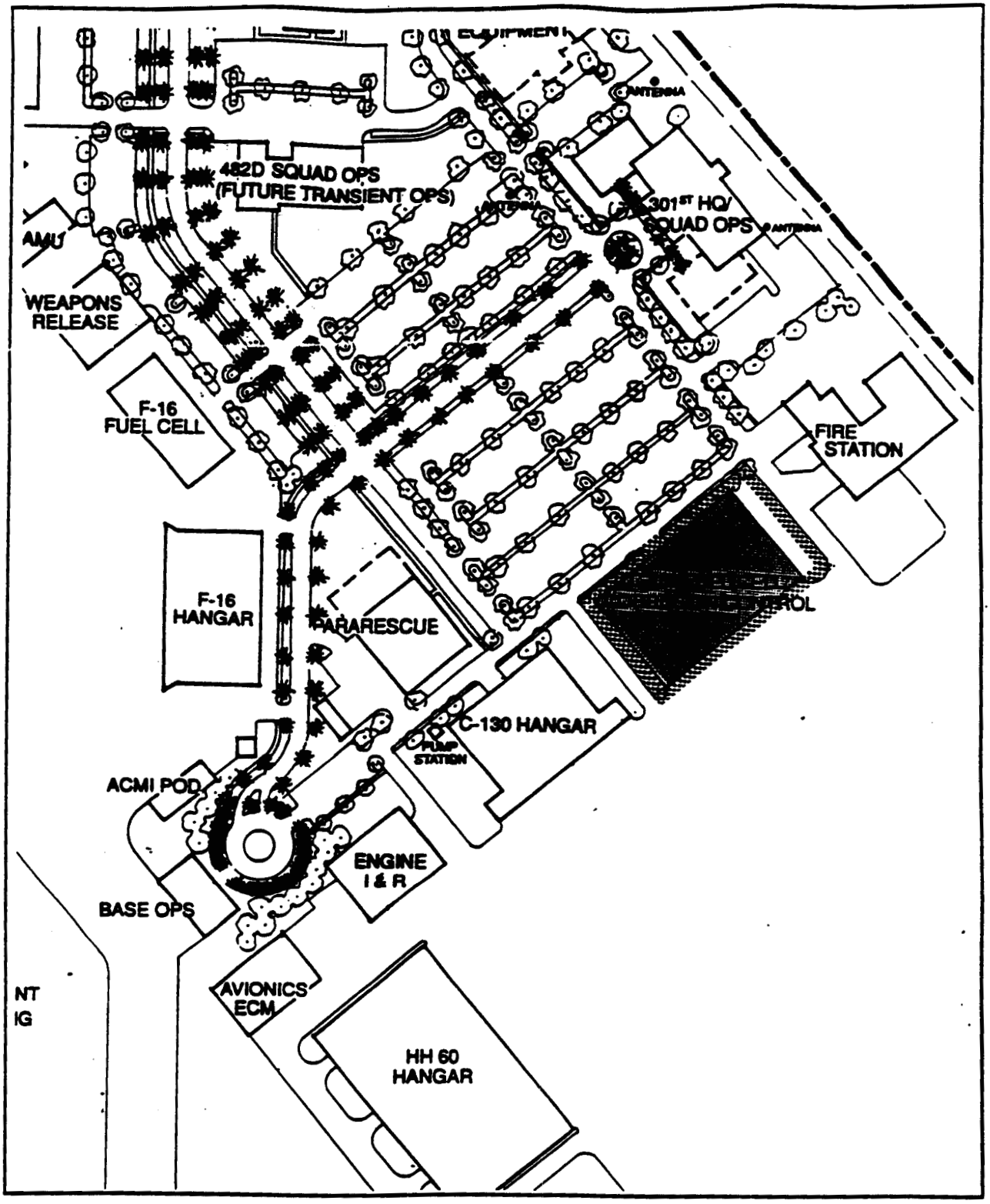


Figure 4.19-1 Area Development Plan for C-130 Fuel Cell/Corrosion Control Hangar

Table 4.19-1 Rooms (by function) required by C-130 Fuel Cell/Corrosion Control Hangar

HOMESTEAD AIR RESERVE STATION C-130 FUEL CELL/CORROSION CONTROL HANGAR		
ROOM	GROSS SQUARE FEET	REMARKS
Fuel Cell Office		
Bladder Buildup Test Room		
Foam Drying & Storage Room		
Eng Shop		
Pneudraulics Shop		
Electo Eng Shop		
Power ACFT Equipment		
Survival Equipment		
Fuel Shop		

The project scope for this project for this facility varies from the operational requirements and interview with the user. This facility may require additional space to allow for warehouse and storage yard. This conflict shall be resolved during the project definition stage.

4.20 HANGAR APPROACH

The new 301 RQS hangars will be built at the flightline will require an additional 7,000 square yards of ramp paving to provide access from the flightline to individual hangar facilities. Paving will meet Air Force standards for cargo plane and helicopter parking needs. See figure 4.20-1 for location of new pavement. Grading in front of hangars shall be designed to allow rinsing operations to drain to oil/water separators

Project Requirements:

Project Number:	HACC 943054
Category Code:	112-211
Size:	7,000 square yards
Type:	12 inch concrete slab
Cost:	**$1,125,000**

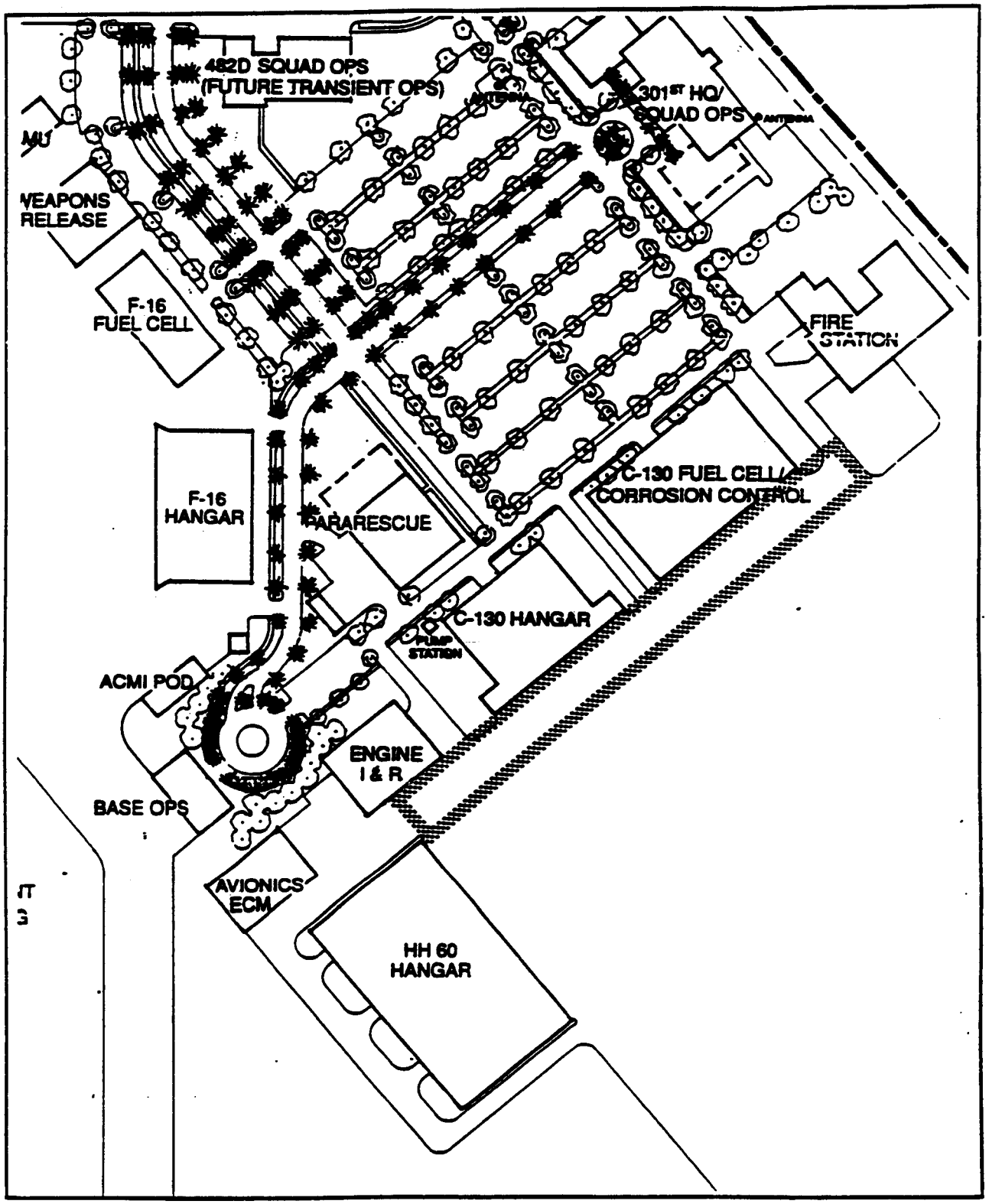


Figure 4.20-1 Area Development Plan for Hangar Approach

4.21 AVIONICS/ECM

The mission of the avionics/ECM facility is to provide repair and troubleshooting of airborne communications, Navaids, guidance and control and electronic countermeasures. The building is located on the flightline in the 301 RQS hangar area (see figure 4.21-1). Due to the limited amount of flightline area, project designers shall be fully aware of adjacent uses and potential conflicts when siting and designing this facility. The architecture shall comply with the HARS Installation Design Guidelines. The functional Diagram shows the conceptual layout (see figure 4.21-2). The facility requires a rollup door on one side with three double doors on the flightline side. The AGE readyline storage for 301st RQS operations will be co-located with this facility.

There are three shops within the facility. communications/navigations, guidance/control, and electronic countermeasures.

CONA requires a secured room inside a secure building for (CCI) equipment. ECM requires a secure work area for classified equipment. Power requirements for 115 VAC to 115 VAC 400 AC-3 phase. The facility requires air conditioning and an environmentally controlled area. Requires air compressor in CONA and G and C 0 - 150 psi, reduced to 15 psi in the work bay areas.

440/220 single phase	ECM - 2,000 sf Air pressure	CONA/ECM 0-150 psi
CONA - 2500 sf	Environmentally controlled air	G/C - 1500 sf

Program Requirements:

Project Number:	HACC 943071
Category Code:	217-712
Building Size:	8,400 square feet
Building Type:	slab on grade, precast concrete panels, metal standing seam roof
Parking:	42 POV parking spaces, 2 military trucks
Other:	Space temperature to be maintained between 69° F and 79° F with a minimum relative humidity of 15%
	Air compressor will be used to supply 15 psi to two outlets
	A single point ground will be provided for the entire building
Cost:	$1,150,000

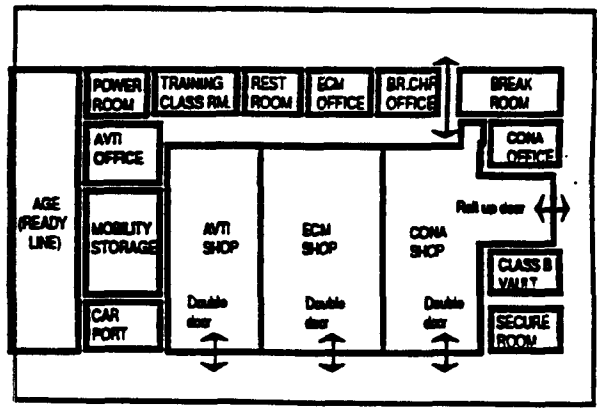


Figure 4.21-2 Functional Diagram

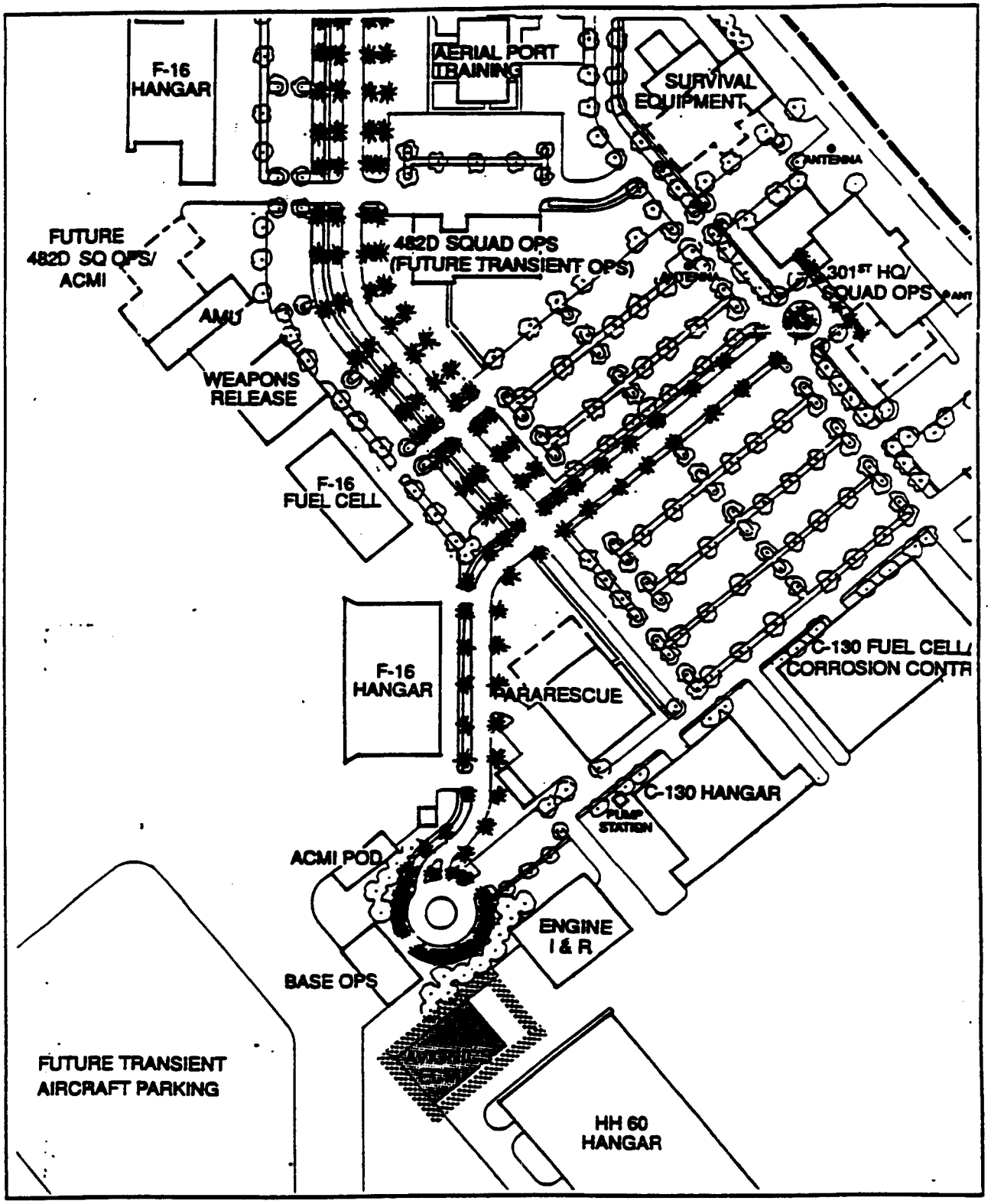


Figure 4.21-1 Area Development Plan for Avionics/ECM

Table 4.21-1 Rooms (by function) required by Avionics/ECM

HOMESTEAD AIR RESERVE STATION AVIONICS/ECM		
FUNCTION	GROSS SQ.FT.	REMARKS
Break Room	250	
Branch Chiefs Office	200	
ECM Office	150	
Restrooms M&F	300	(150 each) - two shower stalls (ea)
Training Room	225	
Power Room	120	sound insulation
AUTI Office	125	double doors
Mobility Storage	200	roll up doors
Covered vehicle Parking	360	
Class B Vault with Secured Room	250	
CON A office	125	
CON A Shop	2,575	Roll up doors
ECM Shop	900	double doors/shop to be class B vault
AUTI Shop	1,375	
Age (readyline)	1275	

Special Requirements:

- Space temperatures to be maintained between 69# F and 79# F with a minimum relative humidity of 15%.
- A compressor will be used to supply 15 psi in work by area
- A single points ground will be provided for the entrance building
- Air compressor in CONA and G&C 0-150 psi
- 115 VAC 400 HZ - 3 phase
- ECM requires a secured work area: class B vault for entire space
- Sound insulation in Power Room
- CONA shop: secure room will be inside class B vault, screen to prevent RF radiation
- 28 VDC wiring and exterior lights on SE and NE sides

4.22 ENGINE I & R/301ST

The Engine I&R provides maintenance and repair of the engine and prop assemblies for 301st's HH-60 helicopters and HCC-130 aircraft and equipment. This new 8,000 square foot building is located on the flight line between the C-130 hangar and the HH-60 hangar. It is adjacent to the avionics facility (see figure 4.22-1).

The major work area is the maintenance area, which should be rectangular in shape for flexibility. This large, open-bay type area will be broken down functionally into engine repair bays, a propeller work area, an engine wash bay and spare engine storage. The user shall be interviewed by the designer to determine the best functional layout (see figure 4.22 - 2 and figure 4.22-3). The work bays and areas are not separated by partitions or walls, but are denoted by painted lines on the floor. The engine wash bay will require screening by either a CMU low wall, or a curtain. The user should be consulted for his choice. Shop ventilation should also be included.

Shop compressed air outlets will be required for all areas. The designer shall consult with the user concerning the tools needing compressed air, and will apply reasonable diversity factors for sizing the air compressor. The air compressor should be physically located in the mechanical room. Include refrigerated air dryer on the system. The designer should interview the user concerning the requirements for electrical receptacles for the work bays. The entire maintenance area should be illuminated with industrial HID type lighting. The general illumination should not exceed 50 footcandles.

The maintenance area shall be accessible via both large motorized rollup doors and personnel doors.

The floor shall be concrete and essentially flat except at the wash bay. The floor thickness should reflect the engine and transporter weight expected.

The wash bay floor shall slope to a floor drain. This drain shall connect to an oil/water separator. A pretreatment facility may be used to collect oil and run off spills. This will be determined at the project definition stage. The user can provide the designer the type of soaps cleaners and frequency of washing and expected water usage for sizing the separator. Hot and cold water should be provided at the wash bay. 14 (UTA) stalls are anticipated to be assigned to this facility.

Program Requirements:

Project Number:	HACC 943072
Category Code:	211-157
Building Size:	8,000 square feet
Building Type:	Two stories, precast concrete panels, metal standing seam roof, flight line colors
Parking:	one tow truck and one step van
Landscape:	screen roll up doors from Base Ops and VIP arrival
Cost:	$910,000

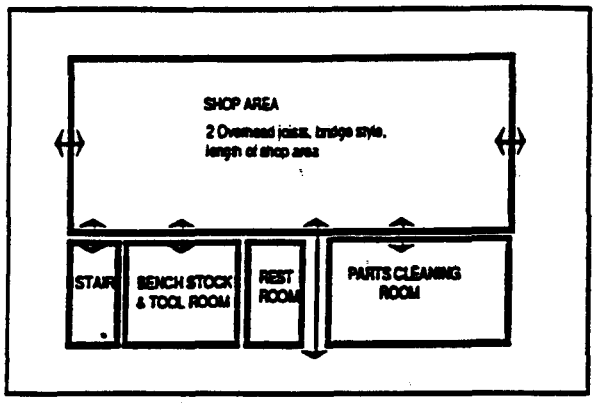


Figure 4.22-2 Functional Diagram

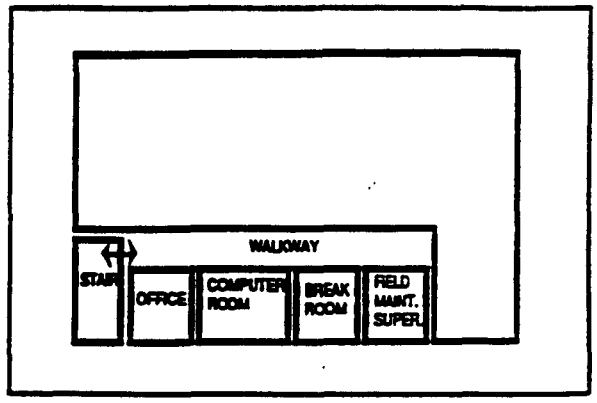


Figure 4.22-3 Functional Diagram

HOMESTEAD AIR RESERVE STATION ENGINE I & R/301st		
ROOM	GROSS SQUARE FEET	REMARKS
Shop Area	6700	
Office	300	
Computer	300	
Break Room	400	
Parts Cleaning	420	
Bearing Room	48	Located within parts cleaning
Bench Stock and Tools	480	
Rest Rooms	400	(M&F)
Field Maintenance Super	150	

Table 4.22-1 Rooms (by function) required by Engine I&R/301st

Special Requirements:

- Computer room with CAMS terminal and climate controll
- Anti-skid floor surface
- 20' ceilings
- 220/110 volt
- 12' wide drive way to the roll up doors on opposite ends of shop area
- CAMS
- 1 hoist system, bridge style with two hoists spanning the length of the shop and engine bay areas.
- 150 psi air capabilities along with all other AFM 86-2 requirements
- Provide conduit for future LAN

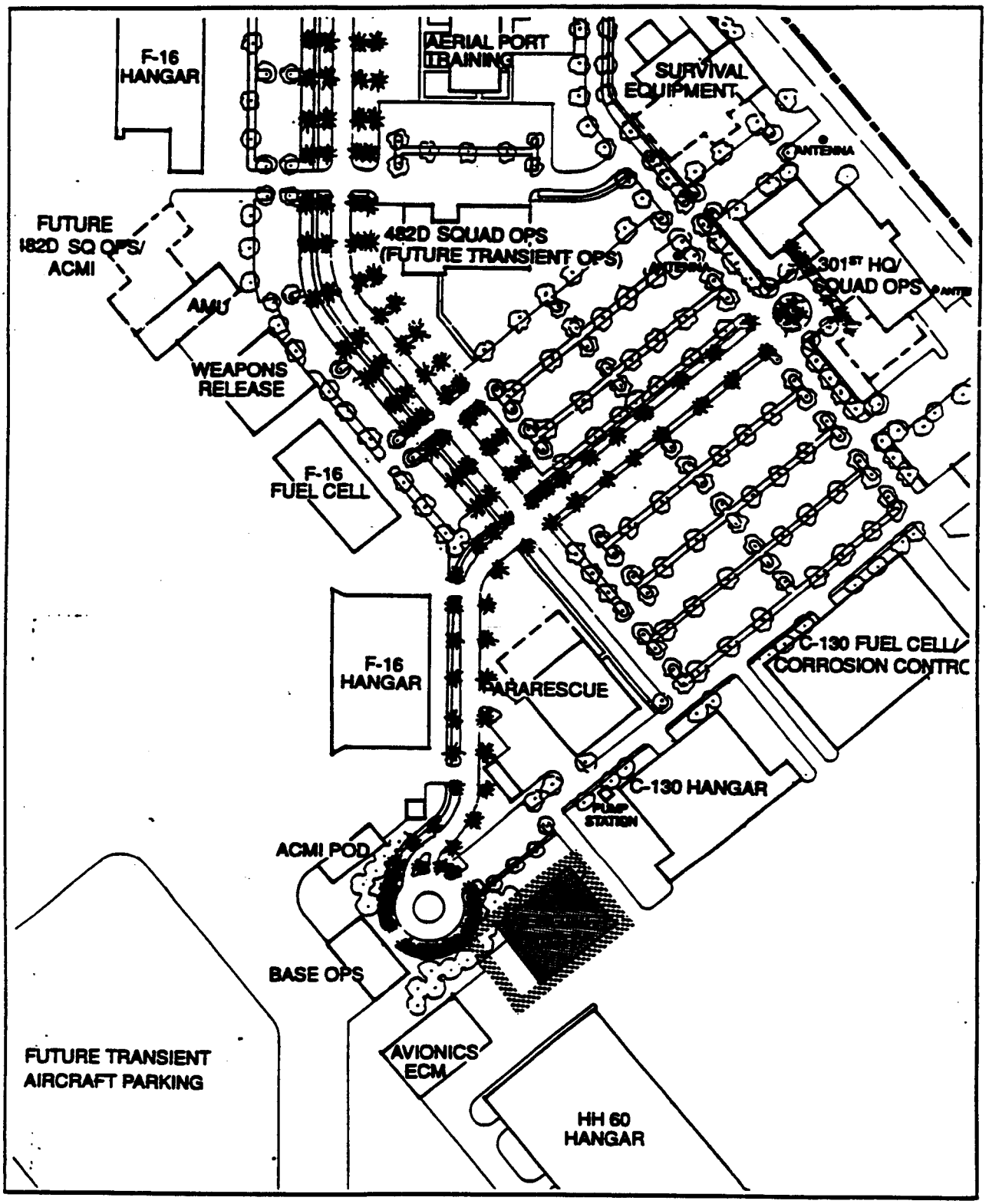


Figure 4.22-1 Area Development Plan for Engine I&R/301st

4.23 AIRCRAFT RINSE RACK

Rinse operations are necessary to help control corrosion for all types of operations. This area features the most undesirable salt corrosion conditions experienced in the continental United States. The 5,000 square foot area for the new rinse rack will have recessed lights, high pressure nozzle, underground low psi nozzle and air conditioning flow. Timer is set for 2 1/2 minutes with automatic shut off. The facility shall be operated by radio control.

Project Requirements:

Project Number:	HACC 943073
Category Code:	116-672
Building Size:	5,000 square foot area
Cost:	**$300,000**

4.24 SMALL ARMS FIRING RANGE

The small arms firing range facility provides the station personnel with a classroom and practice facility and a means of meeting fire arms regulations. The 2,100 square foot new building is located on the west side of US Customs away from habitable buildings and areas that could sustain property damage (see figure 4.24). The safety arc for the facility is 3,000 feet. It is easily accessible at the south end of Westover Street from the rest of the station. Although the location of the firing range should have been closer to the grenade range, the lack of water and sewer lines in that area of the site made the proposed location more cost effective.

The building will have three classrooms and an administrative area near the front of the building with access to parking (see figure 2.24 for functional diagram). The rear of the building provides access to the firing range, maintenance, ammunition and equipment storage. The back of the facility will have truck access for deliveries to the storage room. Roll up doors and a roof overhang will be provided at the loading area.

The range will have 21 shooting positions with an adjacent vault, cleaning area, storage and unisex lavatory.

Program Requirements:

Project Number:	HACC 943052
Category Code:	179-475
Building Size:	2,100 square feet
Building Types:	One story, precast concrete panels, metal standing seam roof, flight line colors
Landscape:	screen truck loading area
Cost:	**$1,100,000**

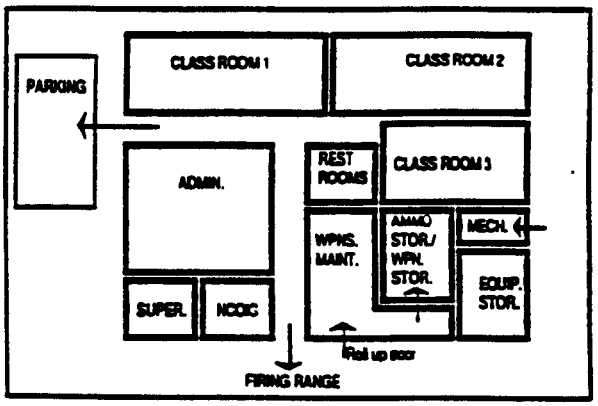


Figure 4.24-2 Functional Diagram

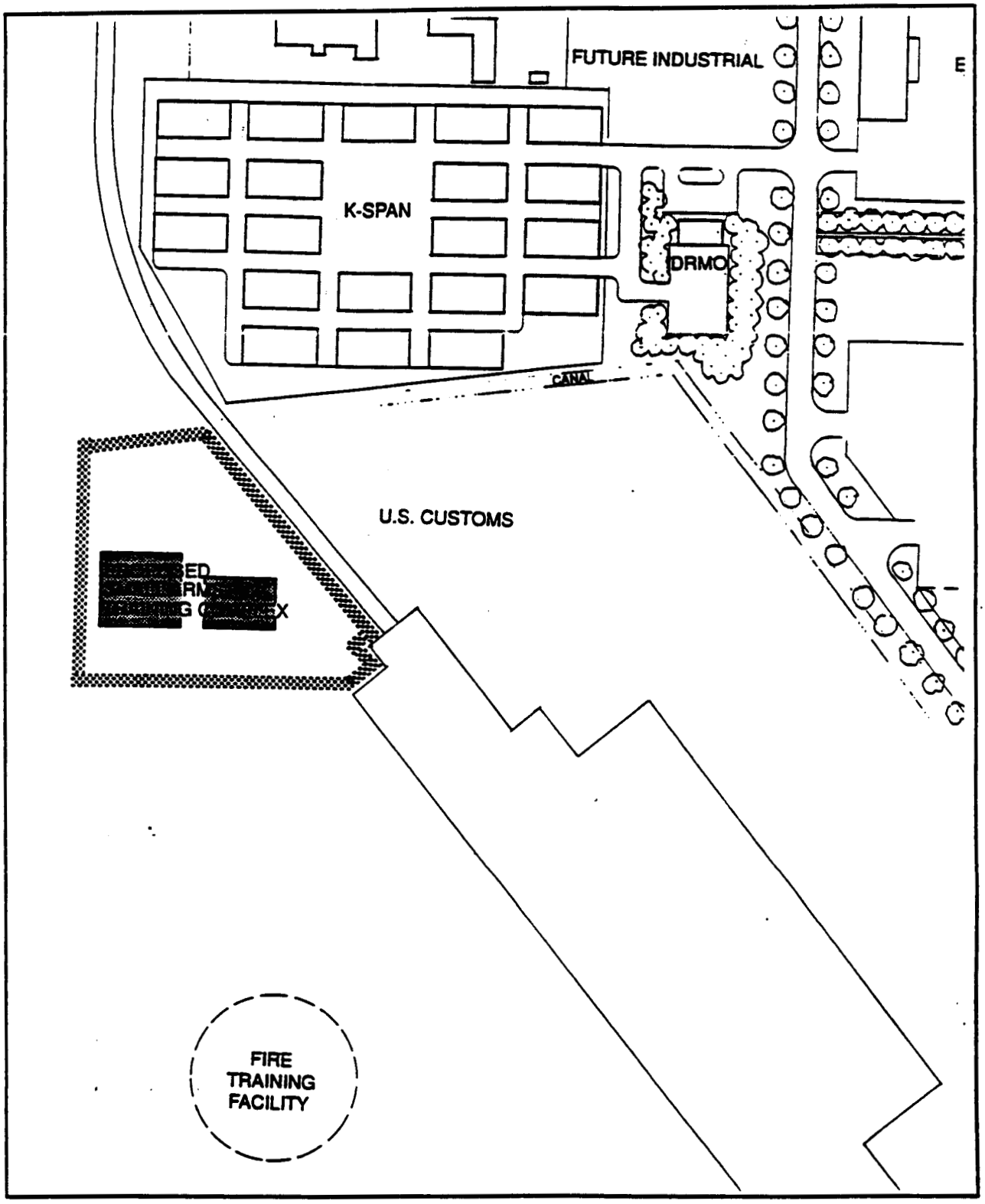


Figure 4.24-1 Area Development Plan for Small Arms Firing Range

4.25 INFRASTRUCTURE

The total improvements to the infrastructure will be $24,200,000. A summary of the road and utility improvements follows (see section 3.4 for more details):

Road systems on the base will be substantially reused. Coral Sea Boulevard and Westover Street will be widened to provide adequate entrances into the base and airside and air support area will be reconfigured (see 3.3 Circulation).

Electric service will be provided by Florida Power and Light, underground, and using the existing substation adjacent to Mystic Lake (see 3.4-1 Electrical Distribution).

Water distribution is being evaluated to determine whether the system will be operated by AFRES or by the Miami-Dade Water and Sewer Authority (WASA). Water pressure may need to be boosted on the station (see 3.4-2 Water Distribution).

Stormwater management will address the two different over land flow drainage patterns within the cantonment area. Because additional drainage ditches for the new stormwater system would be needed, security is an issue. Therefore, on-site retention basins are being considered (see 3.4-3 Stormwater Distribution).

The agency who will operate the sanitary sewer collection systems is also being determined. Whether WASA or AFRES will take over the system, the system will be an extension of the existing gravity sewer collection and transmission system. The new lines will be within the wellfield cone of influence. This will need to be monitored (see 3.4-4 Sanitary Sewer Collection).

One of the existing two parallel 8 inch fuel lines will be used. The other will be preserved for possible use by the civil airport operators (see 3.4-5 Fuel Distribution).

The placement of communication lines will be coordinated by the Military Communications Group. A common trench will be used where electric and communication lines coexist (see 3.4-6 Communications).

Project Requirements:
Project Number: HACC 943074
Category Code: 100-000
Project Cost: **$24,200,000**

4.26 BASE OPERATIONS/TRANSIENT MAINTENANCE

This facility co-locates base operations, transient maintenance and the weather area in one facility next to the ramp.

Base operations mission is to insure that proper maintenance is accomplished on runways, taxiways, airfield lighting, navigational aids, and the surrounding grounds. They are responsible for filing flight plans and "flight following" with the FAA. In addition, base operations maintain DoD flight information publications for base flying units. Transient maintenance is responsible for servicing, inspections and maintenance of transient aircraft (IAW T.O. 00-20-5).

The base operations/transient maintenance facility has been sited along the ramp to provide direct access to the facility for VIP arrivals and transient operations. The development site for the project provides for a VIP drop off area and direct access to Coral Sea Boulevard (see figure 4.26-1). Additional landscaping shall be provided along the access drive and adjacent to the main entrance. Parking is adjacent to the facility for easy access. The facility shall be a single story precast concrete panel structure with a standing seam roof and metal doors and windows. Due to the coordination requirements of base operations and weather, the new facility will provide direct access between the base operations and the weather area. Figures 4.26-2 and 4.26-3 functional diagram illustrate the functional layout of the facility. The project requires coordination of Navaids/weather cabling between the control tower and this new facility to reduce/prevent system downtime.

Project Requirements:

Project Number:	HACC 943075
Category Number:	141-453
Building Size:	6,750 square foot
Building Type:	one story, precast concrete panel building with standing seam roof on concrete slab
Parking:	23 POV, 4 (3 truck, one sedan)
HVAC	
Secured storage	
Roll up doors at garage	
VIP entrance from flightline and drop off area	
Cost:	**$1,100,000**

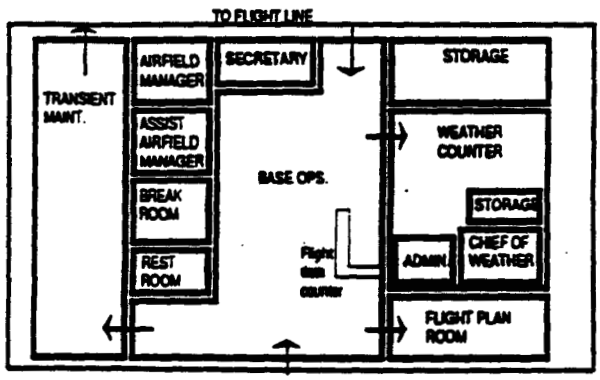


Figure 4.26-2 Functional Diagram

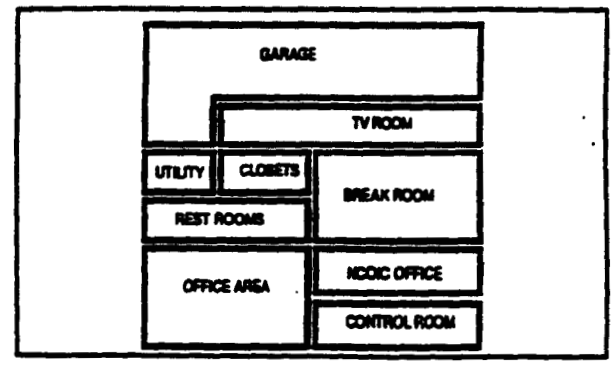


Figure 4.26-3 Functional Diagram

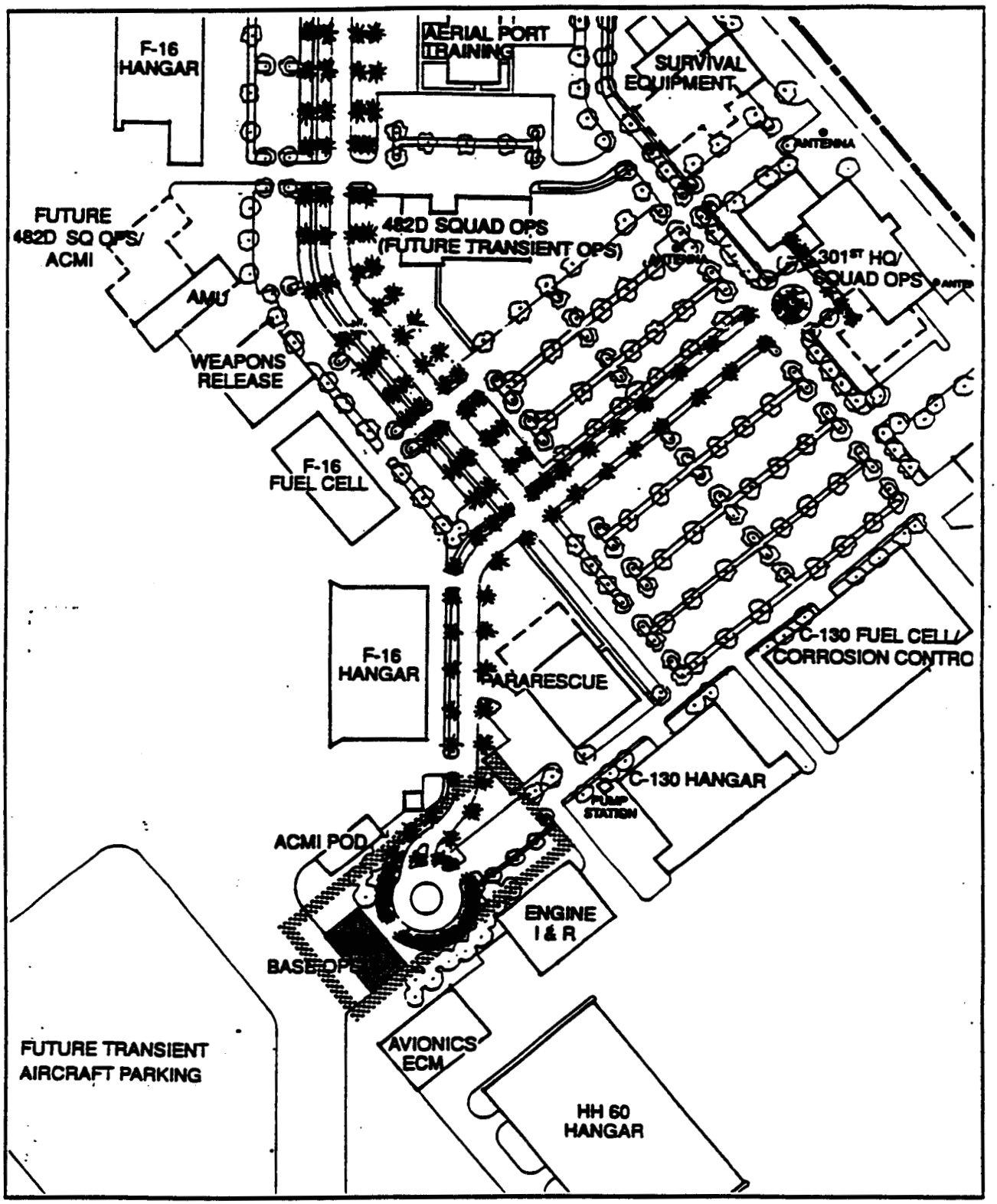


Figure 4.26-1 Area Development Plan for Base Operations/Transient Maintenance

Table 4.26-1 Rooms (by function) required by Base Operations/Transient Maintenance

HOMESTEAD AIR RESERVE STATION BASE OPERATIONS/TRANSIENT MAINTENANCE	
BASE OPERATIONS	
Airfield Manager	200
Assistant Airfield Manager	150
Flight Planning Room	250
Flight Data Counter Area	500
Storage Area	200
Break Room Lounge	250
Rest Room	300
Secretary	125
WEATHER	
Chief of Weather	150
Storage Area	200
Administration Area	200
Forcast Counter Area	500
TRANSIENT MAINTENANCE	
NCOIC Office	150
Control Room	150
Offices	250 Open floor plan
Rest Rooms	150
Utility	50
Break Room	175
TV Room	200
Garage	1,500 (5) 110 VAC, 12F Doors for staircase trucks
Storage	1,100

Special Requirements:

Base Operations:

Communications:
- VHF/UHF radio and telephone lines
- AWDS computer
- SPARCS computer
- Direct access to the ramp
- VIP dropoff at the main entrance to the facility.
- Secured door between base operations and transient maintenance
- Secured Storage

Transient Maintenance:
Storage space shall be available for crash equipment, aircraft slings and skate dollies.

Weather Area:
Homestead Weather Station Equipment:
- Air Force Digital Fax Machine* (weather maps)
- Lightning detection indicator.
- 2 Comeds Terminals* and printers (send and receive weather teletype data)
- Satellite machine (2)
- Dial Up Radar.**

- HFRB broadcast set
- Weather Observation Rack (temp., dewpoint, wind, ceiling, etc. indicators).
- Personal computer and printer

* Can be replaced with Automated weather distribution system.
** Can be replaced by Next Generation Radar Equipment.

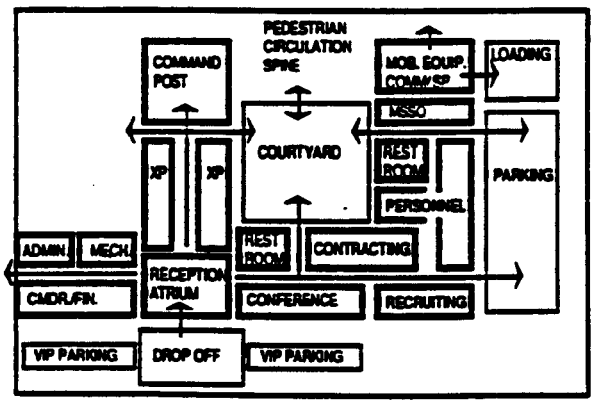
4.27 WING HEADQUARTERS

Building 360 is the central location for wing headquarters MSSQ, recruiting, command post and mobility. As the receiving point for all reserve personnel and visitors, it has a prominent location near the entrance to the base on Coral Sea Boulevard (see figure 4.27-1). A vehicular dropoff and special landscape treatment will be provided with limited VIP parking in the front of the building. Because of the importance of this building special attention shall be given to its renovation. The dropoff area shall have a port cochere and landscaped entrance courtyard. The treatment and detailing of the building shall reflect its role as the heart of the HARS community. The rear courtyard will provide a central gathering place for personnel. The courtyard shall provide a shaded, special paved plaza with outdoor seating and tables to accommodate lunch time activities by the personnel. It shall be designed with a strong relationship to the cross spine of the pedestrian/golf cart system. Pedestrian connections from the building to the rear courtyard and from the parking lot to the building need to be evaluated in more detail during project definition.

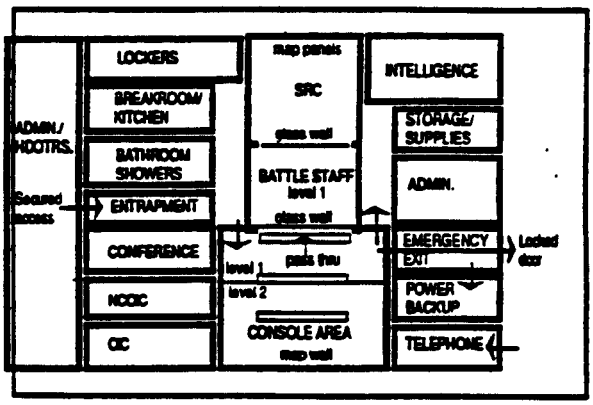
The 482nd MSSQ (see figure 4.27-2 for functional diagram) has six sections which are responsible for the administration of all programs and projects for reserve personnel. Personnel, information management, family support, social actions, MWR and orderly room. Each section requires its own area. Special requirements include: MWR pallets and equipment storage, personnel systems equipment, climate controlled, mail distribution, and publications and forms.

The headquarters command post (see figure 4.27-3 for functional diagram) is a highly secured area. It is located in the south wing of the building, on axis with the entrance/reception area. The wing operations center (WOC) is responsible for keeping the wing commander informed on current status of all assigned wing assets. The WOC is responsible is responsible for receiving, analyzing and distribution of sensitive, time critical information. The offices are oriented around secure battle staff rooms. The area includes intelligence offices, storage, power backup, telephone, conference, break room, bathroom with showers, OIC, NCOIC and an entrapment hall from the administration headquarters. The command post will require cameras in the hall and entrapment area.

The mobility and equipment storage is also in the wing headquarters building. It is located in the north wing of the building with truck loading access.



4.27-2 Functional Diagram - 482d MSSQ



4.27-3 Functional Diagram - Headquarters Command Post

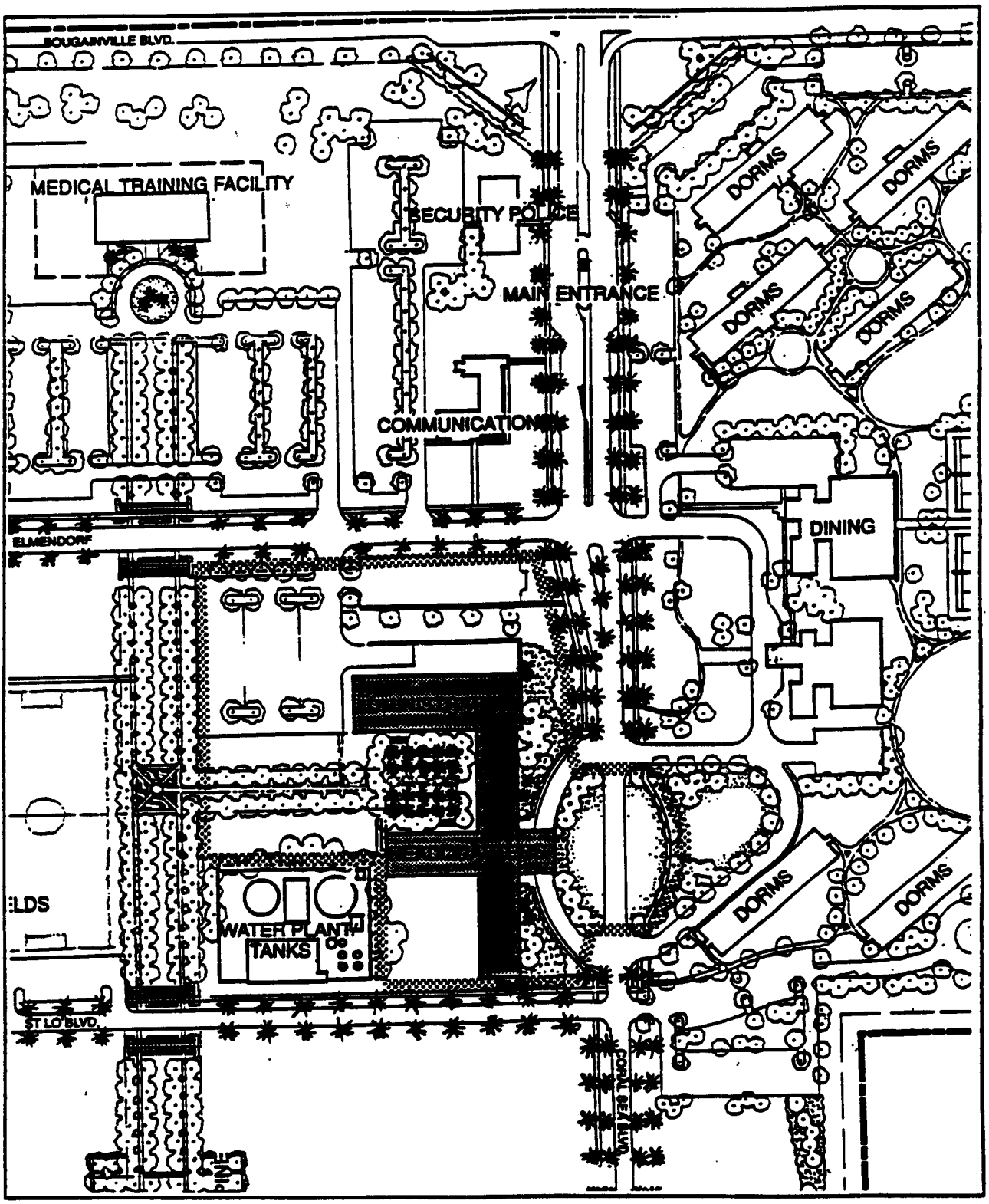
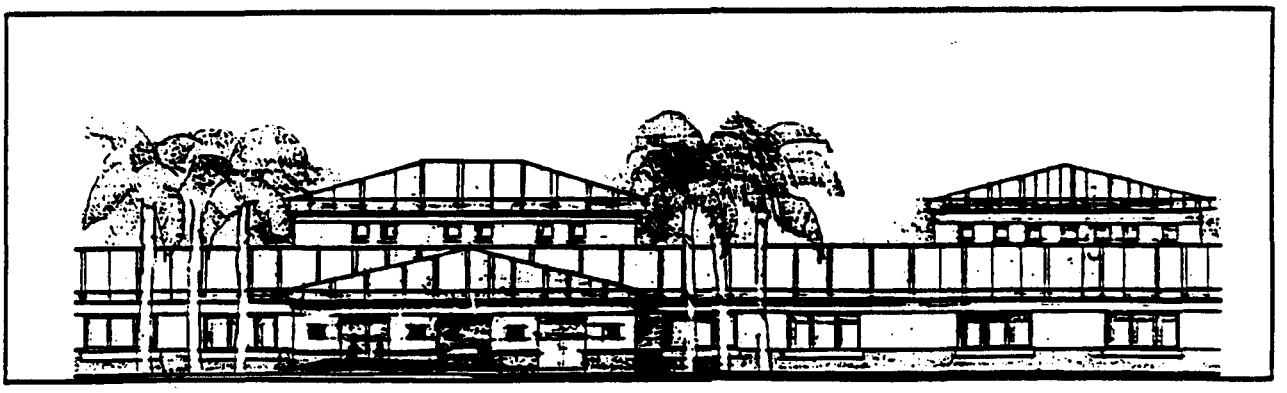


Figure 4.27-1 Area Development Plan for Wing Headquarters



4.27-4 Elevation

Program Requirements:

Project Number:	HACC 943076
Category Code:	171-445
Building Size:	43,000 square feet
Building Type:	masonry block with stucco finish; standing seam metal roof
Parking:	
Cost:	$3,870,000

Special Requirements Command Post:

- Cipher locks on both doors in entrapment hall, cipher locker into battle staff area, secured
- Camera in entrapment and hallway leading to command post
- Voice system in entrapment
- ID pass slot at second secured door in entrapment area.
- Battle staff and command post must meet Air Force standards for a priority B resource.
- All outside walls must extend from floor to ceiling.
- Separate AC with back up generator with transfer plate
- Intrusion Alarm
- Solid Ceiling
- Telephone circuit room
- Raised area (6") for battle staff
- SRC small two door vault
- Raised area for computer uses

Table 4.27-1 Rooms (by function) required by Wing Headquarters

HOMESTEAD AIR RESERVE STATION WING HEADQUARTERS	
COMMAND	
ALLOCATION	GROSS SQUARE FEET
Administration/Headquarters	128
Entrapment	72
Battle Staff	240
Lockers	91
Breakroom	117
Bathroom/Showers	72
Conference	80
NCOIC	80
OIC	80
Intelligence	120
Storage/Supply	80
Emergency Exit	40
Power Backup	50
Telephone	80
SRC	168
TOTAL COMMAND POST	2200
XP	4620
Reception	1800
Finance	3880
Administration	2785
Mechanical	675
Conference	3890
Restrooms	575
Contracting	4300
Recruiting	400
Circulation	4300
Restrooms	575
ADMINISTRATION	
MSSQ	10810

HOMESTEAD AIR RESERVE STATION WING HEADQUARTERS cont.	
MOBILITY EQUIPMENT STORAGE	
ALLOCATION	GROSS SQUARE FEET
Personnel	
MWR	
Social Action	
Orderly Room	
Family Support	
Information Management	
Mobility Equipment Storage	2190
TOTAL WING HEADQUARTERS	43,000

Exact room configurations to be determined at project definition.

4.28 DORMITORY

An existing dormitory (Building 476) located off of Coral Sea Boulevard near the main gate will be upgraded to provide adequate housing for Air Force Reserve personnel. Its location provides easy access to dining, headquarters and MWR facilities (see figure 4.28-1). The parking area, on the northeast corner of the site, will require modification to allow for a security fence along the cantonment line and a turnaround for the residence. Walkways and open space around the dormitories shall be reconfigured to provide usable courtyards and landscaped open space. The initial project shall reconfigure building 476 to increase room sizes and improve privacy. This will be accomplished by providing access to individual units from the outside via exterior stairwells and balconies and utilizing the central hallway to increase unit sizes (see figure 4.28-2 and 4.28-3). This dorm will include a billetting office. The architectural detail shall comply with the HARS Installation Design Guidelines (see Chapter 6.0). Other existing dormitories will be upgraded on an as needed basis to match. Designers shall review floor plains and conduct site analysis to determine room configurations They shall allow for fire truck access around the entire area via parking lots and lawn areas. Presently, the two dorms south of the dining facility (Building 402) are slated to be demolished within the next sixty days. They would cost approximately $5 million to renovate. Future projects will be renovating the remaining three dorms north of the dining facility to provide adequate billeting for UTA requirements.

- Upgrade Building 476
- Roof shall be standing seam metal. See Chapter 6.0 Installation Design Guidelines for exterior color and detail
- Provide exterior stairs and balconies
- Update HVAC, electrical and plumbing
- Provide common laundry room
- Provide community room
- Units shall have exterior access via balcony area
- Provide sprinkler system for fire protection in all rooms

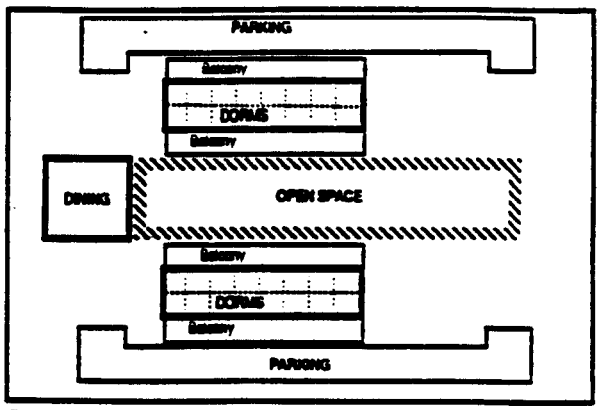


Figure 4.28-2 Functional Diagram

Program Requirements:

Project Number:	HACC 943077
Category Code:	721-315
Building Size:	24,948 square feet
Building Type:	Three stories, painted stucco, metal standing seam roof, HARS approved accent color on roof and other metal detailing.
Parking:	1 space per unit and 4 visitor parking and service parking spaces
Requires 120 volt electrical in laundry area	
Cost:	$2,300,000

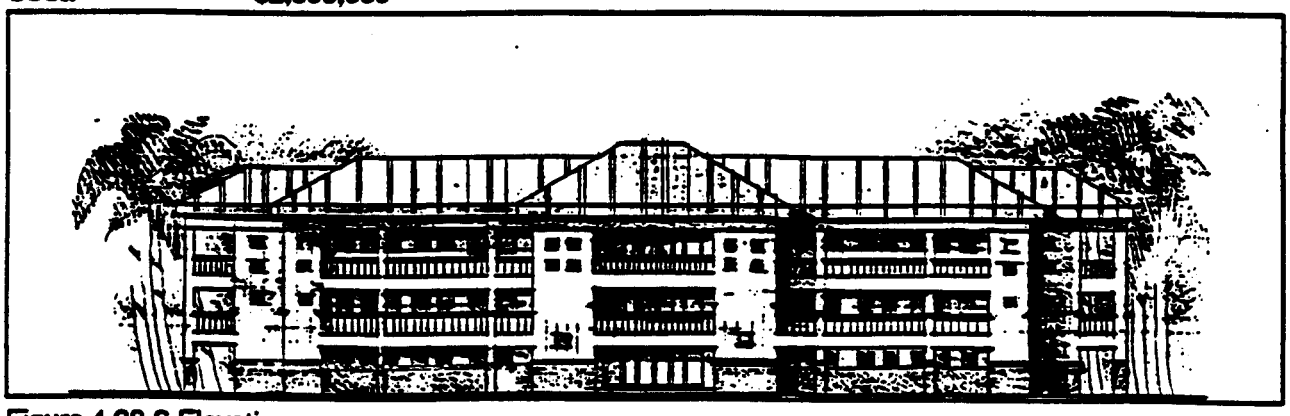


Figure 4.28-3 Elevation

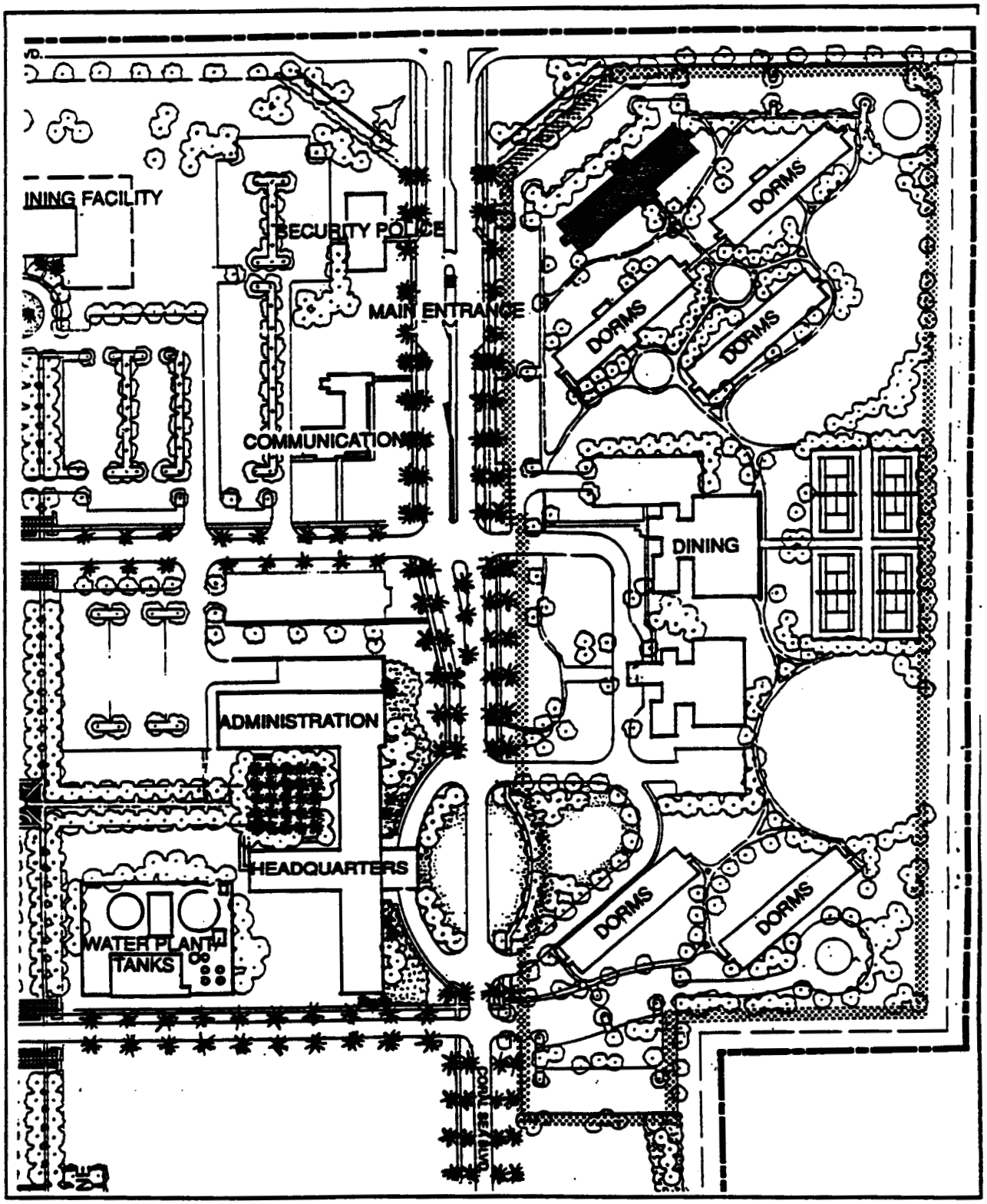


Figure 4.28-1 Area Development Plan for Dormitory (Building 476)

2.29 MOBILITY PROCESSING

The mobility processing facility is responsible for managing all cargo incoming and outgoing. The mission includes projecting all mobility tasking and deploying the 482d and 301st. Also included is maintaining war plans and OPLAN requiring mobilization. The new, 40,000 square foot, two story building is located at the south end of Westover Street, (see figure 4.29-1) on the flightline for easy loading of cargo and personnel. It is conveniently located near the AGE from where much of the cargo comes.

As missions are launched assigned personnel and cargo arrive from the shops for processing. A fenced yard with a controlled gate is used to collect and organize cargo. Initially, the cargo is weighed, sterilized, crated and wrapped. It is organized into a chalked area (simulating the silhouettes of the planes) in the order it is to be loaded on to the plane. An area for stressed cargo is adjacent, to allow for broken, spilling or incorrect cargo to be temporarily stored. Inside, personnel are being briefed on the details of the mission and obtain their equipment bags before walking out to the plane. Upstairs is the viewing area where the mobility control is conducted. The operator in this room must be able to see both the cargo processing yard and loading of cargo onto the plane. A separate viewing area where the operator can be observed but not interfered with is provided adjacent to this room. The sub-motor pool also needs a viewing area to support the mobility process by monitoring vehicle activity. (see figure 2.29-2 for functional diagram).

Table 2.29-1 lists rooms by functions and special requirements.

Program Requirements:

Project Number:	HACC943078
Category Code:	442-758
Building Size:	40,000 square feet
Building Type:	two stories, precast concrete panels, metal standing seam roofs
Parking:	21 spaces
Cost:	$2,350,000

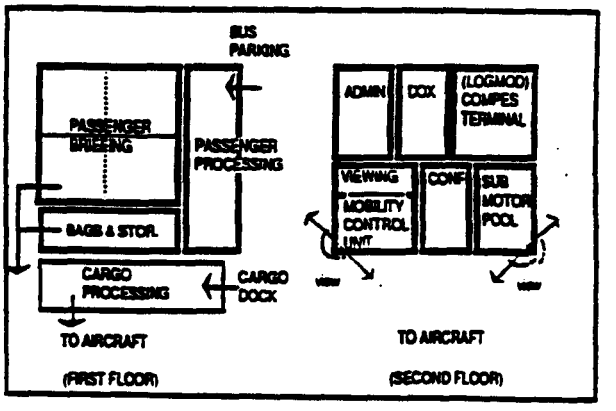


Figure 4.29-2 Functional Diagram

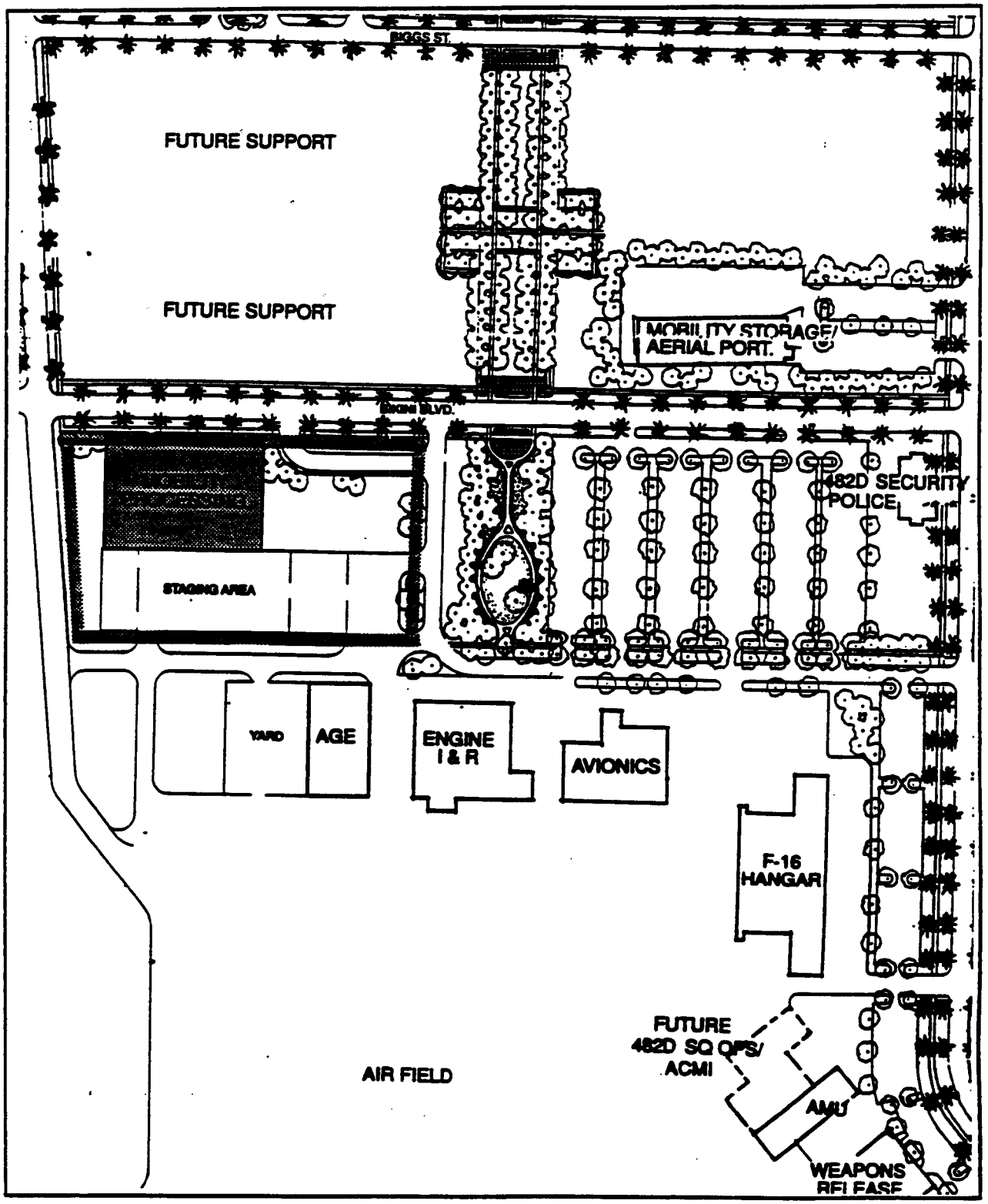


Figure 4.29-1 Area Development Plan for Mobility Processing

Table 4.29-1 Rooms (by function) required by Mobility Processing

HOMESTEAD AIR RESERVE STATION MOBILITY PROCESSING	
FIRST FLOOR	**32000**
Passenger Briefing	
Passenger Processing	
Bags and Storage	
SECOND FLOOR	**8000**
Mobility Control	
Sub-Motor Pool	
Conference	
Viewing	
LOGMOD	
Administration	
DOX	

Special Requirements:
Communication systems must satisfy requirements
Provide glass window between viewing room and mobility control
Mobility control unit room mush have clear visibility to flightline and cargo processing

4.30 AIRCRAFT COMBAT MANEUVERING INSTRUMENTATION (ACMI)/POD SHOP

The mission in this 2,400 square foot building is to store and repair simulation equipment auxiliary to aircraft combat maneuvering instrumentation (ACMI). The facility is located on the flightline, central to aircraft parking and hangars, at the south end of Coral Sea Boulevard adjacent to the base ops building (see figure 4.30-1). There are three staff people which is the same during UTA. The 12' by 6" POD's are brought into the storage area on racks. The storage area requires rollup doors on one end for POD rack access (see figure 4.30-2 for functional diagram).

Project Requirements:

Project Number:	HACC 943079
Category Code:	217-713
Building Size:	2,400 square feet
Building Type:	One story, precast concrete panel, metal standing seam roof, flight line colors
Cost:	$283,000

Special Requirements:

- Outside paint locker (10' x 6')
- Climate controlled in computer area
- Alarm system
- Outside electrical outlet (110v)
- Grounding at work benches
- Electrical 110/220
- Sprinkler system and fire detection system
- Outside faucet next to entrance ramp at POD storage

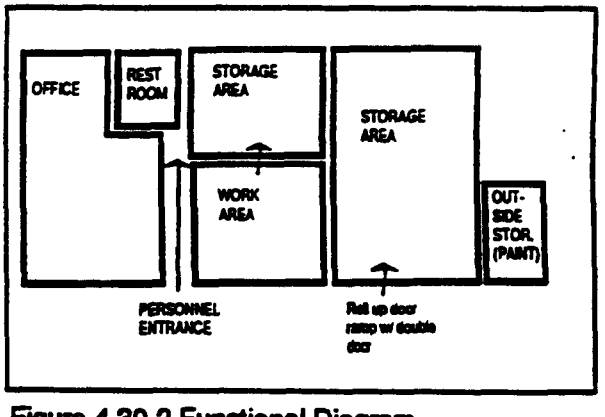


Figure 4.30-2 Functional Diagram

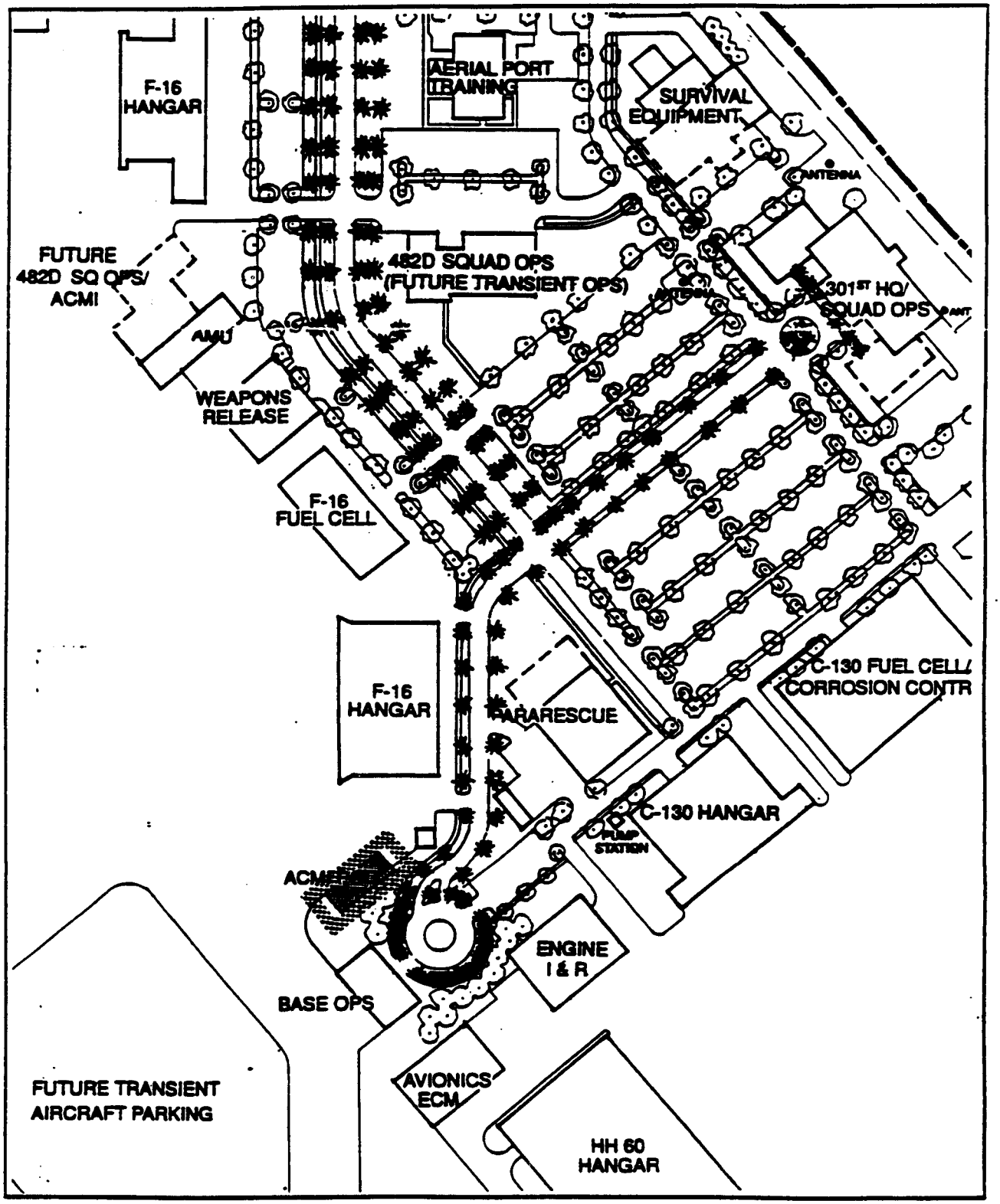


Figure 4.30-1 Area Development Plan for ACMI/Pod Shop

4.31 CIVIL ENGINEERING COMPLEX

The civil engineer has a mission to maintain and repair the station's real property, design and construct new work and manage environmental issues. The new facility will provide a central location for these functions which were previously separated into various buildings. The new 27,000 square foot building is located in the industrial area and has a prominent location on axis at the end of Biggs Street with easy access and a visual connection to the administration building (see figure 4.31-1). The importance of this building is emphasized with a vehicular drop off and special landscape treatment.

The complex includes three components, the main building housing administrative offices and workshops, a warehouse and yard. The offices are oriented around the entrance courtyard, with workshops in the rear of the building with access to truck loading. The warehouse is oriented with the loading docks away from the street. This creates a more pleasant image along the street. The yard is fenced with two rolling double gates for security. The yard is centrally located between the warehouse, the workshops and an outside storage area to allow for shared and efficient use of the yard (see figure 4.31-2 for functional diagram).

Designers should be aware of special requirements beyond the scope of this chart that would be needed to provide exhaust and climate control based on shop activities. Table 4.31-1 lists the functions and special requirements of the facility.

Program Requirements:

Project Number:	HACC 943051	
Category Code:	219-944	
Building Size:	Administrative:	27,000
	Warehouse:	21,700
	Outside storage:	20,250
Building Type:	One story, precast concrete panels, metal standing seam roof, accent color on roof	
Landscape:	Special entrance, screen views to loading	
Cost:	$3,493,000	

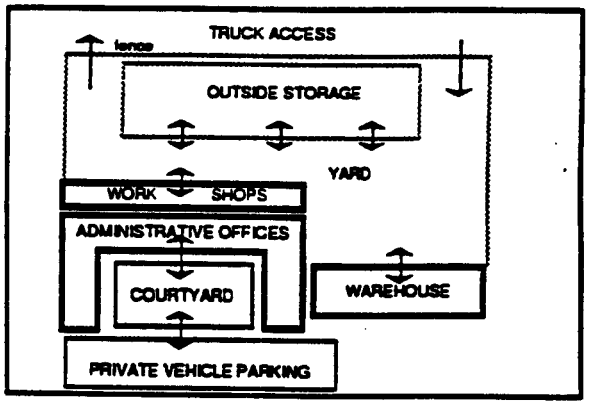


Figure 4.31-2 Functional Diagram

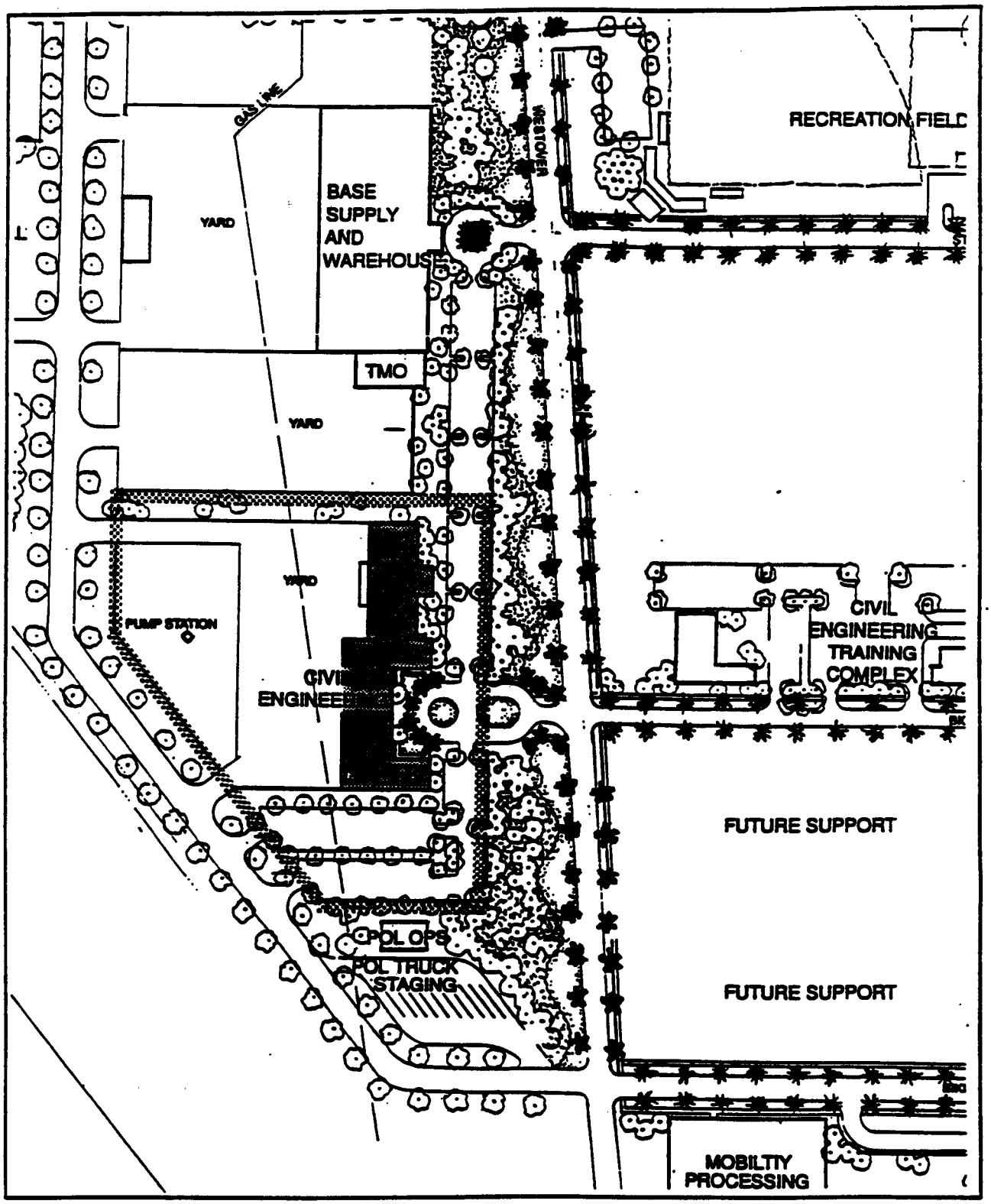


Figure 4.31-1 Area Development Plan for Civil Engineering Complex

Table 4.31-1 Rooms (by function) required by Civil Engineering Complex

HOMESTEAD AIR RESERVE STATION CIVIL ENGINEERING COMPLEX		
OFFICE	GROSS SQ FT	REMARKS
Commander's Office	380	1 office
Command Secretary	125	1 office
Administration (CCQ)	1150	8 offices
Management Control (CEOC)	1175	8 offices
Recovery (CEOR)	150	1 office
Pavement	2100	14 offices
Plumbers (CEORP)	1350	9 offices
Asbestos (CEORA)	450	3 offices
Water and Waste	1050	7 offices
Maintenance (CEOM)	150	1 office
Structures (CEOM)	1650	11 offices
Grounds (CEOMG)	1050	7 offices
Entomology (CEOME)	450	3 offices
Painters/signs	450	3 offices
Electronic Control Shop	300	2 offices
Liquid Fuels Shop (CEOUL)	450	3 offices
HVAC	2100	14 offices
Drafting and surveying	1800	4'x4' securible stroage closet, 30'x15' vault
Material Control	850	6 offices
Shop Work	400	plumbing, paint, carpenter
Asbestos Shop	250	2 offices
Disaster Preparation (CCO)	300	2 offices
Environmental (CEV)	900	6 offices
Engineering (CEE)	1775	12 offices
Controller (LEOC)	450	3 offices
Utilities (CEOU)	150	1 office
Fire Prot (CEF)	1950	13 offices
Operations (CEO)	425	3 offices
Interior Electric	1050	7 offices

Table 4.31-1 Rooms (by function) required by Civil Engineering Complex

HOMESTEAD AIR RESERVE STATION CIVIL ENGINEERING COMPLEX cont.		
FUNCTION	GROSS SQ.FT.	REMARKS
Exterior Electric	750	5 offices
Power Pro (CEDUP)	1050	10 offices
TOTAL OFFICE	27000	
Outside Storage:		
Repair office and storage	1500	
Material storage	10200	
Outside storage	20250	
TOTAL OUTSIDE STORAGE	31950	
Warehouse:		
TOTAL WAREHOUSE	21700	Free standing facility

The project scope for this facility has been identified as 27,000 square feet. After review of operational requirements and interviews with the user, the facility may require additional space to allow for warehouse and storage yard.

This conflict shall be resolved during the project definition stage.

4.32 MAIN ELECTRICAL DISTRIBUTION SYSTEM

In addition to the electrical service outlined in section 4.25, a new main electric feeder will be provided for $3,500,000. The connection will run from the main substation throughout the AFRES cantonment area.

Project Requirements:

Project Number:	HACC 933091
Category Number:	812-225
Cost:	$3,500,000

4.33 ALERT COMPLEX

The Florida Air National Guard (FANG) maintained an alert complex at the northeast end of the HAFB runway which is needed to accomodate aircraft, personnel and equipment in support of Aerospace Defense contingency plans for defense of the southeast United States coastal region (see figure 4.32 for location).

The crew readiness building must provide alert crew quarters for eight pilots plus operations and maintenance space for support and security personnel. The shelters must accomodate four alert fighter interceptor aircraft.

Program Requirements:

Project Number:	HACC 933085
Category Code:	141-185
Size:	57,000 square feet
Stories:	multi, metal skin, metal standing seam roof, flight line colors
Cost:	$9,000,000

4.34 HANGAR 741

This hangar will be used on an interim basis by HARS. It is on the AF BDA for eventual reuse by the community. It has been identified as a critical building for the successful civilian reuse of the base and will eventually be transferred to the County. It is located outside of the cantonment area, on the flight line (see figure 4.34-1 for the location).

This existing 180,000 square foot hangar will be repaired structurally and have a new outer skin built. The facility will have all new electric systems.

Project Requirements:

Project Number:	HACC 933086
Category Number:	211-111
Building Type:	180,000 square feet, multi, metal skin, flightline colors
Cost:	**$3,200,000**

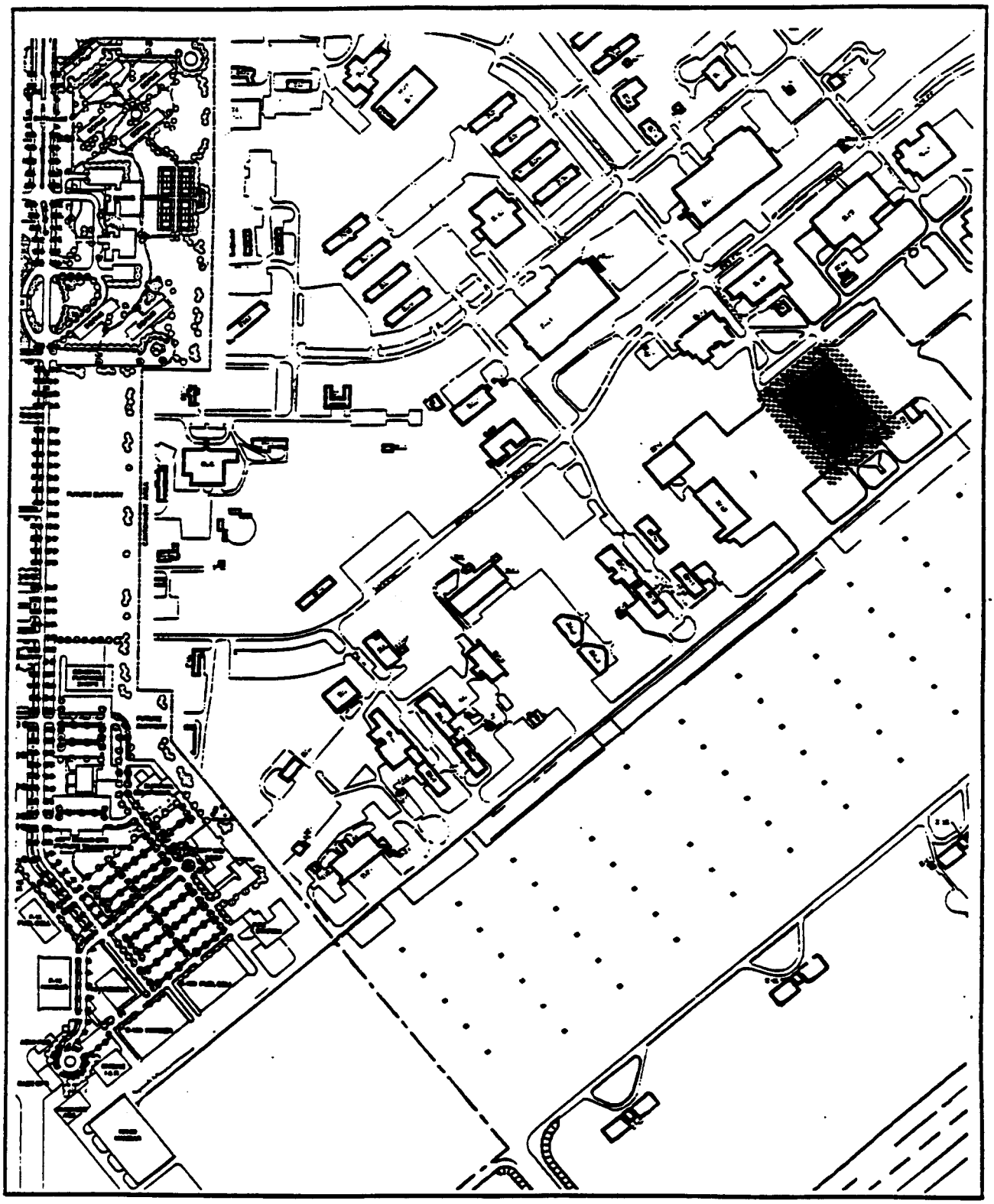


Figure 3.34-1 Area Development Plan for Hangar 741

4.35 CONTROL TOWER

The existing control tower was 60% damaged by the hurricane and the temporary tower does not provide a full range of services. To allow for a fully functional flightline operation, a new control tower, meeting FAA standards, will be rebuilt near its current location. The control tower will be shared with the civil aviation field.

The tower will be located adjacent to the fire station, just outside of the cantonment line (see figure 4.35-1). The control tower will be 135' high to the base of the cab, which was allows for views to Taxiway Bravo over the C-130 hangars. Clear views of all runways, traffic patterns, alert and parking areas are needed to ensure adequate and safe air and ground traffic control on and around the airfield.

The tower will include space for air traffic control operations, crew briefings, electronics, radio and telephone equipment and controller management functions. Fire protection systems, backup power, air conditioning at 20 tons and other necessary support will be provided.

Project Requirements:

Project Number:	HACC 933084 A - Control Tower
	HACC 933084 B - Equipment
Category Code:	149-962
Cost:	**$2,700,000 - Control Tower**
	$1,500,000 - Equipment

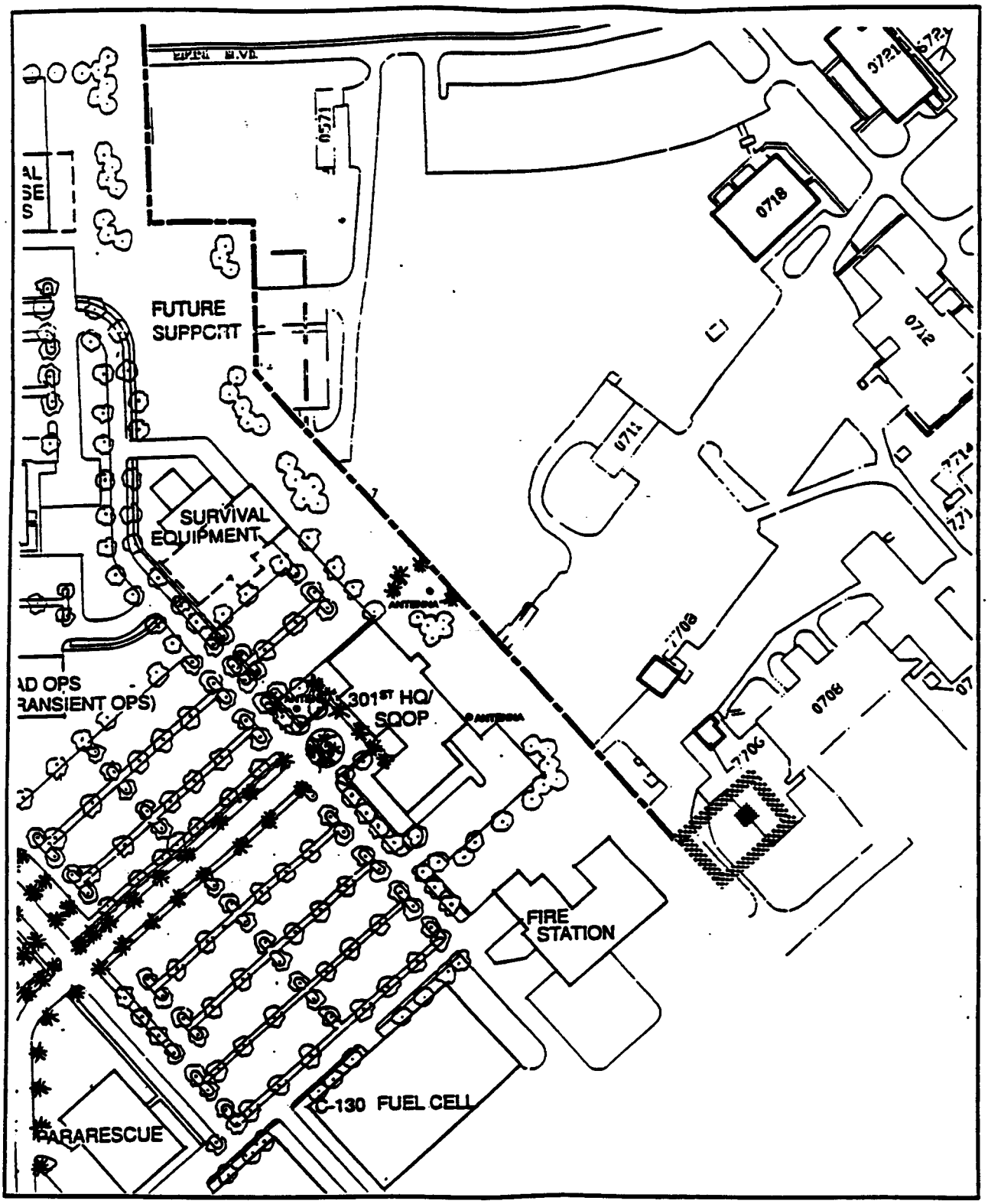


Figure 4.35-1 Area Development Plan for Control Tower

Document Separator

IMPORTANT

APPROVED: 6/6/95

Substitute
Agenda Item No. 5(D)(24)
6-6-95

RESOLUTION NO. _____

RESOLUTION URGING THE 1995 BASE REALIGNMENT AND CLOSURE COMMITTEE NOT TO CLOSE HOMESTEAD AIR RESERVE BASE, AND CONFIRMING DADE COUNTY'S FINANCIAL COMMITMENT OVER THE NEXT FIVE YEARS TO A DUAL USE MILITARY AND CIVILIAN AIRPORT FACILITY AS SUCH BASE

WHEREAS, Homestead Air Reserve Base ("HARB") has been placed on the 1995 Base Realignment and Closure Committee's list of military bases that may be closed; and

WHEREAS, maintaining HARB as an operational reserve base is essential to the hurricane ravaged South Dade economy and in fact to the entire economy of Dade County;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA, that, because of the importance of HARB to the economy of South Dade County and to the military interests of the United States, Dade County urges the 1995 Base Realignment and Closure Committee not to close HARB, and confirms that Dade County plans to support HARB as a dual use military and civilian airport over the next five years, after conveyance or lease of HARB to the County, in the following specific ways:

1. Dade County will fund a dual use operating agreement to be negotiated between the Dade County Aviation Department and the Air Force Reserves for an airport facility to serve the needs of

both the military and civilian interests to the level of approximately $7-10 million beginning on October 1, 1995.

2. Through funds provided by a private developer or prospective lessee, the development of the civilian cantonment area as a reliever airport supported by industrial and commercial components will be funded to the level of approximately $125 million. This investment is in accordance with a proposal from a private developer and is dependent on the level of demand.

3. The County will fund necessary infrastructure improvements as determined by the County at Homestead Air Reserve Base to the level of approximately $24 million to facilitate the Base's overall development.

CHAMBER

South

Resolution

Whereas

The unpredictable nature of geopolitics dictates that the United States retain a posture of military preparedness for today and the uncertain future, and

Whereas

Central America, South America and the Caribbean remain highly volatile regions, and

Whereas

South Florida is home to one of the largest population and business centers in the United States, and

Whereas

A hostile communist regime in Cuba remains in power, only a short distance from the three million residents of South Florida, and

Whereas

Homestead Air Reserve Base is geographically suited as an important line of defense between possible enemies of the United States and South Florida, and

Whereas

Threats to our national defense that are not apparent today may become critical in the future, and

Whereas

The economy of southern Dade County, Florida and the local community is strongly tied to the operations of Homestead Air Reserve Base,

Now, Therefore Be It Resolved

That Chamber South, representing 4,700 businesses and their employees, urges the Base Closure Commission to remove Homestead Air Reserve Base from consideration for closure in recognition of its current and potential strategic importance and its essential nature to the local economy.

Donna Masson

Donna Masson
President

May 15, 1995
Date

Resolution

Whereas

The unpredictable nature of geopolitics dictates that the United States retain a posture of military preparedness for today and the uncertain future, and

Whereas

Central America, South America and the Caribbean remain highly volatile regions, and

Whereas

South Florida is home to one of the largest population and business centers in the United States, and

Whereas

A hostile communist regime in Cuba remains in power, only a short distance from the three million residents of South Florida, and

Whereas

Homestead Air Reserve Base is geographically suited as an important line of defense between possible enemies of the United States and South Florida, and

Whereas

Threats to our national defense that are not apparent today may become critical in the future, and

Whereas

The economy of southern Dade County, Florida and the local community is strongly tied to the operations of Homestead Air Reserve Base,

Now, Therefore Be It Resolved

That Chamber South, representing 4,700 businesses and their employees, urges the Base Closure Commission to remove Homestead Air Reserve Base from consideration for closure in recognition of its current and potential strategic importance and its essential nature to the local economy.

CHAMBER
South

John Gentile
Chairman

Feb. 15, 1995
Date

RESOLUTION NO. R-95-05-33

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HOMESTEAD, DADE COUNTY, FLORIDA, STRONGLY OPPOSING THE PLACEMENT OF HOMESTEAD AIR RESERVE BASE ON THE 1995 BASE CLOSURE LIST AND SUPPORTING THE DECISION OF PRESIDENT CLINTON IN ADOPTING THE RECOMMENDATION OF THE 1993 BRAC DECISION TO ALLOW HOMESTEAD AIR RESERVE BASE TO REMAIN OPEN IN ITS PRESENT CAPACITY.

WHEREAS, in 1993, the Base Realignment and Closure Commission recommended to the Congress of the United States and the President of the United States that Homestead Air Force Base remain open as an air reserve base and not be completely closed; and

WHEREAS, the Congress and the President of the United States adopted the recommendation of the 1993 Base Realignment and Closure Commission and Homestead Air Reserve Base is now open, functioning and viable; and

WHEREAS, the Homestead Air Reserve Base has over 1,100 people under its command and provides for about 2,000 jobs in the community; and

WHEREAS, the members of the 482nd Fighter Wing, the air reserve unit stationed at Homestead Air Reserve Base, have previously had their lives disrupted due to transfers and shifts caused by the aftermath of Hurricane Andrew; and

WHEREAS, the 482nd has worked long and hard and served diligently to bring Homestead Air Reserve Base to a fully functioning position.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HOMESTEAD, FLORIDA, THAT:

Section 1: That the City Council firmly and strongly endorses the position of the President of the United States in accepting the recommendation of the 1993 Base Realignment and Closure Commission to allow Homestead Air Force Base to be restructured as Homestead Air Reserve Base, and to have the 482nd Fighter Wing stationed thereon.

Section 2: That the City Council of the City of Homestead strongly opposes the placement of the Homestead Air Reserve Base on the 1995 base closure list and urges all of its citizens to contact their U.S. representatives to voice their displeasure at this action.

Section 3: That the 482nd Fighter Wing is a significant and viable part of the regrowth of the South Dade community after the disaster of Hurricane Andrew in 1992, have worked long and hard to be a part of the South Dade community, have suffered with the rest of the South Dade community as to their future, and deserve to be left at Homestead Air Reserve Base to continue to honorably serve their country and be a part of the revival of South Dade County.

PASSED AND ADOPTED this 15th day of May, 1995.

J.W. DeMILLY III
Mayor

ATTEST:

VELVA J. BURCH, CMC
City Clerk

APPROVED AS TO FORM & CORRECTNESS:

MICHAEL E. WATKINS
City Attorney

Offered by Mayor DeMilly. Motion to adopt by Mrs. Campbell, seconded by Mr. Warren.

FINAL VOTE AT ADOPTION

Mayor J.W. DeMilly III	*Yes*
Vice Mayor Roscoe Warren	*Yes*
Councilman Ruth Campbell	*Yes*
Councilman Jeff Kirk	*Yes*
Councilman Eliza Perry	*Yes*
Councilman Steve Shiver	*Yes*
Councilman Nick Sincore	*Yes*

R95-05-33

CITY OF HOMESTEAD, FLORIDA

790 N. HOMESTEAD BOULEVARD/HOMESTEAD, FLORIDA 33030/TELEPHONE: (305) 247-1801

J.W. DEMILLY III, *Mayor*
ROSCOE WARREN, *Vice-Mayor*
WILLIAM T. RUDD, *City Manager*

COUNCILMEN:
RUTH L. CAMPBELL
JEFF KIRK
ELIZA D. PERRY
STEVE SHIVER
NICHOLAS R. SINCORE

STATE OF FLORIDA)
SS
COUNTY OF DADE)

I, Velva J. Burch, duly appointed City Clerk of the City of Homestead, Florida, do hereby certify that the foregoing is a true and correct copy of Resolution R95-05-33 which was passed and adopted by the City Council of the City of Homestead at a regularly scheduled meeting on Monday, May 15, 1995.

IN WITNESS WHEREOF, I hereunto set my hand and the official seal of the City of Homestead, Florida, this 18th day of May, 1995.

Velva J. Burch

Velva J. Burch, CMC, City Clerk

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Chairperson of the Board
Roy Phillips
Chairperson Elect
Jim Atkins
Past Chairperson
Kim Sovia
President/CEO
Jack Brown
Treasurer
Tom Weller
Secretary/Parliamentarian
Albert Boulenger
Administration Chair
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Jane Romero
Lenny Szabo
Connie Thrasher

BY VIRTUE OF OFFICE
Mayor J.W. "Tad" DeMilly
Homestead
Mayor Otis Wallace
Florida City
William Rudd
City Manager-Homestead
Syvester Jackson
Asst, City-Mgr. Florida City
Armando Vidal
Dade County Manager
Debbie Curtin
S.D. Government Center
Robert Jensen
Chairperson-Military Affairs Committee
Tim Fulton
Chairperson Leadership - South Dade
Tom Kirby
Exec. Dir.-Dade County Farm Bureau
Sharon DuMond
Chairperson-Tropical Everglades Visitor Assoc.
Warren Zeiler
Exec. Dir.-Tropical Everglades Visitor Assoc.

Greater Homestead/Florida City

Chamber of Commerce

18 May 1995

Honorable Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street/Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

The Greater Homestead/Florida City Chamber of Commerce is alarmed at the further realignment and possible closure of Homestead Air Reserve Base. Since the 1993 BRAC decision to realign the Base, we have been working diligently with the Air Force in good faith to develop our re-use plan for a dual purpose military and civilian facility.

These redevelopment efforts are essential as the Homestead Air Reserve Base has a strategic military location relative to the hemisphere, which has been proven during this past year. To insure national security, existing units must be preserved and the military presence strengthened.

Once again, we urge the Commission to retain the 482nd Fighter Wing at Homestead Air Reserve Base and to insure the return of the 301st Air Rescue Squadron as previously committed. Your support is respectfully requested.

Sincerely,

Kim Sovia

Kim Sovia
President/CEO

43 North Krome Avenue • "Historic Old Town Hall" • Homestead, Florida 33030
Telephone (305) 247-2332 • FAX (305) 246-1100

Serving South Dade
Since 1915

greater
miami
chamber of
commerce

May 18, 1995

Honorable Alan J. Dixon
Chairman
Defense Base Closure and
Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, Virginia 22209

Dear Mr. Chairman:

The Greater Miami Chamber of Commerce has worked hard to honor the community's commitment to the 1993 Base Closure and Realignment Commission. A reuse plan was developed by our citizens and approved by the Department of Defense and our community has spent our resources to reuse Homestead Air Reserve Base as a dual use military and civilian facility.

The Department of Defense's recommendation to leave the 301st Air Rescue Squadron at Patrick Air Force Base poses a terrible setback for South Dade County and for our national defense. Its effects can only be overshadowed by the Commission's possible decision to close the Base.

Our most pressing concern is for the security of the nation. The Base has weathered past BRAC decisions because of its strategic and logistic location and the potential of unrest in the Caribbean and South and Central America. We do not believe those conditions have changed.

The Greater Miami Chamber of Commerce requests the Commission to leave the 301st at Homestead, reassure the continued presence of the 482nd Fighter Wing, and consider a more realistic assessment of the Base's mission. Your support is appreciated.

Sincerely,

Susan Potter Norton

Susan Potter Norton
Chairwoman

GREATER MIAMI CHAMBER OF COMMERCE
Omni International Complex • 1601 Biscayne Boulevard • Miami, Florida 33132-1260 • (305) [illegible]

Perrine Cutler Ridge Council Inc.

May 18, 1995

Leif Gunderson
Chairman

George Cadman, III
Vice-Chairman

Denise Heacock
Secretary-Treasurer

Steven Cranman
Executive Director

Board of Directors

Wilbur Bell

Donald Burgess

Mary Collins

Albert Dotson, Sr.

Dr. John Gentile

Ed Hanna

Susan Ludovici

J. Porter McClean

Philip Sharkey

Deborah Curtin
Ex Officio

Kerri Vaughan
Executive Assistant

Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Mr. Chairman:

The Perrine-Cutler Ridge Council is alarmed at the further realignment and possible closure of Homestead Air Reserve Base. Since the 1993 BRAC decision to realign the Base, we have been working diligently with the Air Force in good faith to develop our re-use plan for a dual purpose military and civilian facility.

These redevelopment efforts are essential as the Homestead Air Reserve Base has a strategic military location relative to the hemisphere. To insure national security, existing units must be preserved and the military presence strengthened.

We urge the Commission to retain the 482nd Fighter Wing at Homestead Air Reserve Base and to insure the return of the 301st Air Rescue Squadron as previously committed. Your support is respectfully requested.

Sincerely,

Steven J. Cranman
Executive Director

900 Perrine Avenue Miami, Florida 33157 (305) 378-9470 Fax (305) 254-0805

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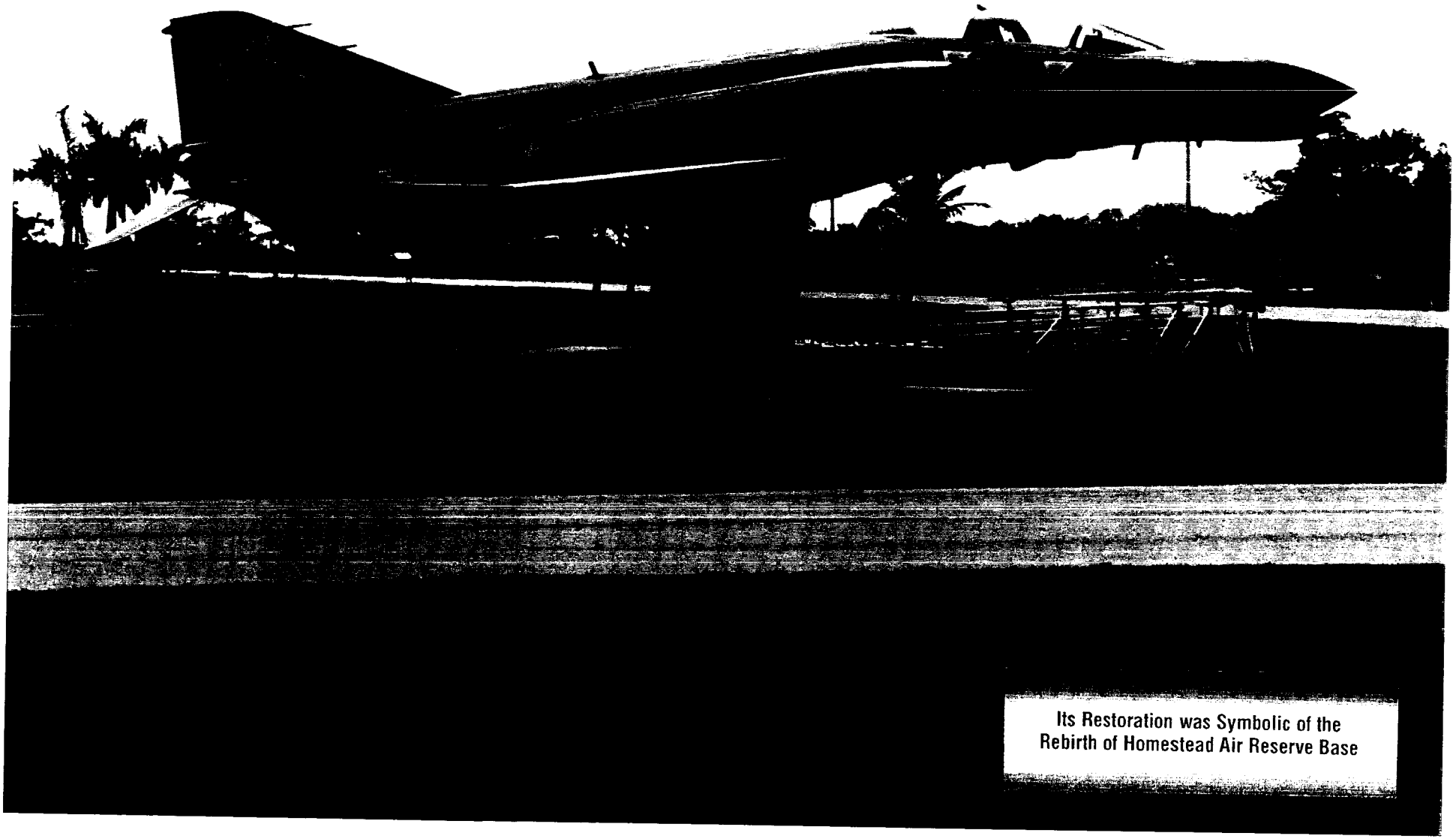

Its Restoration was Symbolic of the
Rebirth of Homestead Air Reserve Base

U.S. Department of Justice
United States Attorney
Southern District of Florida

KC:smt

Kendall Coffey
United States Attorney

99 N.E. 4th Street
Miami, Florida 33132-2111

May 25, 1995

James L. Turner, Brig. Gen, USAFR
Commander, 482D Fighter Wing
360 Coral Sea Boulevard, Box 7
Homestead ARB, Florida 33039-1299

Dear General Turner:

I wish to commend the staff of Homestead Air Reserve Base for the valuable assistance it has provided the Department of Justice. The base offers essential support to all law enforcement functions within the Southern District of Florida.

Base personnel are presently responsible for the resettling of Cuban refugees within South Florida. The base personnel handle three incoming flights each week (Tuesday, Wednesday and Thursday) Each flight operates at capacity carrying 237 individuals. Without the technical and personnel assistance provided by the base, the Immigration And Naturalization Service and the Community Relations Service would be unable to fully process each individual and carry out the mission of resettling the migrants within the United States. Without the service of base personnel orderly resettlement could not be accomplished.

I also wish to commend the base for the operational assistance provided last summer. The base performed integral operational and technical functions during the mass immigration influx during the summer and fall of 1994. The base provided critical support to the United States Attorneys Office, Immigration and Naturalization Service and the Community Relations Service. Thanks to the personnel and technical assistance provided by the base, air and sea operations functioned without incident. The base's efforts continue to this day providing critical technical support to all Department of Justice components as we maintain our readiness to address similar situations.

Homestead Air Reserve Base is critical to the law enforcement mission in this district. The aid that the base has provided cannot be underestimated.

Sincerely,

Lee Stapleton for
KENDALL COFFEY
UNITED STATES ATTORNEY

COMMANDING GENERAL
1ST CORPS SUPPORT COMMAND
FORT BRAGG, NORTH CAROLINA 28307-5000
SEPTEMBER 15, 1994

Dear General Turner,

I want to thank you for the tremendous support you and the personnel of the 482d Fighter Wing are providing the 24th Corps Support Group and this command; I was truly impressed with the professional approach taken by everyone I observed during my visit to Homestead today, and the fact that everything possible was being done to ensure a successful operation.

I can rest assured the mission will be accomplished effectively with your superb assistance. Thanks again. If there is ever anything I can do for you, please let me know.

Sincerely,

John M. McDuffie
Brigadier General, U.S. Army
Commanding Officer

Brigadier General James L. Turner
Commander
482d Fighter Wing
Homestead Air Reserve Base, Florida 33039-1299

Assistant Division Commander
10th Mountain Division (Light Infantry)
Fort Drum, New York 13602-5000

August 26, 1994

Dear General Turner,

Thanks for helping out the 10th Mountain Division team during our recent visit to Homestead. I know that we gave you relatively short notice on our visit -- so I am even more appreciative of the help.

Again, thank you for your efforts and your professionalism.

Climb to Glory!

George F. Close, Jr.
Brigadier General, U.S. Army
Assistant Division Commander,
Operations

Brigadier General James Turner
Commander,
482nd Fighter Wing
Homestead Air Force Reserve Base, Florida 33039-1299

BGen James Turner,

24 MAY 1995

We have just completed an Urban Training Exercise (TRUE XXV) for the 26th Marine Expeditionary Unit in the Miami/Metro-Dade area. The training exercise was essential in helping to properly prepare this unit to successfully deal with any crisis it may encounter during its upcoming overseas deployment. I would like to thank you and the 482D FW for your support in helping us to attain our training goals. The use of Homestead ARB as a Forward Staging Base provided a variety of unique training opportunities, and has helped to ensure that our Marines are trained to the high degree of excellence the American public expects.

As a sister service, the cooperation, assistance and patience shown us, especially in view of our often changing and sometimes unannounced schedule of operations, all serve to illustrate the 482D's can-do spirit and adherence to the highest standards of military professionalism. As a result, you have contributed significantly to the overall success of our training exercise. On behalf of the Commanding General, II Marine Expeditionary Force, and the United States Marine Corps, I offer to you our sincerest appreciation, and again, thank you.

J. W. MUTH

Lieutenant Colonel, U. S. Marine Corps

Officer in Charge, Special Operations Training Group

THE ASSISTANT SECRETARY OF THE AIR FORCE
WASHINGTON

December 15, 1994

Brig Gen James L. Turner, AFRES
482 FW/CC
Homestead ARB FL 33039

Dear Larry

Thank you very much for your outstanding hospitality during my 6 December visit to Homestead. I greatly appreciated the efforts you and your staff made to acquaint me to the many aspects of the conversion process. You are leading an outstanding and important initiative.

I believe our meetings with the community leaders and the Dade County commissioners were successful and, hopefully, will enhance the fine efforts of you and your staff. There is a lot of work ahead, and with you at the helm, I'm positive we'll achieve the "win-win" we all are striving to achieve.

Looking forward to another visit to Homestead and wish you and your staff a very happy holiday.

Sincerely

RODNEY A. COLEMAN
Assistant Secretary
(Manpower, Reserve Affairs,
Installations and Environment)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 57TH WING (ACC)
NELLIS AIR FORCE BASE, NEVADA

MEMORANDUM FOR 482 FW/CC
Attn: Brigadier ~~General~~ Turner
360 Coral Sea Blvd, Box 10
Homestead ARB FL 33039-1299

FROM: 57 WG/CC
4430 Grissom Ave, Suite 206
Nellis AFB NV 89191-6521

10 FEB 1995

SUBJECT: Letter of Appreciation

1. Please accept my sincere appreciation for the hospitality the 482 FW provided to Det 1, 57 WG while deployed to Homestead ARB with the F-117A, 2-14 Jan 95. The facilities you provided for their 2 aircraft, 4 pilots and 20 support personnel were outstanding. From office space to hangar facilities, weapons for our security team to accommodations at the Holiday Inn Express, the support of your people was superior. Their unwavering efforts paved the way for an extremely successful test deployment.

2. Again, my thanks.

JOHN L. WELDE
Brigadier General, USAF
Commander

Global Power for America

CHAMBER *south*

Resolution

Whereas

The unpredictable nature of geopolitics dictates that the United States retain a posture of military preparedness for today and the uncertain future, and

Whereas

Central America, South America and the Caribbean remain highly volatile regions, and

Whereas

South Florida is home to one of the largest population and business centers in the United States, and

Whereas

A hostile communist regime in Cuba remains in power, only a short distance from the three million residents of South Florida, and

Whereas

Homestead Air Reserve Base is geographically suited as an important line of defense between possible enemies of the United States and South Florida, and

Whereas

Threats to our national defense that are not apparent today may become critical in the future, and

Whereas

The economy of southern Dade County, Florida and the local community is strongly tied to the operations of Homestead Air Reserve Base,

Now, Therefore Be It Resolved

That Chamber South, representing 4,700 businesses and their employees, urges the Base Closure Commission to remove Homestead Air Reserve Base from consideration for closure in recognition of its current and potential strategic importance and its essential nature to the local economy.

Donna Masson

Donna Masson
President

May 15, 1995
Date

CITY OF HOMESTEAD, FLORIDA

790 N. HOMESTEAD BOULEVARD/HOMESTEAD, FLORIDA 33030/TELEPHONE: (305) 247-1801

J.W. DEMILLY III, *Mayor*
ROSCOE WARREN, *Vice-Mayor*
WILLIAM T. RUDD, *City Manager*

COUNCILMEN:
RUTH L. CAMPBELL
JEFF KIRK
ELIZA D. PERRY
STEVE SHIVER
NICHOLAS R. SINCORE

STATE OF FLORIDA)
SS
COUNTY OF DADE)

I, Velva J. Burch, duly appointed City Clerk of the City of Homestead, Florida, do hereby certify that the foregoing is a true and correct copy of Resolution R95-05-33 which was passed and adopted by the City Council of the City of Homestead at a regularly scheduled meeting on Monday, May 15, 1995.

IN WITNESS WHEREOF, I hereunto set my hand and the official seal of the City of Homestead, Florida, this 18th day of May, 1995.

Velva J. Burch

Velva J. Burch, CMC, City Clerk

greater
miami
chamber of
commerce

May 18, 1995

Honorable Alan J. Dixon
Chairman
Defense Base Closure and
Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, Virginia 22209

Dear Mr. Chairman:

The Greater Miami Chamber of Commerce has worked hard to honor the community's commitment to the 1993 Base Closure and Realignment Commission. A reuse plan was developed by our citizens and approved by the Department of Defense and our community has spent our resources to reuse Homestead Air Reserve Base as a dual use military and civilian facility.

The Department of Defense's recommendation to leave the 301st Air Rescue Squadron at Patrick Air Force Base poses a terrible setback for South Dade County and for our national defense. Its effects can only be overshadowed by the Commission's possible decision to close the Base.

Our most pressing concern is for the security of the nation. The Base has weathered past BRAC decisions because of its strategic and logistic location and the potential of unrest in the Caribbean and South and Central America. We do not believe those conditions have changed.

The Greater Miami Chamber of Commerce requests the Commission to leave the 301st at Homestead, reassure the continued presence of the 482nd Fighter Wing, and consider a more realistic assessment of the Base's mission. Your support is appreciated.

Sincerely,

Susan Potter Norton

Susan Potter Norton
Chairwoman

GREATER MIAMI CHAMBER OF C
Omni International Complex • 1601 Biscayne Boulevard •

Perrine Cutler Ridge Council Inc.

May 18, 1995

Leif Gunderson
Chairman

George Cadman, III
Vice-Chairman

Denise Heacock
Secretary-Treasurer

Steven Cranman
Executive Director

Board of Directors

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Donald Burgess

Mary Collins

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Dr. John Gentile

Ed Hanna

Susan Ludovici

J. Porter McClean

Philip Sharkey

Deborah Curtin
Ex Officio

Kerri Vaughan
Executive Assistant

Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Mr. Chairman:

The Perrine-Cutler Ridge Council is alarmed at the further realignment and possible closure of Homestead Air Reserve Base. Since the 1993 BRAC decision to realign the Base, we have been working diligently with the Air Force in good faith to develop our re-use plan for a dual purpose military and civilian facility.

These redevelopment efforts are essential as the Homestead Air Reserve Base has a strategic military location relative to the hemisphere. To insure national security, existing units must be preserved and the military presence strengthened.

We urge the Commission to retain the 482nd Fighter Wing at Homestead Air Reserve Base and to insure the return of the 301st Air Rescue Squadron as previously committed. Your support is respectfully requested.

Sincerely,

Steven J. Cranman
Executive Director

900 Perrine Avenue Miami, Florida 33157 (305) 378-9470 Fax (305) 254-0805

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Dr. Rick Philips
Chairperson Elect
[redacted]
Chairperson
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Jerry Martinez
[redacted]
Szabo
Connie Thrasher

BY VIRTUE OF OFFICE
Mayor J.W. "Ted" DeMilly
Homestead
Mayor Otis Wallace
Florida City
William Rudd
City Manager-Homestead
Sylvester Jackson
Asst. City-Mgr. Florida City
Armando Vidal
Dade County Manager
Debbie Curtin
S.D. Government Center
Robert Jensen
Chairperson-Military Affairs Committee
Tim Fulton
Chairperson Leadership - South Dade
Tom Kirby
Exec. Dir.-Dade County Farm Bureau
Sharon DuMond
Chairperson-Tropical Everglades Visitor Assoc
W[redacted]n Zeiler
Dir.-Tropical Everglades Visitor Assoc.

Serving South Dade
Since 1915

Greater Homestead/Florida City

Chamber of Commerce

18 May 1995

Honorable Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street/Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

The Greater Homestead/Florida City Chamber of Commerce is alarmed at the further realignment and possible closure of Homestead Air Reserve Base. Since the 1993 BRAC decision to realign the Base, we have been working diligently with the Air Force in good faith to develop our re-use plan for a dual purpose military and civilian facility.

These redevelopment efforts are essential as the Homestead Air Reserve Base has a strategic military location relative to the hemisphere, which has been proven during this past year. To insure national security, existing units must be preserved and the military presence strengthened.

Once again, we urge the Commission to retain the 482nd Fighter Wing at Homestead Air Reserve Base and to insure the return of the 301st Air Rescue Squadron as previously committed. Your support is respectfully requested.

Sincerely,

Kim Sovia

Kim Sovia
President/CEO

43 North Krome Avenue • "Historic Old Town Hall" • Homestead, Florida 33030
Telephone (305) 247-2332 • FAX (305) 246-1100

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Exec. Dir.-Dade County Farm Bureau
Sharon DuMond
Chairperson-Tropical Everglades Visitor Assoc.
Warren Zeiler
c. Dir.-Tropical Everglades or Assoc.

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Since 1915

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Chamber of Commerce

18 May 1995

Honorable Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street/Suite 1425
Arlington, VA 22209

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Once again, we urge the Commission to retain the 482nd Fighter Wing at Homestead Air Reserve Base and to insure the return of the 301st Air Rescue Squadron as previously committed. Your support is respectfully requested.

Sincerely,

Kim Sovia

Kim Sovia
President/CEO

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n Zeiler
Dir.-Tropical Everglades or Assoc.

Greater Homestead/Florida City

Chamber of Commerce

Honorable Bob Graham
524 Hart Office Building
Washington, DC 20510-0903

31 March 1995

Dear Senator Graham:

Homestead and South Dade must once again request your valuable support to ensure the return of the 301st to Homestead Air Reserve Base as originally directed by DoD by the 93 BRAC. The Air Force is now looking at retaining the 301st at their temporary duty station at Patrick to support a secondary mission if they expand their involvement in the space program operating out of Cape Canaveral.

Dade County, specifically the communities of Homestead, Florida City, Perrine, Cutler Ridge and others, went to extreme measures immediately following Hurricane Andrew in support of the reuse plan accepted by BRAC. Our whole rebuilding process as well as the redevelopment of South Dade has been based on those decisions made back in 1993. The communities have remained faithful toward their commitment in welcoming the 301st back home. Great strides have been made by the people of this community in restoring our area since 1992 to insure a better quality of life exists not only for them but for our military forces as well.

History dictates the involvement and total support these communities have given through the years. If we are unsuccessful in our efforts, then the funds originally programmed for the construction of the 301st's facilities should be redirected to the 482nd Fighter Wing. We have been informed that the Air Force proposes to return the funds to the Treasury as a "base closure savings". In reality those dollars were allocated to assist in post Hurricane revitalization of the airfield and were not tied to the return of any Air Force units. We wish to insure the FY92 MILCON funds ($23M) remain available to fund other 482nd and community related projects which are consistent with the appropriations bill and the original restrictions imposed by the Air Force.

We respectfully hope that you will support South Dade on this issue which continues to hold the key to the economic rebirth of our area.

Sincerely,

Evan Rees
Chairman of the Board

Kim Sovia
President/CEO

43 North Krome Avenue • "Historic Old Town Hall" • Homestead, Florida 33030
Telephone (305) 247-2332 • FAX (305) 246-1100

RESOLUTION NO. 95-04-21

A RESOLUTION SUPPORTING THE RELOCATION OF THE 301ST RESCUE SQUADRON TO HOMESTEAD AIR RESERVE BASE AS RECOMMENDED AND SIGNED INTO LAW BY THE 1993 BASE REALIGNMENT AND CLOSURE COMMISSION (BRAC)

WHEREAS, the location of the 301st Rescue Squadron at Homestead Air Reserve Base comprises a critical anchor tenant for Defense Secretary Perry's model re-use plan for dual military and civilian use.

WHEREAS, The Air Force policy of composite wing efficiency is achieved through the pairing of the 482nd Fighter Wing at Homestead Air Reserve Base with the 301st Rescue Squadron in their training missions, and

WHEREAS, the one time costs to move the 301st Air Rescue Squadron will require an additional BRAC 95 funding authorization, while funding for the 301st facilities at Homestead has already been made available from FY 92 Special Appropriations Bill designed to reestablish a functional airport at Homestead, and

WHEREAS, the Department of Defense asserts that the one time cost to implement this change is $4.6 million, while the 1993 Air Force COBRA estimate for construction at Patrick alone will be $6.7 million. Reduced costs to the American taxpayer can and will be achieved through the minimized maintenance costs of military aircraft and equipment as documented in Air Force studies, and

WHEREAS, there will be a greater positive economic impact to the greater Homestead/Florida City/South Dade area through the relocation of the 301st Rescue Squadron than would be achieved through its remaining at Patrick Air Force Base, and

WHEREAS, the deliberative process of the Base Realignment and Closure Commission should be one which abides by the earlier decision which has the effect of law. The Department of Defense recommendation seriously erodes the government's previous commitments to assist in returning the South Dade area, and Homestead Air Force Base in particular, to a level of economic vitality commensurate with pre-storm conditions. While the loss of the squadron may be relatively small in absolute terms, it serves as a graphic symbol of the federal government's deteriorating commitment to South Dade's hurricane damaged area,

NOW, THEREFORE, BE IT RESOLVED: that the Greater Homestead/Florida City Chamber of Commerce is opposed to the permanent relocation of the 301st Air Rescue Squadron to Patrick Air Force Base and hereby stands by the testimony before the Base Realignment and Closure Commission to bring the 301st Air Rescue Squadron back to Homestead Air Reserve Base as stated by the 1993 BRAC.

Evan T. Rees
Evan Rees, Chairman of the Board

Kim Sovia
Kim Sovia, President/CEO

43 N. Krome Avenue, *Historic Old Town Hall*, Homestead, FL 33030
phone: (305)247-2332 fax: (305)246-1100

JOHN W. DeMILLY, Jr. CHAPTER #385
OF THE
AIR FORCE ASSOCIATION
P. O. BOX 901605, HOMESTEAD, FL 33090-1605

April 23, 1995

The Honorable Alan Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street, Suite S-1425
Arlington, Virginia 22209

Dear Chairman Dixon,

The John W. DeMilly, Jr. Chapter of the Air Force Association wishes to express its concerns about the Department of Defense's recent recommendation to permanently assign the 301st Rescue Squadron to Patrick Air Force Base, Florida.

As you are no doubt aware, the 1993 Commission -- in the wake of Hurricane Andrew -- recommended the 301st return to Homestead Air Reserve Base where it would be collocated with the 482nd Fighter Wing and it's F-16 aircraft. That decision was predicated on a complex set of issues...the combat aspect of the unit's mission, the strategic location of the Homestead site relative to Latin America and the Caribbean Basin, the availability of a post hurricane Special Appropriation to assist in funding the return of the units and the serious economic impact the loss of the 31st Fighter Wing and the rest of the active duty forces would have on an community struggling to recover from the most expensive natural disaster to befall our nation...to name just a few.

We are particularly dismayed by the Department of Defense's reversal of position on this matter in spite of frequent reassurances to the community by senior Air Force leaders that they intended to return the 301st to Homestead (see Attachments 1, 2 and 3). While we recognize they must continue to adjust the force structure to cope with the many demands placed upon them, we do not see that the relocation of the 301st is in the best interests of the nation. The attached Issue Paper on the 301st addresses the crux of our concerns.

We recognize the immensity of the job you have ahead of you and thank you for your willingness to take on a task so critical to the interests of our nation. We wish you patience, perseverance and wisdom as you deal with these crucial issues.

Sincerely,

Michael E. Richardson
President

Attachments
1. Letter, dated Nov 10, 1993, from Sec of AF Widnall to Representative Meek
2. Letter, dated Sep 28, 1993, from MGen Stein to Representative Meek
3. Extract from Congressional Hearings, dated March 9, 1994
4. Issue Paper: 301st Rescue Squadron

☺B‡☺

LEADERSHIP SOUTH DADE

Greater Homestead/Florida City
Chamber of Commerce
Greater South Dade/South Miami
Chamber of Commerce

April 24, 1995

Honorable Alan J. Dixon
Chairman
Defense Base Closure &
Realignment Commission

Dear Chairman Dixon,

On behalf of the over 250 graduates and participants of Leadership South Dade I request your support in returning the 301st Air Rescue Squadron to Homestead Air Reserve Base.

The decision to return the 301st to Homestead in 1993 was a good decision for our community and for our country. Many of our graduates worked hard in support of the reuse plan which was accepted by the BRAC. Much of our rebuilding efforts here in South Dade have been predicated upon promises such as the one made by your Commission in 1993. A change in that decision would have a significant impact on our rebuilding efforts.

We sincerely appreciate your efforts in this regard.

Respectfully,

Tim Fulton
Chairman

MDCC-Homestead • 500 College Terrace, Room 1233 • Homestead, Florida 33030
(305) 248-3113 • Fax (305) 237-5002

500 College Terrace
Homestead, Florida 33030-6009
(305) 237-5020

MIAMI-DADE
COMMUNITY COLLEGE
Homestead Campus

Richard B. Schinoff
Dean of the Campus

April 21, 1995

Honorable Alan J. Dixon, Chairman
Defense Base Closure & Realignment Commission
1700 N. Moor St., Suite 1425
Arlington, VA 22209

Dear Honorable Alan J. Dixon:

As Dean of the Homestead Campus of Miami-Dade Community College and also as a member of the Board of Directors of the Homestead/Florida City Chamber of Commerce, I understand how important it is to the continued rebuilding of our community that the 301st Air Rescue Squadron be relocated to the Homestead Air Reserve Base as recommended and signed into law by the 1993 Base Realignment and Closure Commission.

The attached resolution from the Homestead/Florida City Chamber of Commerce indicates that the Chamber is opposed to the permanent relocation of the 301st Air Rescue Squadron to Patrick Air Force Base and wishes that the original measures surrounding this matter be enacted as approved in 1993. Namely, that the squadron be located at the Homestead Air Reserve Center.

As a representative of the Greater South Dade community, I urge you to continue your efforts to help our community continue to rebuild after Hurricane Andrew. Your support of the attached Chamber Resolution is greatly appreciated.

Sincerely,

Richard B. Schinoff
Dean of the Campus

c: Ms. Kim Sovia, President/CEO
Homestead/Florida City Chamber of Commerce

a5\chmbrltr.rbs

Military Affairs Committee

Greater Homestead/Florida City Chamber of Commerce
P.O. Box 1176 • Homestead, Florida 33090
Tel. (305) 247-2332 • Fax (305) 246-1100

May 2, 1995

Honorable Connie Mack
517 Hart Office Building
Washington, D.C. 20510-0903

Dear Senator Mack,

We need your assistance now as we did in 1992 and 1993 when you were an important member of the Florida team which helped convince the Base Closure and Realignment Commission (BRAC) to return the Air Force Reserve and Florida Air National Guard units to our base.

The Air Force has recommended that the 301st Rescue Squadron – directed by the 93 BRAC to return to Homestead – now remain permanently in their interim location at Patrick AFB.

The Air Force's justification is based upon projected economies in the 301st's carrying out its secondary mission, support of the space mission. Logic would indicate that siting of a reserve military unit would be based upon training for its primary mission, combat rescue in this case. A secondary consideration might be recruitment of reservists. Both of these considerations would support a return to Homestead Air Reserve Base as directed by the 93 BRAC.

The average citizen is of the opinion that BRAC is acting for the long term, not making interim decisions which will be validated or overturned by the next round of BRAC.

We would hope that the funding appropriated for the return of the 301st Rescue Squadron to Homestead would remain committed to be spent at Homestead Air Reserve Base.

Please support us on these two issues which are essential to the economic recovery of our community after the dramatic reduction in the scope of our base.

Sincerely,

Robert J. Jensen
Chairman

Attachments
1. Air Force 301st Recommendations
2. Issue Paper on 301st Funding

COMMUNITY BANK

MEMBER FDIC

April 21, 1995

Honorable Alan J. Dixon, Chairman
Defense Base Closure & Realignment Commission
1700 N. Moor St./ Suite 1425
Arlington, VA 22209

Dear Chariman Dixon:

Homestead and South Dade must once again request your valuable support to ensure the return of the 301st to Homestead Air Reserve Base as originally directed by DoD by the 93 BRAC. The Air Force is now looking at retaining the 301st at their temporary duty station at Patrick to support a secondary mission if they expand their involvement in the space program operating out of Cape Canaveral.

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We respectfully hope that you will support South Dade on this issue which continues to hold the key to the economic rebirth of our area.

Sincerely,

John P. Brown, Jr.
Senior Vice President

JPB/sts

POST OFFICE BOX 900400, 28801 S.W. 157th AVENUE, HOMESTEAD, FLORIDA 33090-0400
(305) 245-2211

TEAM MIAMI
Homestead Air Force Base Coordinating Group

SUMMARY of the EVALUATION for the ROLE AND MISSION of HOMESTEAD AIR RESERVE BASE (HARB)

- ✓ **Convenient and Strategic Location**
- ✓ **Dual-Use Airfield: Suitable For All Aircraft -- Military and Civilian**
- ✓ **Funded Facilities Program -- In Place or Under Construction**
- ✓ **Highly Cost-Effective Installation**
- ✓ **Exemplary Training Capacity -- Manpower, Environment and Equipment**
- ✓ **Critical Anchor Tenant to Community's Model Reuse Plan**
- ✓ **Ideally Suited for Contingency Operations -- Caribbean Initiatives: Facility Readiness, Significant Refueling Capability**
- ✓ **Major Factor in America's Defense**
- ✓ **Poised for the Future**

May 19, 1995

Homestead AFB
Relative to
The
Caribbean Basin
and
Latin America
Homestead
1,000 NM
2,000 NM
3,000 NM

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Analysis of Evaluation Criteria

SECTION 1: MILITARY VALUE

■ ***Criterion 1:*** **The Current and Future Mission Requirements and the Impact on the Operational Readiness of the Department of Defense's Total Force**

The key value of Homestead Air Reserve Base to the nation lies in its strategic location relative to the Caribbean Basin and Latin America. As the nation retreats from its global war, forward-deployed posture to a more focused emphasis on regional and hemispheric issues, the Homestead site is the logical location from which to deal with the Southern Hemisphere - especially given our projected departure from Panama by 1999. This is further underscored by the selection of Miami as the new headquarters for the U.S. Southern Command as it relocates from Panama.

Review of the map of existing Air Force Reserve Bases from a geographical perspective shows a preponderance of bases in the Great Lakes/New England tier of states, one in Georgia, one in California, two in Texas, and Homestead in Florida. Simple geography calls for the retention of Homestead from a strategic presence standpoint. Relative to the F-16 reserve bases (Carswell and Bergstrom in Texas, and Homestead in Florida), the greatest strategic value lies in Homestead, with its access to outstanding training resources and conditions, and its proximity to politically unstable governments, where the need for readiness is real and great, as recent events in Haiti, Cuba and Grenada have demonstrated.

The decision of the 1993 BRAC was to realign Homestead as an Air Reserve Base with the 482d and 301st units and to close MacDill AFB. Carswell AFB had been previously realigned to ARB status in 1991, and Bergstrom AFB was realigned in 1993 to ARB status, as was Homestead. These decisions are all current public law. Both Bergstrom and Carswell are now involved in maneuvering for mission status which in turn unfairly involves Homestead ARB.

Despite various delays in the swift execution of the terms of the 1993 BRAC directive regarding both the 301st Rescue Squadron and MacDill AFB in Tampa, the good faith effort by all the local and military participants in the Homestead redevelopment/realignment process is commendable. Furthermore, it should be reiterated that Homestead was one of four installations designated as a MODEL BASE CONVERSION, and the community has taken this charge and challenge by the Federal Government quite seriously.

The redevelopment plan developed by Team Miami and the Dade County Aviation Department was designed to be flexible and adaptable to easily accommodate anticipated uses as they come on line. The plan is flexible enough to embrace an increase in the extent of realignment, and the community would welcome that prospect with further support and commitment similar to that which has already been exhibited.

Poised at the southern end of the Florida peninsula, Homestead is optimally located to accomplish a number of ongoing defense missions which are not affected by the projected reduction in the fighter force. These include:

1. MILITARY

a. Conducting Air Defense operation to monitor and enforce United States airspace boundaries - the Florida Air National Guard mission.

b. Exercising positive control over the Florida and Yucatan Straits.

These two bodies of water serve as major logistics choke points for seaborne traffic transiting to/from the ports on the Gulf of Mexico.

An estimate 30-40% of seaborne shipping required to support deployed troops in a future large scale activity (e.g. Desert Storm) would flow through these channels.

Assuring shipment of petroleum products from the Texas and Louisiana ports through the straits will be particularly critical if overseas sources are not available.

c. Providing an operating site for United States agencies responding to emergencies and contingencies in the Caribbean Basin and Latin America. The relocation of the U.S. Southern Command to Miami further reinforces this point.

d. Supporting military incursions into a politically unstable region. For example, Grenada in 1985, Panama in 1989-1990, and Haiti in 1994.

e. Supporting both overt and covert evacuation of U.S. citizens and friendly foreign nationals during political crises.

f. Supporting U.S. assistance efforts to Latin American military services.

g. Providing a strategically located servicing stop for military aircraft travelling to or from Latin America.

h. Providing a site for overt and covert intelligence monitoring of activities in the Caribbean Basin and Latin America.

i. Providing logistical support for the Miami relocation of Headquarters, U.S. Southern Command upon its departure from Panama.

j. Supporting the combined civil/military "War on Drugs" activities - a continuing national priority.

Staging facility for military operations.

Home to the U.S. Customs Service, Miami Air Branch with a covert drug interdiction mission.

k. Homestead is uniquely suited to provide the highest level of fighter and combat readiness training capability as a result of proximity to limitless supersonic training air space and the best bombing range in the eastern United States.

l. Homestead historically and presently is an active site for joint domestic and international training exercises. This level of activity is the result of the excellent training resources and their high degree of availability.

m. Homestead's runway is capable of landing any aircraft in the world - including the space shuttle. No other nearby base in Florida - including MacDill in Tampa - can support so many *heavy* aircraft. The existing runways and taxiways will handle all classes of fighters, bombers, tankers and airlift aircraft.

n. Homestead provides valuable recurring training capacity. Presently, up to 400 personnel are served 1 weekend per month and 100 personnel 1 weekend every other month. In addition, the Air Force - University of Miami and Navy train once per quarter. There are ACC Weapons Training Detachments with up to squadron size deployments (6-24 aircraft) 2 weeks every month.

2. ECONOMIC

South Florida is an acknowledged center for international trade and a major player in the world economy. It serves as the "Gateway" for international commerce between the North and South American hemispheres. Protecting these vital air and sea commerce routes is a national priority reinforced by a permanent military presence in the immediate area.

Dade County is the ninth most populous county in the U.S., and has the second greatest number of Hispanics. The Miami region Gross Domestic Product of $38 billion is larger than that of the Caribbean or Central America. Miami is the leading district for trade with its neighbors to the south. It has 45% of all U.S. trade with Central America, 23% of that with South America, and 31% of the Caribbean. All but one Central American country has a Miami consulate, and three have a foreign trade office. Every South American country has a consulate and many have a foreign trade office or bi-national chamber of commerce.

3. POLITICAL

South Florida is the site of 50 consulates located in the Greater Miami/Fort Lauderdale communities. As such, it is a major political interface between the United States and the nations to the south. For such reasons and because of the obvious geographically strategic location, the U.S. Southern Command has chosen Miami as its new home as it relocates from Panama. The proximity of Homestead ARB with its strategic military missions coupled with those allied missions of the U.S. Coast Guard and U.S. Customs provide the kind of critical synergism that promotes cost-effective multi-mission defense readiness and response in tandem with critical political and drug control missions which are part of the integrated defense and diplomacy policy of the United States relative to the Caribbean, Central and South America.

CONCLUSIONS

It is in the nation's best interest to maintain a military presence at the Homestead site - a presence that should be incorporated in the current and future mission of the Air Force. We also believe the nation's capability to respond to contingencies in the Caribbean and in Latin America would be significantly enhanced if the military continues to have operational access to Homestead Air Reserve Base.

■ Criterion 2: Availability and Condition of Land, Facilities, and Associated Airspace

1. LAND

The Base comprises some 3300 acres and is adequate for incorporation of the military and civil aviation uses agreed to by the 1993 BRAC. An Air Force-sponsored study on alternative post-hurricane uses for Homestead Air Force Base postulated the dual use option and found it to be viable from the military's perspective.

Dade County - through its Aviation Department - has in good faith abided by the 1993 BRAC by assessing the operational and maintenance costs for the airfield. The development of dual use activities are planned with implementation scheduled for late 1995.

2. FACILITIES

The runway, taxiways, and ramps at Homestead are adequate to support all projected military missions including expanded contingency operations. Post-hurricane relief efforts in 1992 saw upwards of 80 airlift flights operating daily from the Base. A similar use was made of the Base during the Haiti initiative of 1994, when Homestead was used for training, mobilization and staging, and then the airlift which was cancelled. The Haiti operation was comprised of: (1) Tanker Support Cell - 11 KC-135's; (2) Army Aviation support group; and (3) Helicopter Assault Force.

The availability of permanent facilities to bed down the 482d Fighter Wing at Bergstrom Air Force Base is an unknown at this time. Similarly, Patrick Air Force Base is saturated. Facilities for the 301st Rescue Squadron will require new construction and arguments to return the squadron to Homestead continue to be as compelling as they were in 1993 for mission and cost effectiveness reasons.

After Hurricane Andrew in 1992, the U.S. Congress appropriated funds to rebuild necessary facilities at the Base to fulfill the Air Force's mission. The 1993 BRAC endorsed that decision by realigning the Base with the necessary reserve fighter and air rescue capabilities. It was not the intent of Congress to put savings before the critical mission of the Base nor to confuse restoration of core facilities because of natural disaster as a penalty when weighing the most effective execution of Air Force mission requirements.

According to the 1995 Air Force Base Questionnaire for Homestead ARB - AFRES, Homestead can land, taxi, park and refuel widebody aircraft including the 747, C-5, and KC-13. Its runways, taxiways, and aprons can serve all the following aircraft. The planned apron overlays will permit parking of the bomber aircraft and is the only airfield pavement upgrade needed:

o	F-15 Fighter	o	F-16C/D Fighter
o	B-52 Bomber	o	B-1B Bomber
o	KC-135R Tanker	o	KC-10 Tanker
o	C-5B Airlift	o	C-141 Airlift

Planned apron overlays will permit parking of the bomber aircraft.

As a result of the 1993 BRAC action, South Florida was challenged to redevelop Homestead as a dual use facility combining the military reserve units with a civilian aviation facility. Contrary to recent statements from interests representing a threatened air base in Texas, Homestead will indeed become a commercial air carrier facility. In good faith, based on the BRAC direction, a number of critical actions have been completed within two short years:

- A base reuse and redevelopment feasibility plan was developed by the sponsoring local agency, the Dade County Aviation Department (DCAD).

- DCAD has also completed an Airport Master Plan which includes an Airport Layout Plan already approved by the Federal Aviation Administration. Underlying this plan are market studies and forecasts providing the basis for proposed general aviation, cargo, commercial passenger aviation, and aircraft maintenance functions in the civilian area adjacent to the military reserve component. The Master Plan details specific facility size and location to support each of the identified land uses.

- The entire master plan process has respected the requirements of the military cantonment area. Beyond this, Dade County has taken an active lead role in coordinating the modification of water and sewer utilities and in addressing integrated stormwater drainage provisions for the military and civilian areas.

- Dade County has contracted with the Base Conversion Agency to be the interim caretaker of the Base as it moves into redevelopment.

- Complementing the military and civilian aviation uses, Dade County's Plan incorporates a multi-use plan for the remainder of the Base to support the military needs and to address the priorities identified by the community and other federal agencies during the redevelopment planning process. The planned land uses include aviation education, aviation-related support, job training, social services, and other retail, office/industrial, and open space uses which will help to support the civilian aviation development.

- Dade County is in the process of evaluating a private consortium to spearhead the redevelopment of the Base according to the proposed plan.

- Several of the identified tenants in the civilian area have garnered the necessary funds to begin their site improvements, and development work is anticipated to begin this summer once cleanup of any conflicting IRP sites has occurred.

- A detailed military cantonment area Master Plan has been developed to provide a staged implementation of necessary facilities in tandem with the scheduled return of military reserve units.

- The Florida Air National Guard (FANG) has developed plans for the repair and modification of their alert facility at Homestead, and construction activity is imminent.

- U.S. Customs has developed architectural plans for their covert, quick response drug interdiction facility within the military reserve cantonment, and construction is also imminent. They are presently already operating out of temporary facilities.

- A state-of-the-art Air Traffic Control tower is presently under construction, which will remedy the visibility deficiencies of the old low level tower.

- A new BX Mart has opened in the old commissary building and provides supermarket and department store shopping opportunities for military and retired persons.

- Several 482d facilities are fully restored and operational. Architectural and engineering plans have been developed by COE for several other packages, and construction work is underway or imminent on these packages. The 482d Reserve Area is quickly taking shape.

3. AIRSPACE

Available airspace in the South Florida area is more than adequate to meet either the F-16 or KC - 135 mission requirements. The Homestead operating area has been characterized as "the fighter pilot's heaven". Large over-water operating areas provide exceptional space for supersonic and air-to-air training.

An over-water ACMI range is located southwest of the Base and is shared with Boca Chica Naval Air Station. A computerized debriefing facility is located at Homestead.

Low level routes provide realistic training down to 500 feet above ground level.

Avon Park Bombing Range provides a fully scoreable tactical range to support air-to-ground deliveries. The Patricia target in the ACMI complex provides another scoreable target capability. Homestead approach and departure routes are de-conflicted from the Miami control area.

Both the airspace conditions for training and air combat ranges, and the bombing range resource for both the F-16 ARB's at Carswell and Bergstrom are far inferior to those available at Homestead.

4. WEATHER

The South Florida climate provides excellent year round flying weather. Typically in a normal year, no Homestead sorties are lost to adverse weather conditions nor would off-station deployments be required to accomplish training objectives. Conversely, units from all branches of the service would often deploy to Homestead during the winter months to accomplish their training requirements.

CONCLUSIONS

Homestead comprises adequate land area. Facilities will meet all foreseeable military needs when previously allocated funds are spent as intended by Congress. Airspace is ideal for training and experiences minimal conflicts with Miami International Airport, and excellent flying weather is available year round.

■ Criterion 3: Ability to Accommodate Contingency, Mobilization and Future Total Force Requirements

1. CONTINGENCIES AND MOBILIZATION

The Caribbean Basin and Latin America carry the possibility for numerous future contingency scenarios. From response to natural disasters to military intervention in support of democratic governments to the situation in Cuba, the options are many and varied. The single constant is that no military airfield in the United States is better located than Homestead to support operations in the region.

Homestead, because of its proximity to Miami, provides a critical interface to the civilian response agencies which will almost certainly be required to support the United States response to any of these events.

The 11,200 foot Homestead runway, its taxiways and ramp can accommodate any military or civilian aircraft in regular service. They were constructed to handle B-47 and B-52 bombers and are designed for high-speed, large-airframe operations.

2. FUTURE FORCE REQUIREMENTS

Availability of extensive instrumented over-water training areas in the South Florida region provides an optimum training environment for newly developing fighter aircraft.

CONCLUSIONS

Because of the geo-political significance of the Base, it is critical to preserve this valuable asset against our future national interests. If the Homestead facility is discarded, the nation will have lost a strategically significant site and it will be extremely difficult and expensive to reclaim it at a later date.

The national defense would best be served if the 482d Fighter Wing (AFRES) and the 301st Rescue Squadron were located strategically proximate to the U.S. Southern Command and its components in South Florida.

■ Criterion 4: Cost and Manpower Implications

It is fundamentally incorrect to draw a conclusion that Homestead should be closed based on costs. The following points clarify this position.

1. AVAILABILITY OF HURRICANE RELIEF SPECIAL APPROPRIATION FUNDS

Congress appropriated reconstruction money in September 1992 for the cleanup and design and construction of airfield facilities. It was the intention of Congress that these monies be spent to "jump-start" the hurricane recovery process and to reinstate Air Force Reserve operations.

These single-purpose monies are being spent for the intended use and are not a factor in any current cost analyses. Given this initial and ongoing investments, the prudent action is to retain the FW (AFRES) and the 301st Rescue Squadron (AFRES) at Homestead. Additionally, the costs to permanently relocate the units, to bed them down in appropriate facilities and to recruit and train new personnel to replace those who elected not to move will be avoided. In this regard, monies already "in the pipeline" might facilitate accommodation of units from other Bases.

2. MANPOWER

The following complement of manpower is required within the AFRES Cantonment under the 1993 BRAC directives:

- 1,300 personnel: 15 PAA F-16(18 possessed)
- 40 personnel: 4 F-16 Interceptor aircraft
- 120 personnel: 11 aircraft - Citation, UH-60, C-12
- 400 personnel: 14 aircraft - HC-130, HH-60

CONCLUSIONS

There is no reasonable scenario that supports contentions by others that it is cheaper to close Homestead and relocate the various Reserve units. Closing Homestead would be tantamount to ignoring its ongoing strategic, contingency, and operational efficiencies – areas in which Homestead excels with high ratings, and would incur significant additional costs of relocation.

Refer to Criterion 5 below for further detailed information.

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SECTION 2: RETURN ON INVESTMENT

■ Criterion 5: Return on Investment

We do not believe there are savings which can accrue to the Air Force by closing Homestead Air Reserve Station and by moving the Reserve units and their costs to other locations. The 482d Fighter Wing and the 301st Rescue Squadron are to be in a cantonment within a dual use, civilian airport ultimately owned eventually and operated by Dade County. In addition, avoiding the projected cost of moving the Reserve units to other locations (a minimum of $75 million) is significant.

All basic facilities at Homestead Air Reserve Base for the beddown of the 482d are in place or under construction. New facilities are being built utilizing hurricane funds. Of the total, about $16 million are in joint use facilities with the 301st. As a result, the avoided costs from closing Homestead ARB are much less than those published in a recent document by a Bergstrom task force.

It should again be reiterated that project costs for Homestead are greater in part because of additional costs due to rebuilding for damage from Hurricane Andrew. When the BRAC made its decision, these conditions were evident. It was readily apparent that the strategic geographic location of Homestead justified the one-time hurricane repairs and the relocation costs associated with the realignment within the Base itself. These additional costs were covered by a special Congressional appropriation.

Regarding figures recently published by the Bergstrom interests, their 1996 opportunity costs were significantly overstated as was the annual overhead. These so-called good faith estimates do not take into account the same dual use economies that will be experienced at Homestead as at Bergstrom, and apparently do not reflect a credit for the 301st relocation which is taken as a debit against Homestead elsewhere in their analysis.

In summary, the following key points are evident:

o Homestead will not cost another $70 million for one unit. Part of the real costs for two units are intrinsic to the 1993 BRAC decision to realign Homestead from an AFB to an ARB, requiring the 301st to relocate onsite. These costs were recognized and accepted in that decision making process, in view of Homestead's strategic geographic location, whose value is incalculable.

o Homestead's annual overhead is overstated in the Bergstrom information. A more representative figure is $ 3 million per year.

o Homestead's resulting net present value without any adjustments for hurricane related costs, but including the onsite relocation costs for the 301st, is competitive.

o Homestead as a result is NOT the most expensive ARB AFRES location, and possesses significant strategic value and merit from a training and readiness standpoint which cannot be expressed as a dollar equivalent.

Agenda Item No. 5(D)(21)
5-16-95

RESOLUTION NO. _____

RESOLUTION URGING THAT THE 1993 DECISION OF THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION (BRAC) REGARDING HOMESTEAD AIR FORCE BASE REMAIN INTACT AND REJECTING ANY PROPOSED CHANGES TO HOMESTEAD AIR RESERVE BASE BY THE 1995 BRAC

WHEREAS, as a result of the destruction caused by Hurricane Andrew in 1992, Dade County experienced the loss of 8,000 jobs and the major economic support of Homestead Air Force Base; and

WHEREAS, following intensive review and testimony by the staff of the 1993 Base Closure and Realignment Commission (BRAC) recommended that Homestead Air Reserve Base remain the home of the 482nd Fighter Wing, the 301st Rescue Squadron be returned from Patrick Air Force Base, and the transfer of Base facilities to local authorities; and

WHEREAS, since the 1993 BRAC decision, ratified by the President, the military, civilian and geo-political importance of Homestead Air Reserve Base has increased; and

WHEREAS, this Board urges the 1995 BRAC to consider augmenting the role of Homestead Air Reserve Base as part of the 1995 BRAC's realignment analysis,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA, that:

Section 1. This Board urges the President of the United States and the Chairman of the 1995 BRAC to retain and recertify the earlier decision of the 1993 BRAC continuing the 482nd Fighter Wing at Homestead Air Reserve Base and returning the

301st Rescue Squadron and further, to consider increasing the extent of the realignment at Homestead Air Reserve Base.

Section 2. The Clerk of the Board is directed to send certified copies of this Resolution to the President of the United States, the Secretary of Defense, Chairman Dixon and members of the 1995 BRAC, and members of the Florida Delegation.

The foregoing resolution was sponsored by Commissioner Dennis C. Moss and Commissioner Katy Sorenson and was offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

James Burke	Miguel Diaz de la Portilla
Betty T. Ferguson	Maurice A. Ferré
Bruce Kaplan	Gwen Margolis
Natacha S. Millan	Dennis C. Moss
Alexander Penelas	Pedro Reboredo
Katy Sorenson	Javier D. Souto

Arthur E. Teele, Jr.

The Chairperson thereupon declared the resolution duly passed and adopted this 16th day of May, 1995.

DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

Approved by County Attorney as
to form and legal sufficiency. RAC

BY: _____
Deputy Clerk

Agenda Item No. 5(D)(12)
5-16-95

RESOLUTION NO. _____

RESOLUTION SUPPORTING THE RELOCATION OF THE 301ST RESCUE SQUADRON TO HOMESTEAD AIR RESERVE BASE AS RECOMMENDED AND SIGNED INTO LAW BY THE 1993 BASE REALIGNMENT AND CLOSURE COMMISSION (BRAC) AND SUPPORTING TESTIMONY BEFORE THE 1995 BRAC TO RESCIND THEIR RECOMMENDATION WHICH WOULD NULLIFY THE 1993 BRAC DECISION

WHEREAS, the location of the 301st Rescue Squadron at Homestead Air Reserve Base comprises a critical anchor tenant for Defense Secretary Perry's model re-use plan for dual military and civilian use; and

WHEREAS, significant economies of scale are achieved with the relocation of the 301st Rescue Squadron to Homestead Air Reserve Base where funds have been appropriated for their bed-down; and

WHEREAS, Air Force policy for composite wind efficiency is achieved through the pairing of the 482nd Fighter Wing at Homestead Air Reserve Base with the 301st Rescue Squadron in the training missions; and

WHEREAS, effective annual operations can be achieved in the performance of Space Shuttle as well as rescue operations from Homestead Air Reserve Base; and

WHEREAS, reduced costs to the American taxpayer can be achieved through the minimized maintenance costs of military aircraft and equipment that is documented in studies by the Air Force; and

WHEREAS, the Greater Miami/Ft. Lauderdale area provides greater opportunity for recruitment of personnel for this critical component of the military; and

WHEREAS, the Homestead/South Dade area is still affected by the devastating impact of Hurricane Andrew, as recognized by the decision of the 1993 Base Realignment and Closure Commission (BRAC); and

WHEREAS, there will be a greater positive economic impact to the Homestead/South Dade area through the relocation of the 301st Rescue Squadron than would be achieved through its remaining at Patrick Air Force Base; and

WHEREAS, the deliberative process of the Base Realignment and Closure Commission should be one which abides by the earlier decision which have the effect of law,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA, that the Board hereby supports testimony before the Base Realignment and Closure Commission to relocate the 301st Air Rescue Squadron to Homestead Air Reserve Base and, therefore, retain it in South Dade as recommended by the 1993 BRAC.

The foregoing resolution was sponsored by Chairperson Arthur E. Teele, Jr. and Commissioner Katy Sorenson and offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner

and upon being put to a vote, the vote was as follows:

James Burke
Betty T. Ferguson
Bruce Kaplan
Natacha S. Millan
Alexander Penelas
Katy Sorenson
Miguel Diaz de la Portilla
Maurice A. Ferré
Gwen Margolis
Dennis C. Moss
Pedro Reboredo
Javier D. Souto
Arthur E. Teele, Jr.

The Chairperson thereupon declared the resolution duly passed and adopted this 16th day of May, 1995.

DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

Approved by County Attorney as
to form and legal sufficiency. RAC

By: _____
Deputy Clerk

SECTION 3: IMPACTS

■ Criterion 6: Economic Impact on the Community

The 1993 BRAC decision partially spoke to the economic impact Hurricane Andrew had on the South Dade County area by addressing the economic plight of a region already suffering from the financial effects of the most costly natural disaster in the history of our country. The South Dade County community has not recovered from the storm and will not for many years. Recovery funds have left the area's economy, but not enough people have returned to support the businesses that could reopen. The economic fallout is not yet fully experienced.

In February 1995, four local banks expressed that because of the Base realignment and the Hurricane, more money continues to leave the South Dade economy than comes in; bank deposits were lower in December 1994 than in July 1992; hurricane disaster relief monies peaked in July 1993; and there has been a steady decrease in bank deposits since December 1993.

Florida Department of Labor and Employment Training 1994 quarterly reports display a peak in the Homestead area labor force in June 1994. Since then, a steady decline in the labor force occurred while the number of jobs remained static. This out-migration of workers from the area, because of the lack of quality jobs, supports other studies that show continuing population losses.

The decline in the economy is also reflected in an April 1995 survey by the Perrine/Cutler Ridge Council of businesses in the northern edge of the Homestead area. Fifty five percent are still experiencing decreases in gross profits, 48 percent have less cash reserves than they did before the hurricane and Base realignment, and only 14 % anticipate a better year in 1995.

The cities of Homestead and Florida City, which are near the Base, are also having dire financial problems caused by the hurricane and Base realignment. By the end of this fiscal year, Homestead, with a 43 % decline in its ad valorem tax base and a 31 % loss of population, will have to eliminate 120 of its 450 positions and Florida City will have to lay off 30 of its 107 employees.

While the economic impact of mission changes at Homestead have been related to the Dade County area as a whole, it is recognized locally that Homestead is a distinct and freestanding community separated from the principal suburban areas, and, as such, has borne the brunt of the loss of a permanent military party, supporting civilian employment, vendors and suppliers of products, material and services, and the multiplier effect of this lost economic activity to the local economy. When calculated against the employment base of the Homestead area, the loss of jobs equates to 4-5% rather than the 0.1% rate that has been reported. This is on top of the impact of Hurricane Andrew, from which the area is still recovering.

■ Criterion 7: Ability of the Community to Support Forces, Missions and Personnel

Miami provides a good recruitment area for the Air Force Reserves. The South Florida metropolitan area has over 4 million people. Unlike the majority of their active duty counterparts, the reservist are citizen-soldiers, living and working in the community. Many had their homes and businesses damaged in the hurricane and are just rebuilding their lives. To move them now only further exacerbates the trauma they suffered from the storm. The reservists tend to have substantial roots in the community. As such, if the unit moves, it is estimated that up to 60% may resign with the resulting reduction in unit capability and the financial requirement to recruit and train their replacements.

■ Criterion 8: Environmental Impact

Homestead has 27 identified contamination sites which have or are undergoing remediation activity. The Air Force estimates that its corrective actions will extend to mid-1997. The Department of Defense acknowledges that it bears full responsibility for the clean-up and indicates that required funds will be made available from the Defense Environmental Restoration Account. All such sites have been identified, tested, evaluated, and remediation work is well underway.

The Air Force's Final Environmental Impact Statement analyzed the environmental impact of the dual military and civilian airport facility. Additionally, the Secretary of the Air Force's Record of Decision on the Disposal of Homestead Air Force Base; Dade County, Florida; stated that the reuse is not environmentally harmful.

Prior to the 1993 realignment from active duty air force base to an air reserve base, Homestead had an approved AICUZ Study which was tied to local zoning. As part of Dade County's master planning process, new noise analyses were performed to reevaluate noise levels with the planned dual use facility. Because of the reduction in military operations, especially by F-16's, projected noise levels are greatly reduced over those previously, and compatibility with surrounding land uses enhanced as a result. According to the 1995 Air Force Base Questionnaire for Homestead ARB - AFRES, no noise complaints have been logged. This is in contrast to the Air Reserve Bases in Texas which have experienced complaints. The relatively undeveloped character of the airfield vicinity and the proximity to overwater conditions is a distinct advantage of the Homestead Air Reserve Base.

It should additionally be noted that the inclusion of Homestead on the National Priorities List is because of the proximity of Everglades and Biscayne Bay National Parks and the Biscayne Aquifer, not because of the IRP sites on the Base.

A summary table (Exhibit 20 from the Open Meeting of the Defense Base Closure and Realignment Committee on May 10, 1995) indicates that Homestead has environmental issues in the area of asbestos and floodplain conditions. In reality, structures damaged by Hurricane Andrew for the most part have been demolished, restored, or put in a "clean and leave" state, such that asbestos is no longer a significant environmental concern. Moreover, there is NOT a floodplain issue with HARB. Nearly all of the original non-airfield area of the Base is outside the 100-year floodplain, and all of the proposed reserve cantonment is. Also, the floodplain in this area is defined by coastal tidal surge conditions associated with a hurricane, not by freshwater flooding. Consequently, these two conditions are not a critical concern.

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HARS

MASTER PLAN

HOMESTEAD AIR RESERVE STATION

4.0 FACILITY REQUIREMENTS

Introduction
This chapter addresses individual facility requirements as developed from US Air Force requirements, interviews with user groups and site investigations. A project description, site location plan, functional relationship diagram, and an Area Development Plan are provided for each facility. The intent of the Master Plan is to develop a well organized plan that allows for future expansion within the cantonment area while meeting present facility/mission requirements. The limited size of the cantonment and ramp areas require project designers to be efficient in facility layouts and to prevent conflicts with adjacent uses. Therefore, it is important that project planners, architects and engineers become familiar with the overall Master Plan for HARS and the Installation Design Guidelines developed for this Air Reserve Station prior to developing design solutions for individual projects. Table 4.0-1 is a summary of proposed facilities, total cost and project user at HARS. Figure 4.0-1 locates all proposed MILCON programmed facilities.

Objectives
HARS is divided into the following land use areas:

Administration
The location of administrative uses on the base is concentrated near the main entrance and community uses, with direct access to airside via Coral Sea Boulevard or the main pedestrian spine. The concentration of administrative and community support facilities creates a "town center" for the base.

Industrial
The industrial and warehouse functions are grouped with the existing POL complex on the west side of the base. Flightline access and refueling is provided at the end of Westover Street. Additional functions planned include base supply and warehouse, base civil engineering, K-span storage, POL and Automotive Maintenance, etc.

As described in the Master Plan, the layout creates an industrial park with POV parking and offices in the front of buildings and industrial functions (i.e. storage, warehousing, workshops) in the rear.

Airside/Aviation Support
Adjacent to the flightline and the proposed central parking area, the mission related functions are concentrated near the runway. Included in the airside operations are the fire station, base operations, 482d and 301st Squad Ops and hangars. The control tower will be located outside of the cantonment area immediately adjacent to the existing fire station. The Master Plan in the airside and aviation support area has identified non-programmed sites for future expansion according to land use.

Community Area
Located near the main entrance, the community functions include dorms, dining hall, shoppette, and open space.

The MWR facilities include ball fields and gym. The facilities are located near the administration and community users and are connected by roads walkways and the pedestrian spine.

Medical
The medical training complex near the main entrance terminates the pedestrian spine. Its location provides easy access from the dorms, headquarters and other administrative uses. It is proposed to be a 10,500 square foot facility. The Master Plan allows for future expansion of the medical training complex with adequate parking.

Munitions
The munitions area is located in the southwest corner of the cantonment area (see figure 1.12-1 for QD Arcs). The munitions area requires no additional construction or improvements.

The following facility requirements and support text are in order by project number.

HOMESTEAD AIR RESERVE STATION PROPOSED MILCON PROGRAM							
PROJECT	PROJECT NUMBER	USER	CATEGORY CODE	SCOPE	UM	PA $000'S	REMARKS
AGE	HACC 943056	JOINT	6211-712	12,000	SF	$1,450	
AMU	HACC 943057	482	6211-154	6,000	SF	$940	
LOX FACILITY	HACC 943058	482	6442-258	482	SF	$1,000	
SURVIVAL EQUIP SHOP	HACC 943059	JOINT	6218-852	7,000	SF	$970	
MED TRAINING FACILITY	HACC 943060	482	6510-001	10,500	SF	$1,900	
COMPOSITE MAINTENANCE	HACC 943061	JOINT	6211-153	20,700	SF	$3,250	
BASE SUPPLY & WAREHOUSE	HACC 943062	JOINT	6442-758	50,000	SF	$2,900	
HAZARDOUS MATERIAL STOR	HACC 943062	482	6422-257	1,250	SF	$103	
REN VEHICLE MAINTENANCE	HACC 943063	482	6214-425	27,000	SF	$2,560	
REN COMMUNICATIONS	HACC 943064	482	6131-111	7,800	SF	$1,201	
SECURITY POLICE FACILITY	HACC 943065	482	6730-837	5,000	SF	$840	
HYDRANT REFUELING SYS	HACC 943053	JOINT	6121-122	1	LS	$2,000	
REN PHYSICAL FITNESS	HACC 943066	JOINT	6740-674	29,880	SF	$2,750	
PARARESCUE	HACC 943067	301	6171-753	13,000	SF	$1,850	
301st HQ/SQUAD OPS	HACC 943068	301	6141-753	22,500	SF	$2,405	
HH60 HANGAR	HACC 943069	301	6141-185	30,000	SF	$3,050	
HC130 MAINT HANGAR	HACC 943070	301	6211-175	22,000	SF	$2,992	
BENSON TANK STORAGE	HACC 943070	301		1,250	SF	$69	
HC130 FUEL CELL HANGAR	HACC 943054	301	6211-179	22,000	SF	$3,190	
HANGAR APPROACH	HACC 943054	301	6112-211	7,000	SY	$1,125	
AVIONICS/ECM	HACC 943071	301	6217-712	8,400	SF	$1,150	
ENGINE I & R	HACC 943072	301	6211-157	8,000	SF	$910	
AIRCRAFT RINSE RACK	HACC 943073	JOINT	6116-672	500	SF	$300	
SMALL ARMS FIRING RANGE	HACC 943062	482	6179-475	2,100	SF	$1,100	
INFRASTRUCTURE	HACC 943074		6100-000			$24,200	
BASE OPS/ TRANS MAINT	HACC 943075	482	6141-453	6,750	SF	$1,100	
REN WING HQ	HACC 943076	482	6171-445	43,000	SF	$3,870	
REN DORM 476	HACC 943077	JOINT	6721-315	24,000	SF	$2,300	
MOBILITY PROCESSING	HACC 943078	482	6442-758	40,000	SF	$2,350	not programmed
ACMI POD SHOP	HACC 943079	482	6217-713	2,400	SF	$283	
CIVIL ENGINEERING COMPLEX	HACC 943051	482	6219-944	27,000	SF	$3,483	includes only admin
MAIN ELEC DISTRIBUTION SYS	HACC 933091	COM	6812-225	$1	LS	$3,500	
POL OPERATIONS						$2,400	not programmed
ALERT COMPLEX	HACC 933085	FANG	6141-183	57,000	SF	$9,000	
HANGAR 741	HACC 933086	COM	6211-111	180,000	SF	$3,200	
CONTOL TOWER & EQUIP	HACC 933084 A&B	DADE	6149-962	3,500	SF	$5,200	
TOTAL COST						$91,755	
COMMUNITY						$14,154	
RESERVES						$77,591	

Table 4.0-1 Proposed MILCON program and total costs

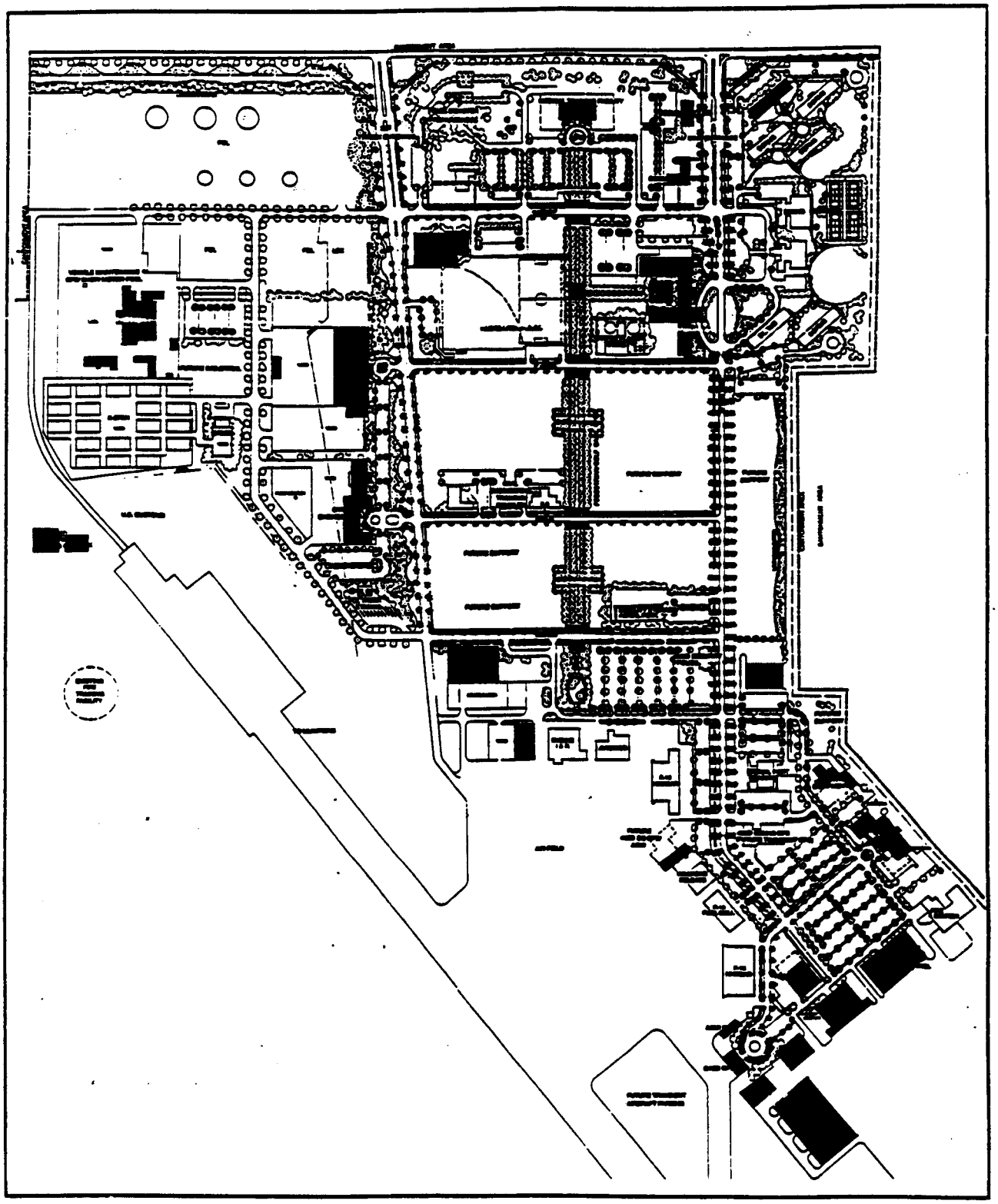


Figure 4.0-1 Proposed MILCON Programmed Facilities

4.1 AEROSPACE GROUND EQUIPMENT (AGE)

The Aerospace Ground Equipment (AGE) Facility maintains equipment to support aircraft. The facility maintains and stores AGE for deployment across the airfield wherever needed. Each flightline operation stores AGE in a readyline storage area and will perform routine daily maintenance on them. The 12,000 square foot facility has been sited in proximity to the flightline and the new mobility processing facility on the northwest side of the ramp (see figure 4.1-1). The site provides access to the flightline, mobility processing and Westover Street. An AGE readyline storage area will be provided at the avionics shop. The one story facility is constructed of precast concrete panels with a standing seam metal roof. The metal roof will conform to HARS standards and respond to the character of adjacent facilities. Windows and doors shall be anodized bronze aluminum with bronze tint glazing. Figure 4.1-2 Functional Diagram shows the general layout of the facility.

The AGE facility requires six stalls (500-600 square feet each) in the shop area with a roll up door at one end. A 3-5 ton overhead crane will be installed to remove engines. The shop area will be equipped with an external exhaust system for engine testing and a compressed air system with quick disconnects will be provided throughout. Two additional wash stalls will be provided with a power spray system.

Program Requirements:

Project Code:	HACC 943056
Category Code:	211-712
Building Size:	12,000 square foot
Building Type:	One story, precast concrete panels with standing seam metal roof.
Parking:	5-8 Unit Training Assembly (UTA)
Cost:	**$1,450,000**

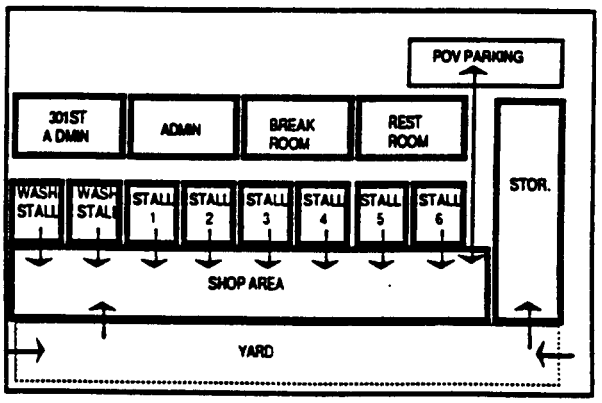


Figure 4.1-2 Functional Diagram

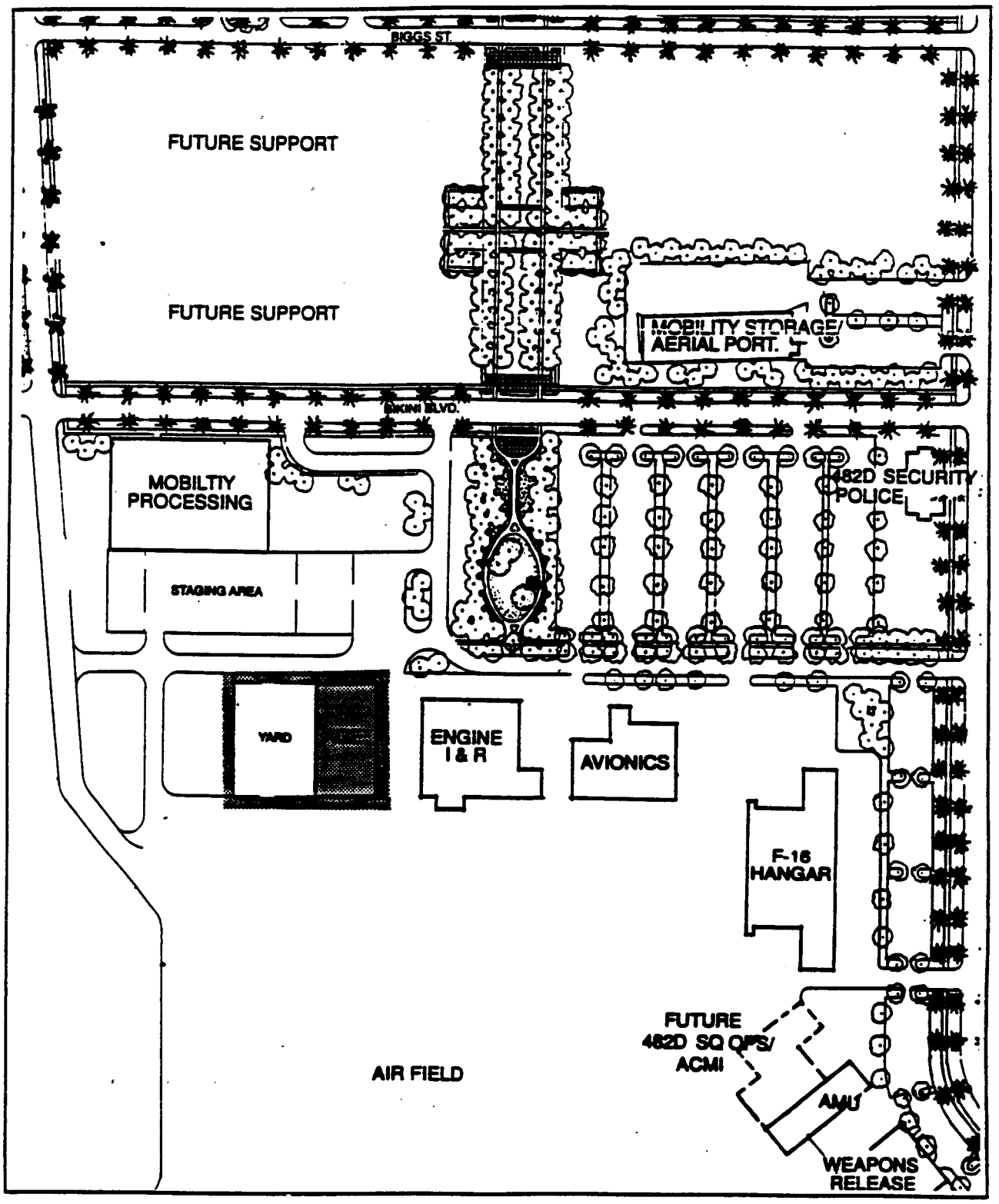


Figure 4.1-1 Area Development Plan for AGE

Table 4.1-1 Rooms (by function) required by AGE

HOMESTEAD AIR RESERVE STATION AEROSPACE GROUND EQUIPMENT (AGE)		
FUNCTION	GROSS SQ FT	REMARKS
Administration Office	300	100 each, one dedicated to 301 RQS
Tool Room	200	
Break Room	150	
Mechanical Room	100	
Shop Area	11,350	includes 6 stalls at 500-600 (sq) ft each
Rest Rooms	250	125 each
Parking Area		Small storage area uncovered to stage equipment coming in. Requires fencing and 10' swing gate.

Special Requirements:

- 3-5 ton overhead crane
- Rollup door
- Two stalls for washing with power spray system
- Compressed air system with quick disconnect
- Frequency converters with special recepticals
- External exhaust system for testing engines
- Requires unique electrical system, 400 HRTZ power
- Central trench drain with concrete floor sloping, drain to connect to pretreatment system

4.2 SQUAD OPS/AIRCRAFT MAINTENANCE UNIT (AMU)

Aircraft Maintenance Unit (AMU) serves as the operating facility that oversees the maintenance of aircraft and other flightline activities. Pilots are debriefed upon completion of a flight to determine maintenance requirements for individual aircraft. Daily personnel assignments, tools and equipment are issued from this facility each morning.

Due to the importance of the facility on the operations of flightline activities, the AMU was sited in a central location on the flightline (see figure 4.2-1). The facility requires a rollup door at the bay area with access to the flightline. Figures 4.2-2 and 4.2-3 show the functional layout of the facility.

The AMU had been sited to allow for expansion, if required, to include the Aircraft Combat Maneuvering Instrumentation (ACMI) and a new 482d Squad Ops. Project designer shall allow for expansion by locating the AMU on the southern side of the development parcel. The rollup door shall be located on the south side to allow for the future additions without disrupting AMU functions.

Program Requirements:

Project Number:	HACC 943057
Category Code:	211-712
Building Size:	6,000 square feet
Building Type:	One story, precast concrete panel structure with standing seam metal roof
Parking:	50-100 UTA
Cost:	$940,000

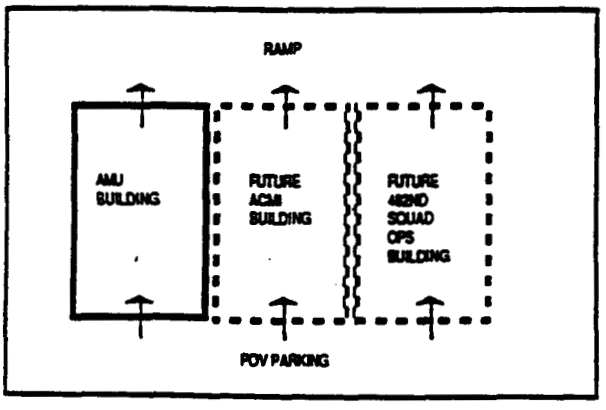


Figure 4.2-2 Functional Diagram

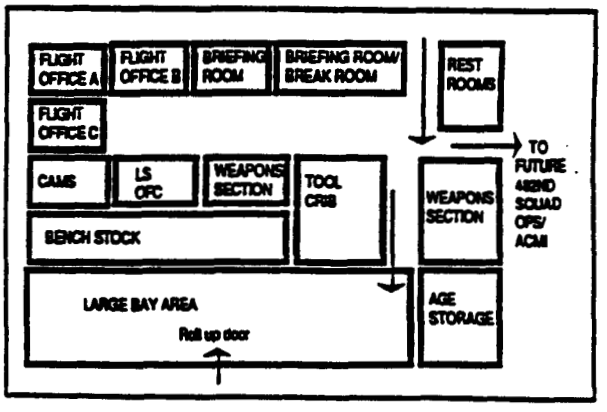


Figure 4.2-3 Functional Diagram

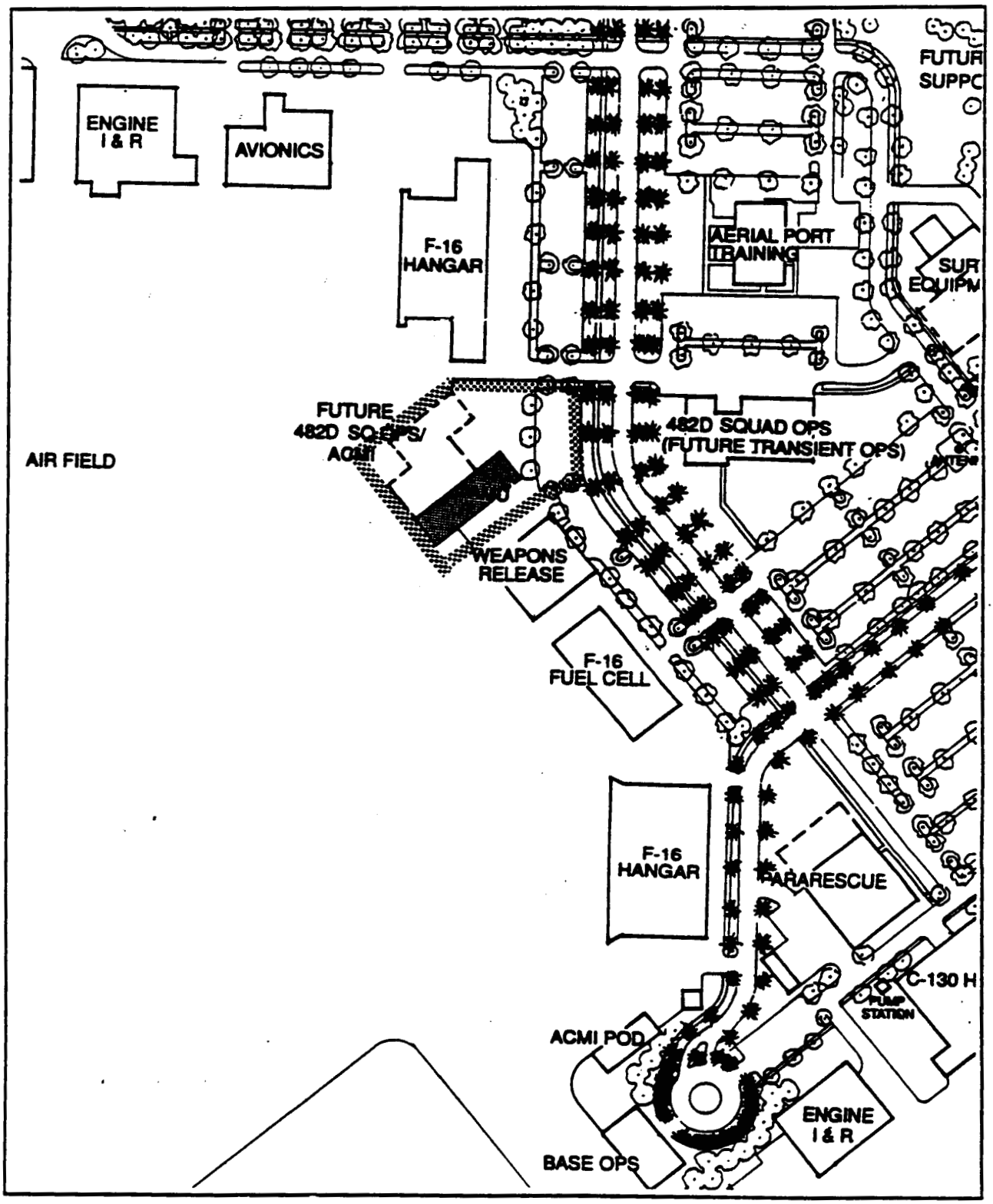


Figure 4.2-1 Area Development Plan for AMU

Table 4.2-1 Rooms (by function) required by AMU

HOMESTEAD AIR RESERVE STATION AIRCRAFT MAINTENANCE UNIT (AMU)		
FUNCTION	GROSS SQ. FT.	REMARKS
Debriefing Room	250	
Tool Crib	250	Compressed Air
Administrative Flight Offices A, B, & C	600	200 Each
Briefing Area and Break Room	1,000	
Specilized Administration	400	150 each - Requires CAMS computer, LS office, weapons section office
Weapons Section	300	
Large Bay Area	2,200	Rollup door, compressed aire, with AGE storage 12' ceilings in storage
Bench Stock	1,000	

4.3 LOX FACILITY

This is approximately a 482 square foot area enclosed by a concrete block wall with access to storage area for liquid oxygen, nitrogen and hydrazine. The LOX facility will be located in the POL complex, however, the exact siting will be determined after further information regarding tank sizes is available (see figure 4.3-1). Currently there is a need for two oxygen and two nitrogen tanks, each 2,000 gallons. Hydrazine needs may also be incorporated. Provide a storage area for LOX carts. Three grounding points shall be provided. Install explosive-proof lighting inside of the enclosure. Double gates on two sides of the facility will provide access for trucks (see figure 4.3 -2 for functional diagram). The concrete block facility shall be designed and detailed to comply with HARS Installation Design Guidelines.

Program Requirements:

Project Number:	HACC 943058
Category Code:	442-258
Building Size:	482 square feet
Building Type:	One story, concrete block wall enclosure, no roof
Parking:	truck access on two sides of enclosure with double rolling gates.
Landscape:	screening

explosive proof lighting is required

Cost:	$1,000,000

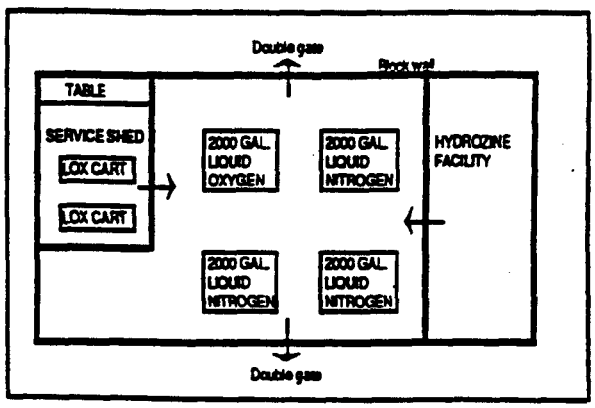


Figure 4.3-2 Functional Diagram

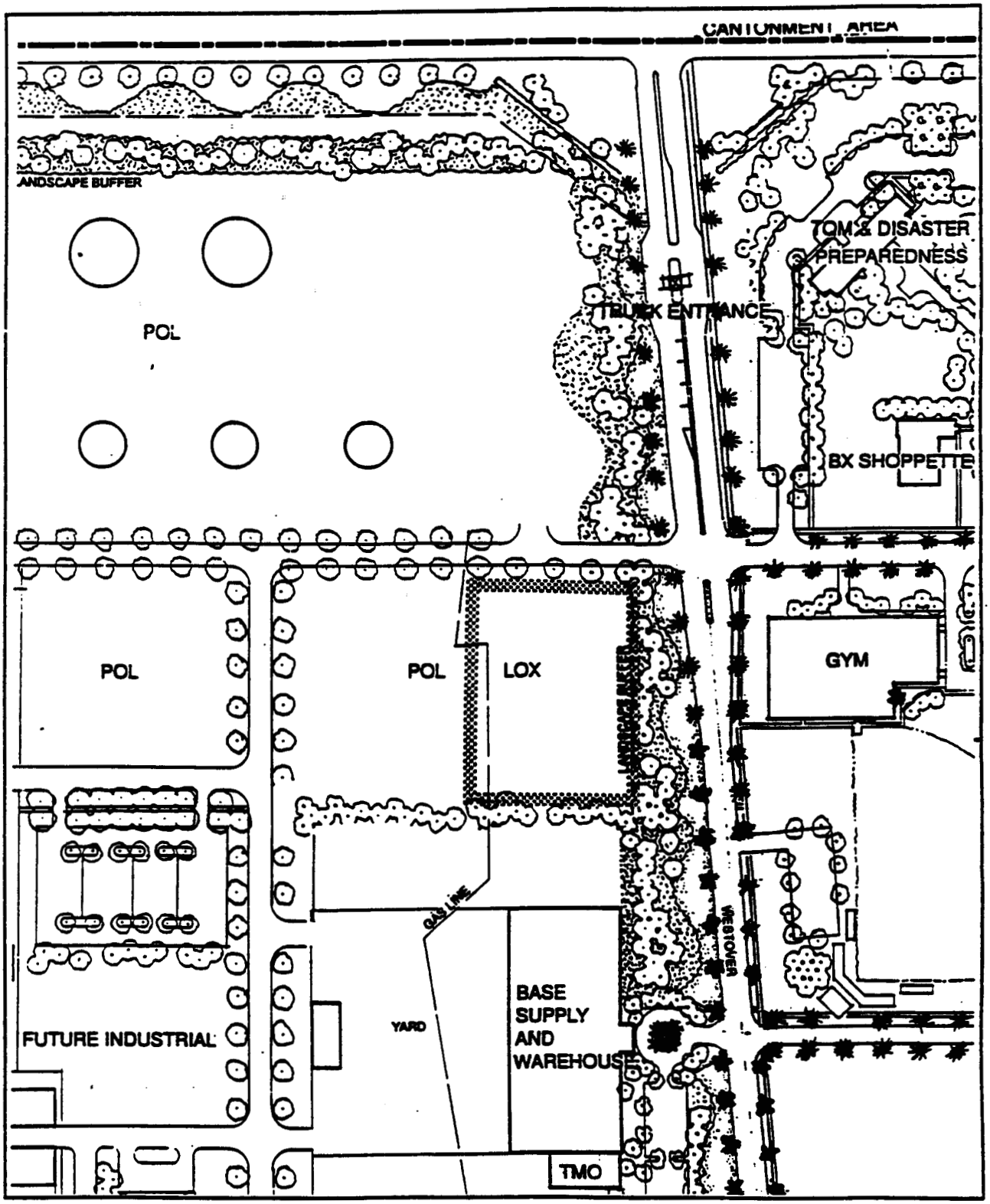


Figure 4.3-1 Area Development Plan for LOX Facility

4.4 SURVIVAL EQUIPMENT SHOP

The mission of this facility is to maintain parachutes, life rafts, LPU's and fabrication of materials. This new building will be located near flight line activities east of Coral Sea Boulevard, but away from the control tower to avoid view conflicts with the facility's parachute drying tower (see figure 4.4-1). The 72 foot high tower will provide space to hang 120 parachutes at one time. The associated building will be 7,000 square feet, jointly used by the 301st and the 482d (see figure 4.4-2 for functional diagram). It will have 220 volt and 110 volt electric capability and an environmentally controlled parachute and rubber packing area and tower. Table 4.4-1 lists each room by function and special requirements. The facility requires a rollup door at the fabric shop and double doors at maintenance. The architecture for the building shall comply with the HARS Installation Design Guidelines (see chapter 6.0). Special architectural attention to the drying tower should be taken to assure compliance with the design intent for HARS.

Program Requirements:

Project Number:	HACC 943059
Category Number:	218-852
Building Size:	7,000 square feet
Building Type:	One story with adjacent tower, precast concrete panels, metal standing seam roof, flight line colors
Parking:	13 POV spaces, 2 step vans, 2 pickup trucks
Cost:	**$970,000**

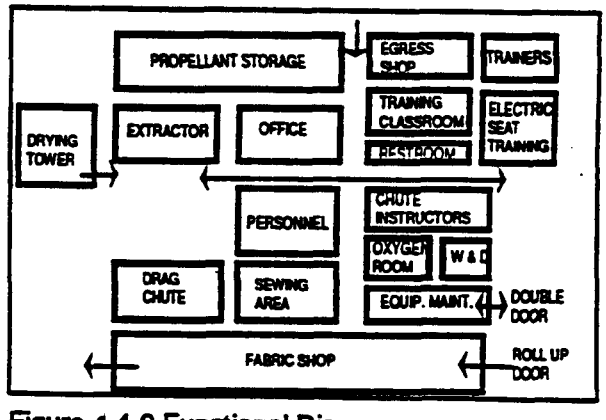


Figure 4.4-2 Functional Diagram

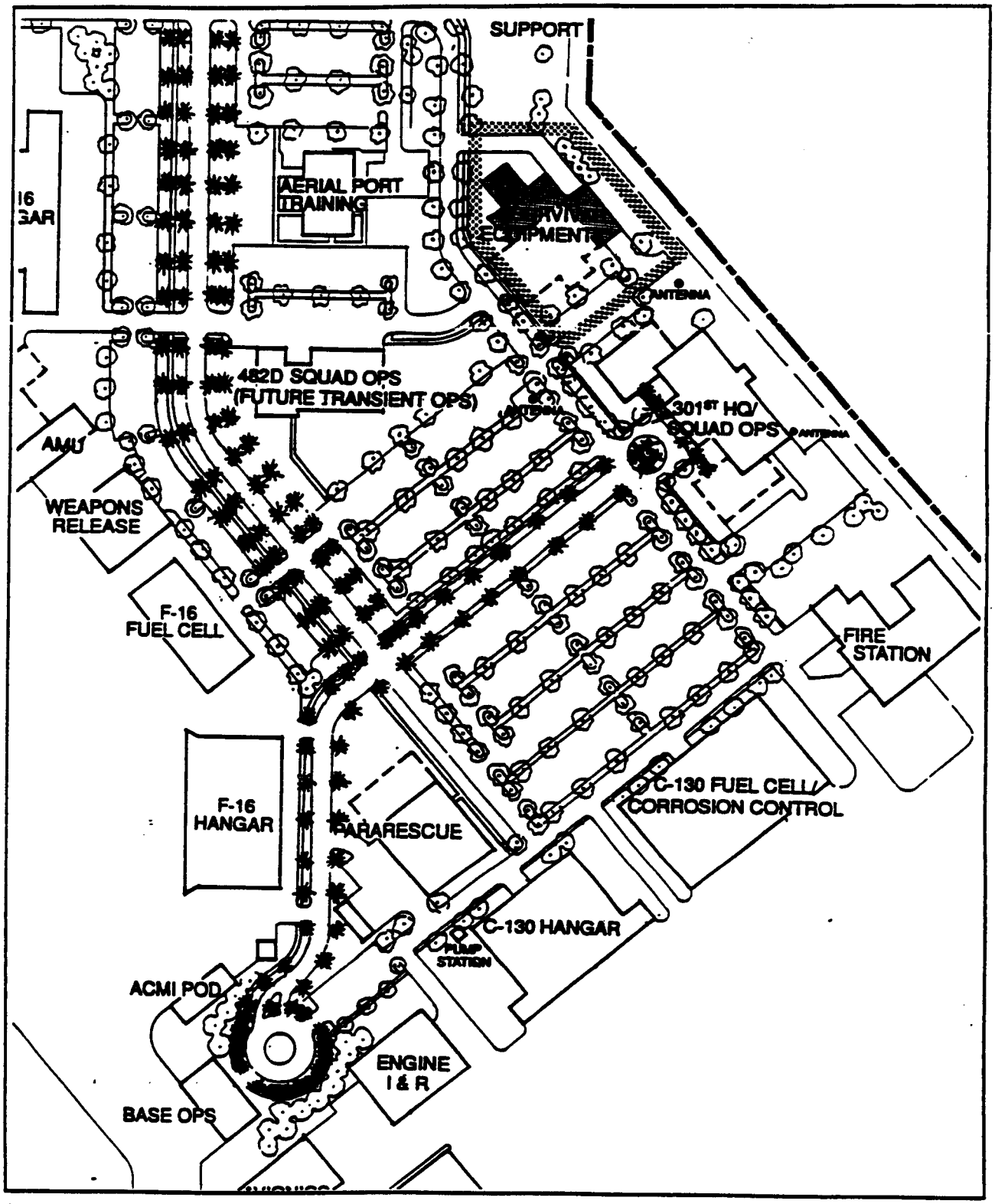


Figure 4.4-1 Area Development Plan for Survival Equipment Shop

Table 4.4-1 Rooms (by function) required by the Survival Equipment Shop

HOMESTEAD AIR RESERVE STATION THE SURVIVAL EQUIPMENT SHOP		
FUNCTION	GROSS SQ FT	REMARKS
Tower		40'x40'x70' height, 5'x20' washing tub
Round Parachute	3000	
Ram Air Parachute	4800	Carpeted 10'-12' ceiling
Rubber Products	4200	Compressed air 10'-12 ceilings
Total	12000	

4.5 MEDICAL TRAINING FACILITY

This facility serves to dispense and manage medical assets and personnel assigned to the 482d Medical Squad Det. 3, 11th USAF Contingency Hospital and the 21st APSS. The mission for Det. 3, 11th USAF Contingency Hospital is to manage the day-to-day administrative functions such as developing future budget allocations for projects; determining training needs for staff, preparing SORT's Reports, UTA, After Action Reports, maintaining medical records, and preparing orders for TDY travel.

The medical training facility is a critical support function to mission operations and the HARS community in general. The facility requires a prominent location for easy access. The Master Plan has sited the 10,500 square foot facility adjacent to Bougainville Boulevard at the northern terminus of the pedestrian/golf cart spine (see figure 4.5-1). This location allows for future expansion of the facility while creating a strong community image at the "front door" of HARS.

The building shall be constructed of precast concrete panels with a metal standing seam roof and metal doors and windows (see Chapter 6.0 Installation Design Guidelines).

The new facility shall provide adequate space to accomplish all required medical readiness training and storage for medical training equipment. The functional relationship diagram illustrates the facility (see figure 4.5-2).

The medical training facility will have vehicle access from Elmendorf with service loading on the west side of the building. The courtyard and dropoff area shall be landscaped according to Chapter 6.0 Installation Design Guidelines and shall terminate the pedestrian spine.

Program Requirements:

Project Number:	HACC 943060
Category Code:	510-001
Building Size:	10,500 square feet
Building Type:	One story, precast concrete with metal standing seam roof.
Parking:	200 (UTA)
Paved Courtyard:	Concrete pavers at main entrance to building
HVAC	
Requires 120 volt electrical	
Cost:	**$1,900,000**

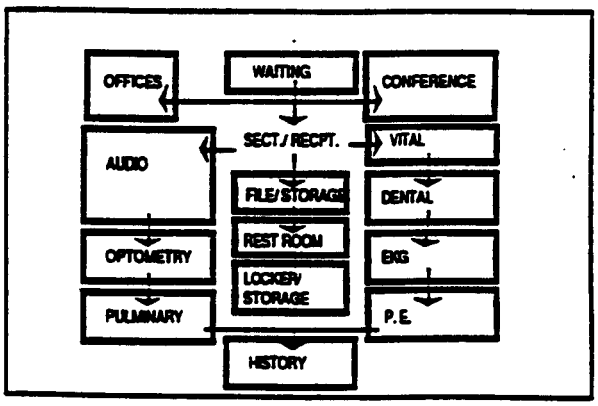


Figure 4.5-2 Functional Diagram

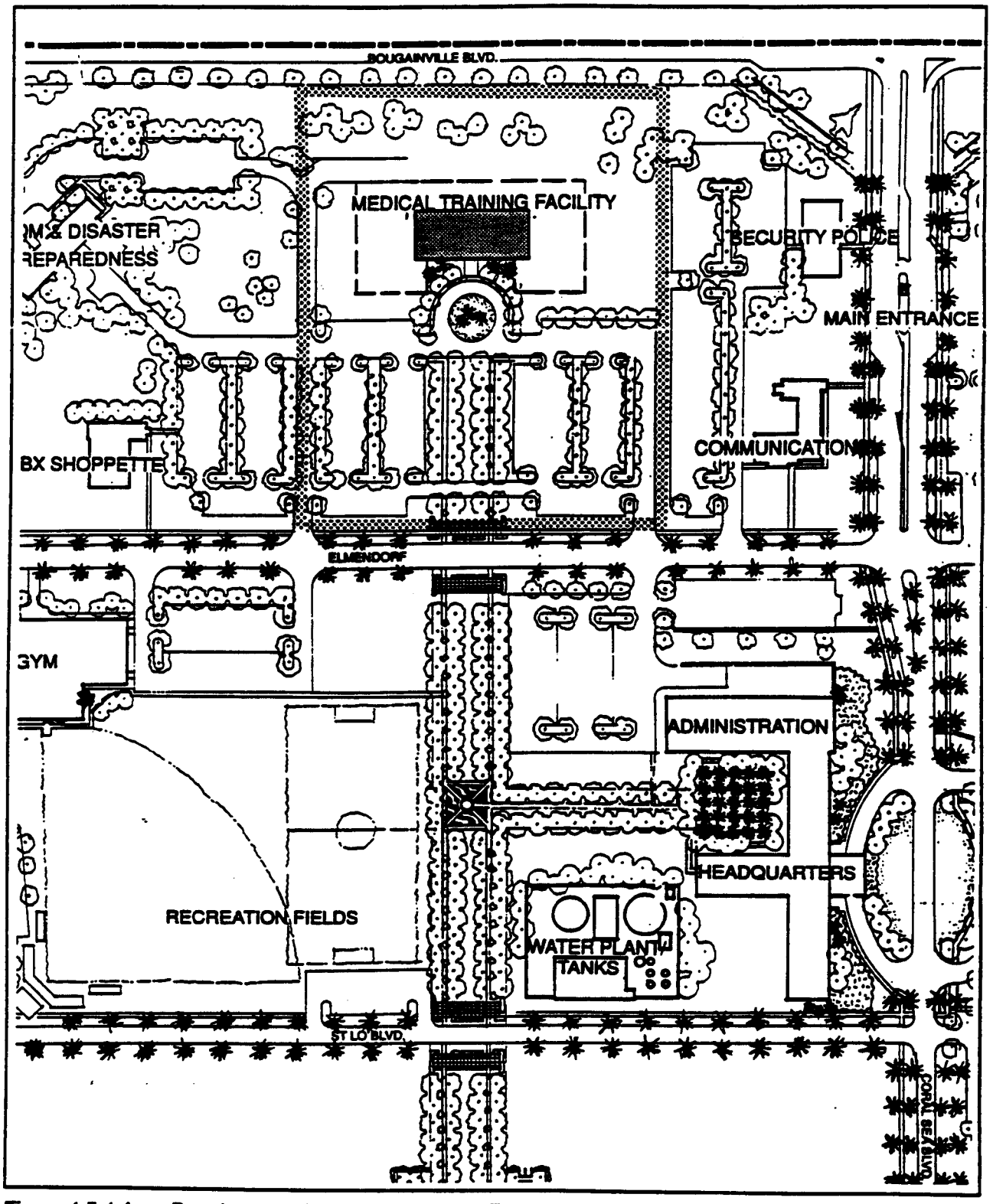


Figure 4.5-1 Area Development Plan for the Medical Training Facility

Table 4.5-1 Rooms (by function) required by the Medical Training Facility.

HOMESTEAD AIR RESERVE STATION MEDICAL TRAINING FACILITY	
482d MEDICAL GROUP	
Secretary	125
Commanders Office	300
Senior Art.	150
Conference Room	300
Reception Area	200
Storage	250
Medical Supplies	250
Secured Medical Records Room	100
Det. 3, 11th USAFCH	
Commander	250
ART	125
Medical Records Technician	125
GS-5	550
Training Room	500
Conference Room (2)	600
Rest Rooms (M&F)	1,200 (600 each) adequate service for 30 people
Section Chiefs Offices	1,600 1st Sgt., Admin Chief Medical Svg. and Chief NV
Physicians Offices (3)	450
Administration	125
Medical Records	200
Reception Area	500
Computer Filer Service	100
Medical Readiness	1,100 various training equipment
Medical Supplies	1100
Orderly Room	300

Special Requirements:

- 120 volt electical
- Hazardous disposal
- Paging system
- Dedicated modem line
- 3DSN FTS lines
- Dedicated fax line
- Secured room for drug testing and sensitive medical data

HA RS MASTER PLAN

4.6 COMPOSITE MAINTENANCE

This facility will provide for aircraft maintenance and associated equipment maintenance and storage; engine component repairs; structural maintenance, inclusive of sheet metal fabrication and corrosion control; metals technology; general purpose aircraft maintenance shops; and maintenance item inspections. Other facility functions will include administrative areas and offices; training class rooms; break room; restrooms with showers; mechanical and electrical rooms; telephone room; and circulation space. This 20,700 square foot new building will be shared by the 482d and 301st. It will be located east of Coral Sea Boulevard in the aviation support area to provide access to the equipment and airplanes that are under repair (see figure 4.6-1). This facility shall comply with Federal, State and local regulations governing hazardous waste materials. An oil separator drain shall be located for separation of oil products.

Figure 4.6-2 illustrates the functional diagram of the following uses. Sheet metal shop will include a composite shop and a special welding exhaust system with exhaust hoses serving welding stations. This shop maintains a large supply of various metals required to manufacture/repair components for assigned aircraft and equipment and several pieces of shop equipment to facilitate repairs and manufacturing processes (metal lathes, milling machines, drill presses, bench saws, powered hack saw, welder, and metal grinding machines). Tech author library and a CAMS terminal shall be provided.

The composite shop, included in the metal shop, will provide an area to store shop tool kits during non duty hours and between uses. This area will also provide for central storage and control of all shop bench stocks. Storage space is needed in each shop, to give additional control over items and to comply with policy for storing and safe guarding tools.

Electro environmental shop (EVEL) supports both on and off equipment troubleshooting and repair of electrical and environmental systems and components for C-130 aircraft. The shop maintains an assortment of supply bench stock to support aircraft on and off equipment repair actions. Performs functional check on electrical/environmental components as requested and trains assigned Reserve personnel. The shop maintains a base battery repair shop for Ni-Cad and Lead acid for assigned aircraft and all other on-base functions. The battery shop will have an exhaust system separate from other exhaust systems and interlocked with the charging systems. The battery shop area must comply with OSHA, AFOSH and EPA requirements. The shop requires a concrete floor and an emergency deluge shower with eyewash, guide wire and an audible alarm when used. This shop has four 301st staff assigned to it.

Pneudraulic shop (Pneu) supports both on and off equipment troubleshooting and repair for hydraulic systems and components for assigned C-130 aircraft. Performs functional checks of all hydraulic items as requested. Maintains an assortment of supply bench stock parts to facilitate on/off equipment repair actions. Trains assigned Reserve personnel. Overhead hoist with rated capacity of 2,000 pounds minimum to facilitate the movement of heavy parts and equipment throughout the shop. This shop has four 301st staff working on a daily basis.

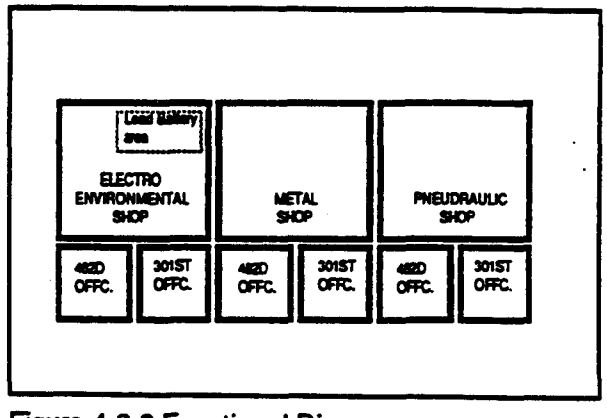


Figure 4.6-2 Functional Diagram

Non-Destructive Inspection Area. The NDI will have a separate HVAC system.

Overhead doors will be located outside the Pneudraulic and metal shops to allow large items requiring repair to be loaded/unloaded in the shops.

24 POV parking spaces and 3 military vehicle truck spaces related to the building are needed. Access and parking for 2 truck spaces at the rear of the building shall also be provided.

Program Requirements:

Project Number:	HACC 943061
Category Number:	211-153
Building Size:	20,700 square feet
Building Type:	One story, precast concrete panels, metal standing seam roof, flight line colors
Parking:	24 POV parking spaces, 5 military vehicle truck spaces
Landscape:	Screen truck access from Coral Sea Boulevard
Cost:	**$3,250,000**

HOMESTEAD AIR RESERVE STATION COMPOSITE MAINTENANCE	
ROOM	GROSS SQUARE FEET
Maintenance SQ NCOIC	360
Aerospace Systems Office	200
Electro-Environmental Shop	2200
Pneudraulic	3300
Metal Technology Shop	3600 welding machine
Training Room	900
Combine Break Room	900
Composite Tool/Benchstock Storage Room	900
Parts Cleaning Room	650
Circulation Space	1850 (corridors, halls, entries)
Rest Rooms	300 (150 each)
Mechanical Room	150
Electrical Room	125
Janitorial Closet	50
Battery Shop	400 (NICAD, 400 (LEAD)
NDI	2500
Egress	200

Table 4.6-1 Rooms (by function) required by Composite Maintenance

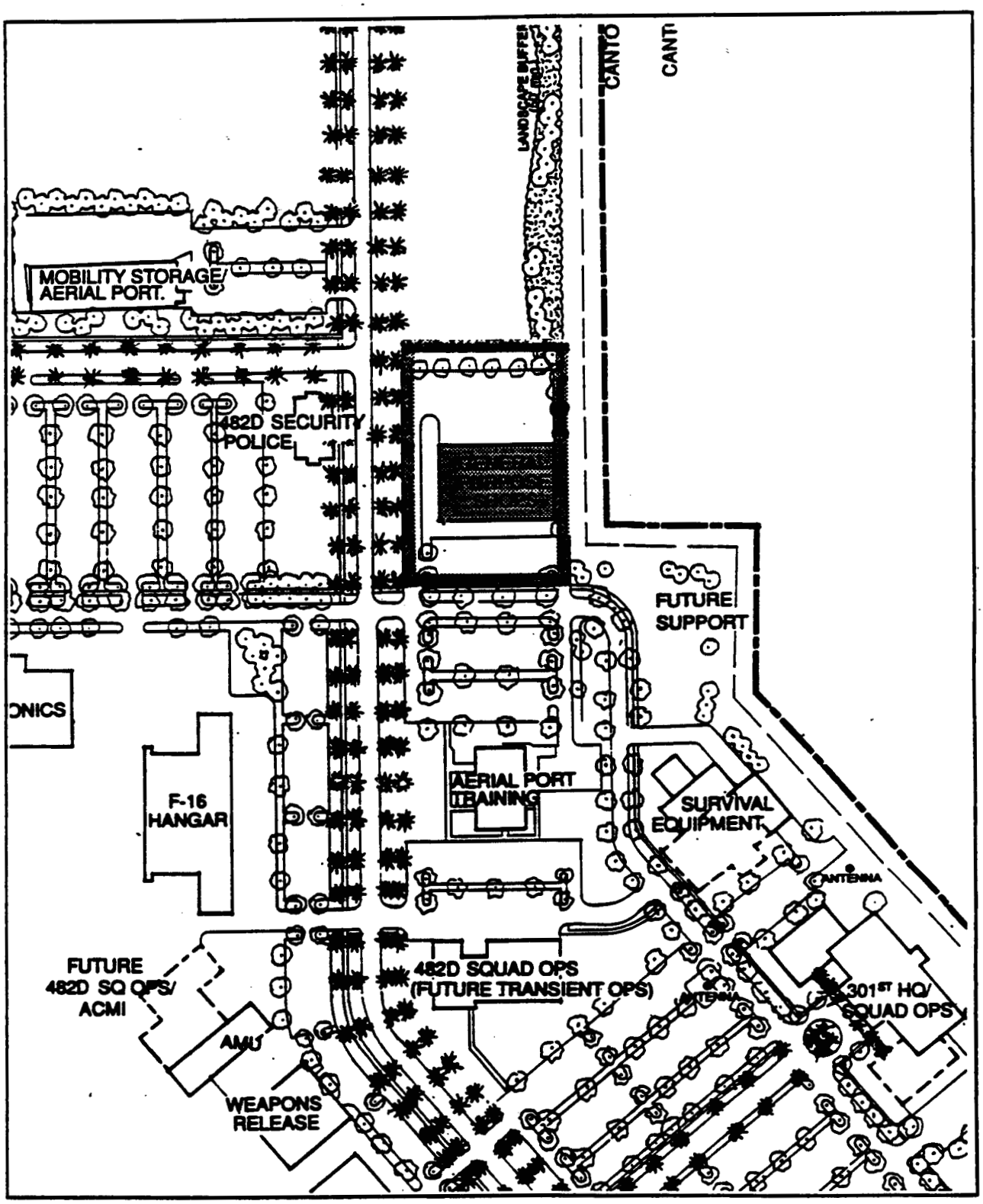


Figure 4.6-1 Area Development Plan for Composite Maintenance

4.7 BASE SUPPLY AND WAREHOUSE

This building provides a central clearinghouse for office supplies, equipment and tools for base operations. This new building is located in the industrial park at the south end of Westover Street, at the west end of St Lo Boulevard (see figure 4.7-1). Administration and store uses are in the front of the building and the warehouse and loading facilities are in the back (see figures 4.7-2 and 4.7-3 for functional diagram). POV parking is located in the front for easy access to the store and offices. Four loading docks are required. A ramp from the storage yard to the loading dock is needed for forklift access. Parking spaces for 3-5 military trucks and a 1/2 ton truck will be provided. A fenced 5,000 square foot storage yard in the rear is needed. A pre-engineered 3,100 square foot hazardous materials storage area shall occur within the fenced area (see 4.8 Hazardous Material Storage). In the base supply offices, two secured vaults are required which are climate controlled. In addition, a classified properties vault is needed, with climate control. The architecture shall comply with the HARS Design Guidelines (see Chapter 6.0).

Program Requirements/Base Supply:

Project Number:	HACC 943062
Category Number:	442-758
Building Size:	50,000 square foot building, 5,000 square foot storage yard
Building Type:	Two stories, precast concrete panels, standing seam metal roof, accent color on roof
Parking:	10 customer parking spaces, 3-5 military trucks, 1 1/2 ton truck
Cost:	**$2,900,000**

A 4,500 square foot TMO area will be co-located with the base supply and warehouse. Of the total square footage, 4,000 square feet is shop space and 500 square feet is office space. The office will have an open floor plan and have access to base supply administration via a secured door controlled by base supply. TMO has 13 staff people, 4 in the administration office. Views are required from the office to the storage yard and into the workshop area. Ten customer spaces are needed in the POV parking lot in front to the building (see figure 4.7-3 for functional diagram). An exhaust fan system will be mounted outside. Table 4.7-2 shows a list of the rooms and their requirements. The architecture shall comply with the HARS Installation Design Guidelines (see chapter 6.0 and figure 4.7-4).

Program Requirements/TMO:

Building Size:	4,500 square feet
Building Type:	One story, to match base supply
Parking:	23 POV spaces
Other:	exhaust fan system, open floor plan, views to yard

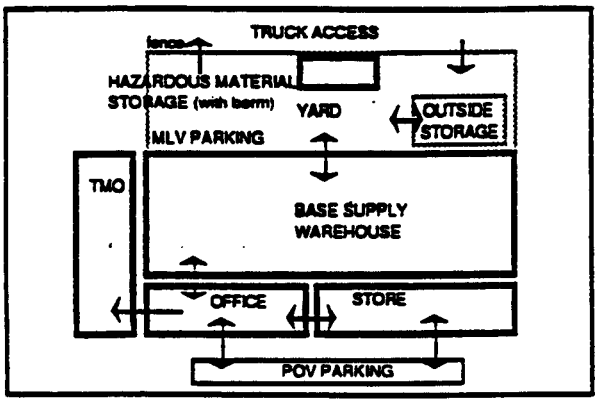


Figure 4.7-2 Functional Diagram

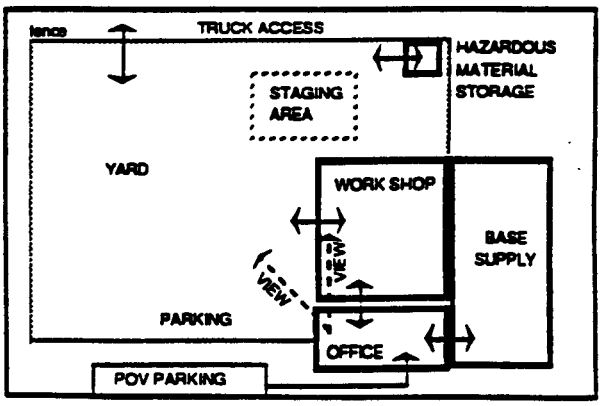


Figure 4.7-3 Functional Diagram

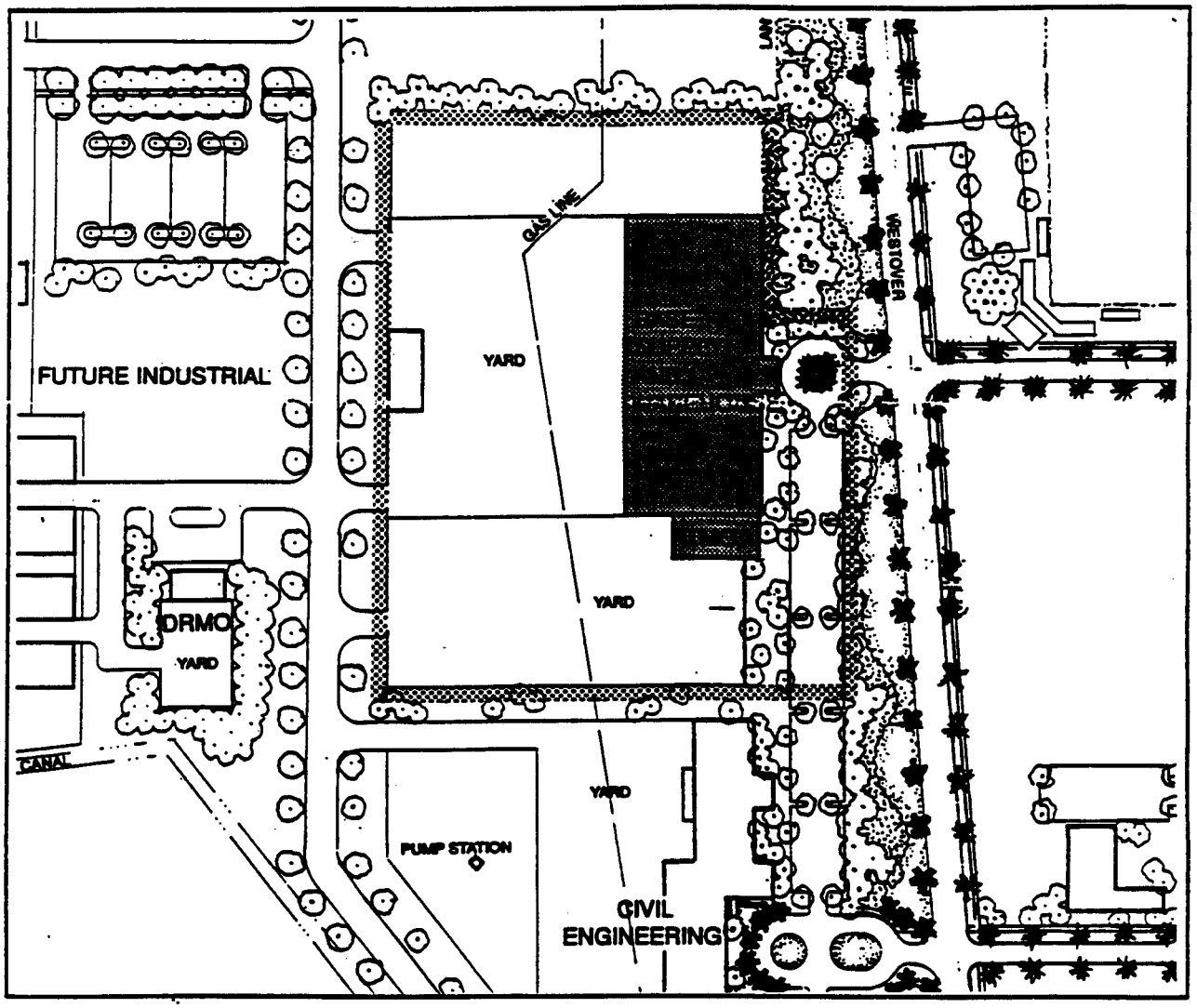


Figure 4.7-1 Area Development Plan for Base Supply and Warehouse

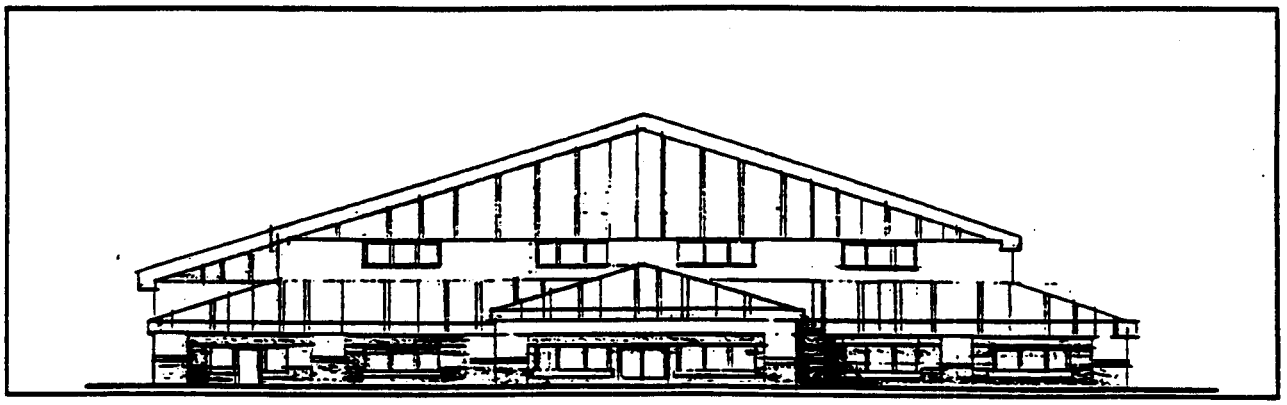


Figure 4.7-3 Conceptual Building Elevation

Table 4.7-1 Rooms (by function) required by the Base Supply and Warehouse

HOMESTEAD AIR RESERVE STATION BASE SUPPLY AND WAREHOUSE		
FUNCTION	GROSS (SQ) FT.	REMARKS
Administration Supply	1000	
Tool Issue	500	Base Supply store area
Equipment Issue	500	Base Supply store area
Clothing Area	500	Base Supply store area
Administration Offices	600	Two offices, provide access via secured over between TMO and Base Supply office
Storage	46900	
Building Total*	50000	
Storage Yard	5000	Exterior space enclosed with fencing

* Hazardous material storage facility (see 4.8) is co-located with the base supply and warehouse yard area.

Table 4.7-2 Rooms (by function) required by TMO

HOMESTEAD AIR RESERVE STATION TMO		
FUNCTION	GROSS (SQ) FT.	REMARKS
Office	500	4 computers with printer, views into open floor and storage yard
Open Floor	4500	Forklift operation
Staging Area	3600	
Loading Dock	70 (LF)	With spring ramp, ramp from storage yard to dock for forklift
Restrooms	250	2 (M&F)
Storage Yard		Fenced area with rolling gates
Hazardous Storage		25 storage sheds

4.8 HAZARDOUS MATERIAL STORAGE

This facility stores hazardous material produced by HARS. This 3,100 square foot pre-engineered facility will be located in the industrial park within the base supply and warehouse facility parcel (see figure 4.8-1). The facility is laid out with POV parking in the front and a fenced-in storage yard. The entrance to the yard and service doors is via the warehouse storage yard. Due to the nature of the facility, a facility buffer around the development parcel is required to screen views of the storage yard and the pre-engineered metal building. The storage yard shall be designed to allow for tractor trailer loading and unloading from the DRMO 90 day storage area and the bulk storage area. The structure shall be painted to match the HARS approved color scheme (see Chapter 6.0 Installation Design Guidelines). The functional relationship diagram (figure 4.8-2) illustrates the basic layout of the hazardous material storage site. See 4.7 Base Supply to review site layout of the hazardous material storage in relationship to Base Supply and Warehouse

This facility will require spill containment curbs with a properly sized ventilation system in the building. Environmental permits will be required. Floors in storage areas shall be back sloped from doors for spill containment.

Program Requirements:
Project Number: HACC 943062
Category Code: 422-257
Building Size: 1,250 square feet
Building Type: Pre-engineered metal structure to be assemble on site.
Parking: 5 POV, 2 trucks
Minimal electrical and HVAC required
Cost: $103,000

Special Requirements:
- Building mounted flood lights for security
- Requires environmental construction and operation permits, and associated permits for monitor wells from SFWMD.
- Governmental Hazardous Waste Notification Form is required from FDEP annually (see 3.7-8 Hazardous Materials).
- Eye Wash in all areas
- Containment system: curbs
- Rigid conduit
- Slope storage area floors to contain spills

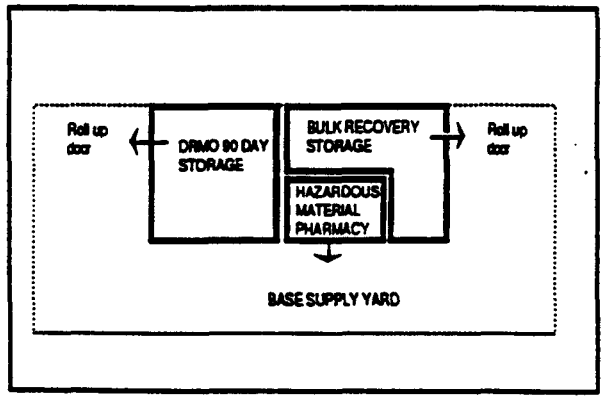


Figure 4.8-2 Functional Diagram

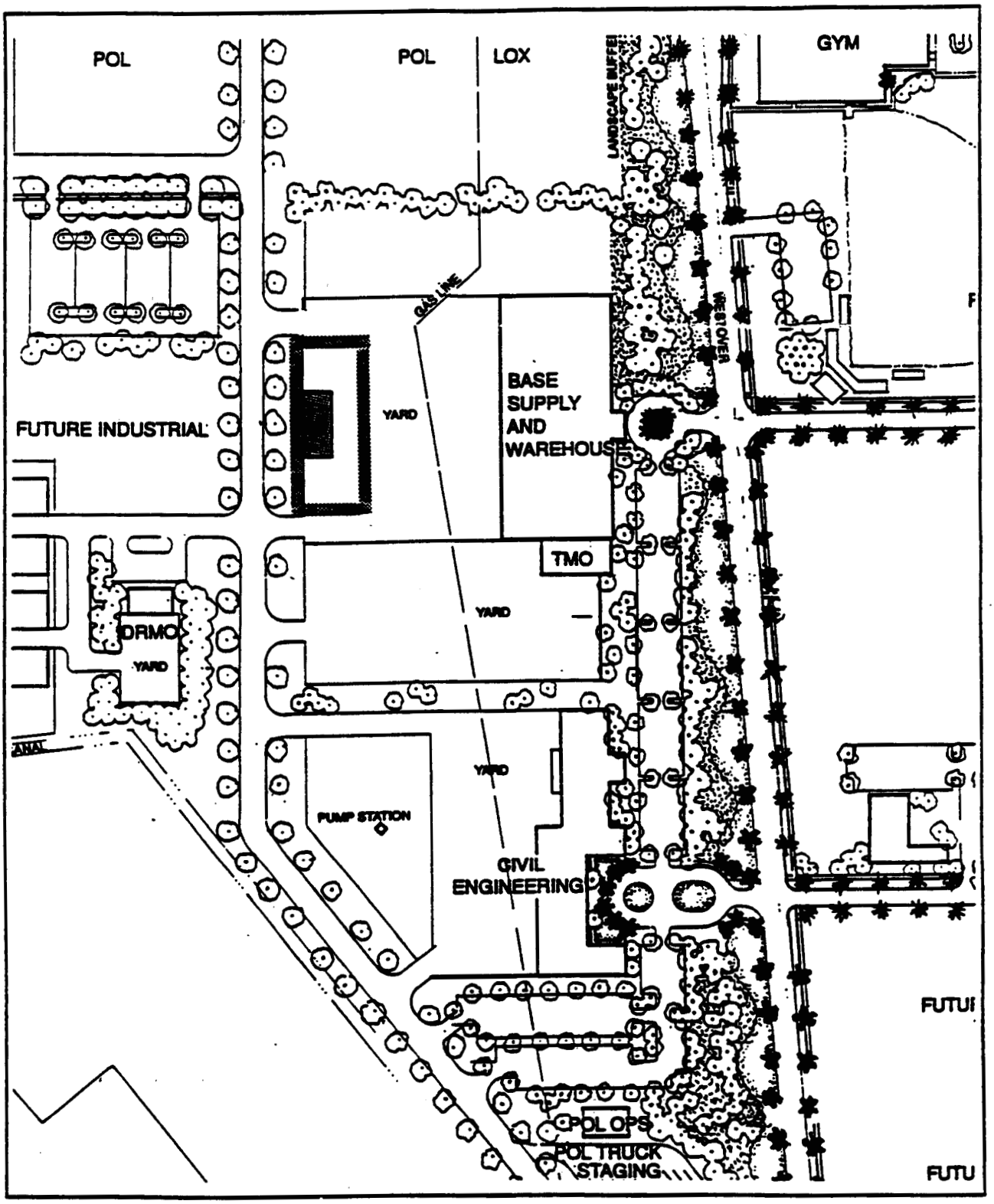


Figure 4.8-1 Area Development Plan for Hazardous Materials Storage

4.9 VEHICLE MAINTENANCE

This 27,000 square foot vehicle maintenance and motor pool area provides repair work to the 212 military vehicles at the station. The buildings in this facility will not change substantially from their current configuration. However improvement shall be made to the exterior as major repairs and renovations are required in the facility to bring them in compliance with the Design Guidelines (Chapter 6.0). The vehicle maintenance facility is located on the west side of the station, in the industrial park (see figure 4.9-1) with convenient access from Elmendorf .

The existing Building 211 will be upgraded to include explosive proof wiring improvements. Other buildings in the vehicle maintenance area include: Building 307 - a refueler maintenance service; Building 312 is to be renovated; Building 310 - a wash rack and small shed. The vehicle maintenance complex will be fenced in with secured gates at the two access points. POV parking is provided outside of the enclosed complex area for safety, security, and space requirements.

20 parking spaces are needed during the week and 30 for UTA. Space must be provided for 20 military vehicles within the vehicle maintenance complex with visibility from the dispatch office. The entire lot must be fenced.

Program Requirements:

Project Number:	HACC 943063
Category Code:	214-425
Building Size:	27,000 square feet
Building Type:	Existing structures
Parking:	POV 30 (UTA), MILV 20
Cost:	**$2,550,000**

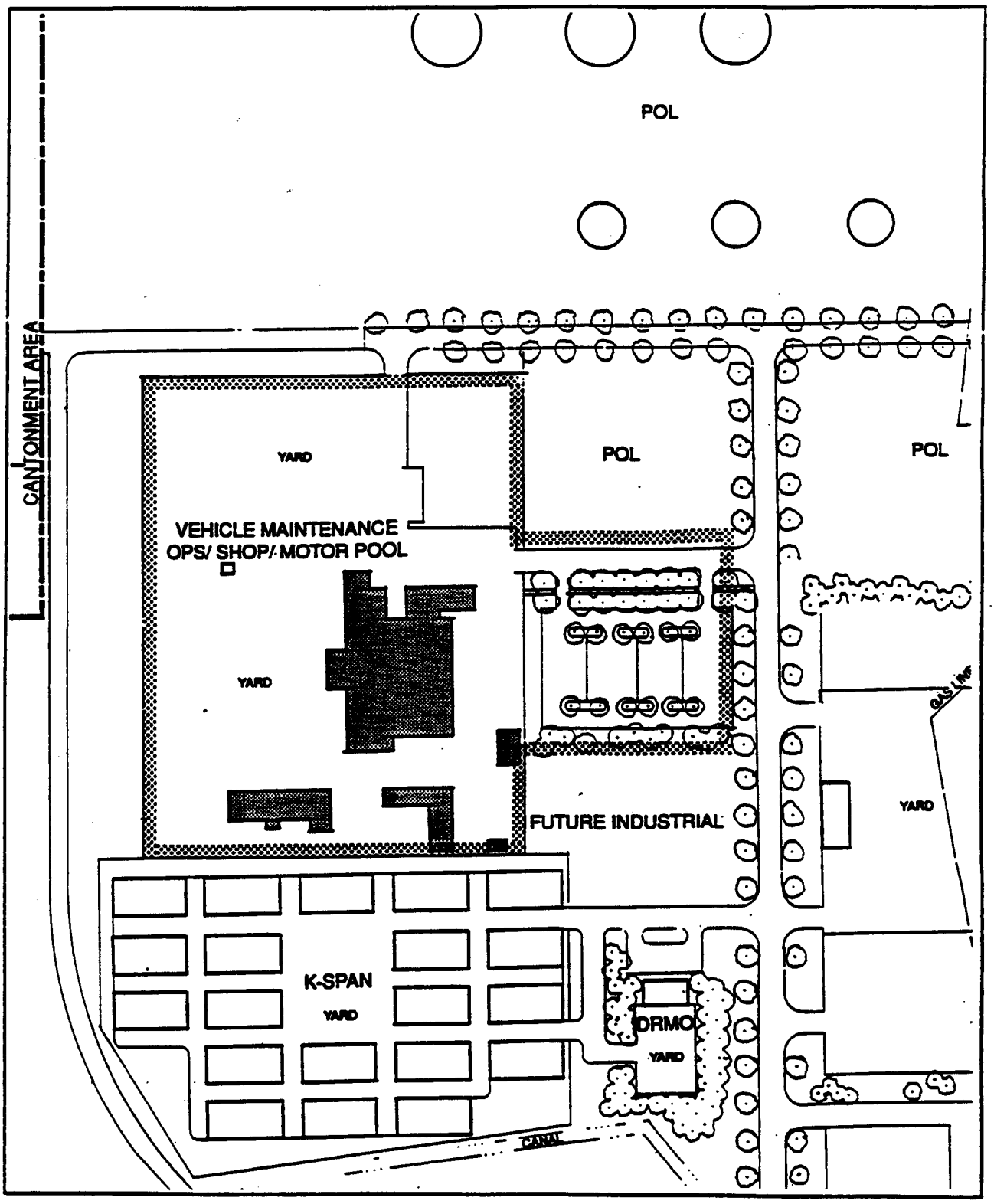


Figure 4.9-1 Area Development Plan for Vehicle Maintenance

4.10 COMMUNICATIONS

This building serves as the central location for phone and electronic equipment at the base. It will be a new building located on the same parcel as the previous communications center in order to reuse the underground vault system. The building is located to the south of the DoD Security building near the main entrance to the station on Coral Sea Boulevard (see figure 4.13-1). The building is 7,600 square feet and includes switching rooms, work center and administration.

Twenty-three staff people and six contracting staff work in the building. 32 parking spaces are required. The interior of the building shall include a work center with three work benches, a COMSAC vault next to COMCTR. The contractor (SouthBell) requires a work center with 3 desks and a small supervisor's office of 150 square feet, and a 6' x 3' tool and testing equipment storage closet. Four lockers are needed and adequate restrooms. The conduit will be provided on top of a primary feeder (see figure 4.13-2 for functional diagram).

The 485th EIG at Griffiths AFB will determine the exact building requirements after analyzing the base wide communications needs. The 485 E16 base communications study is pending. See Table 4.10 for a list of rooms by function and special requirements.

Program Requirements:

Project Number:	HACC 943064
Category Code:	131-111
Building Size:	7,600 square feet
Building Type:	One story, precast concrete panels, metal standing seam roof
Parking:	23 POV parking spaces, 6 contractor trucks and 4 military vans
Other:	locate on existing footprint
Cost:	$1,201,000

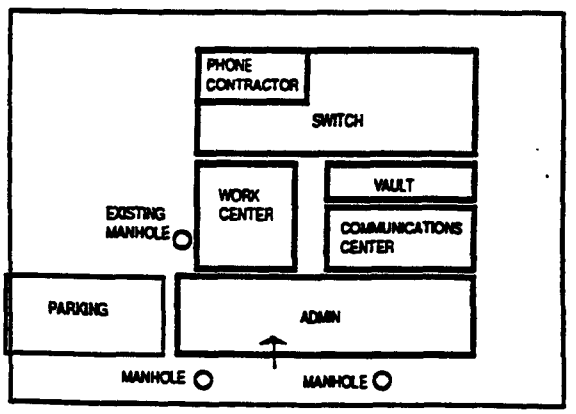


Figure 4.10-2 Functional Diagram

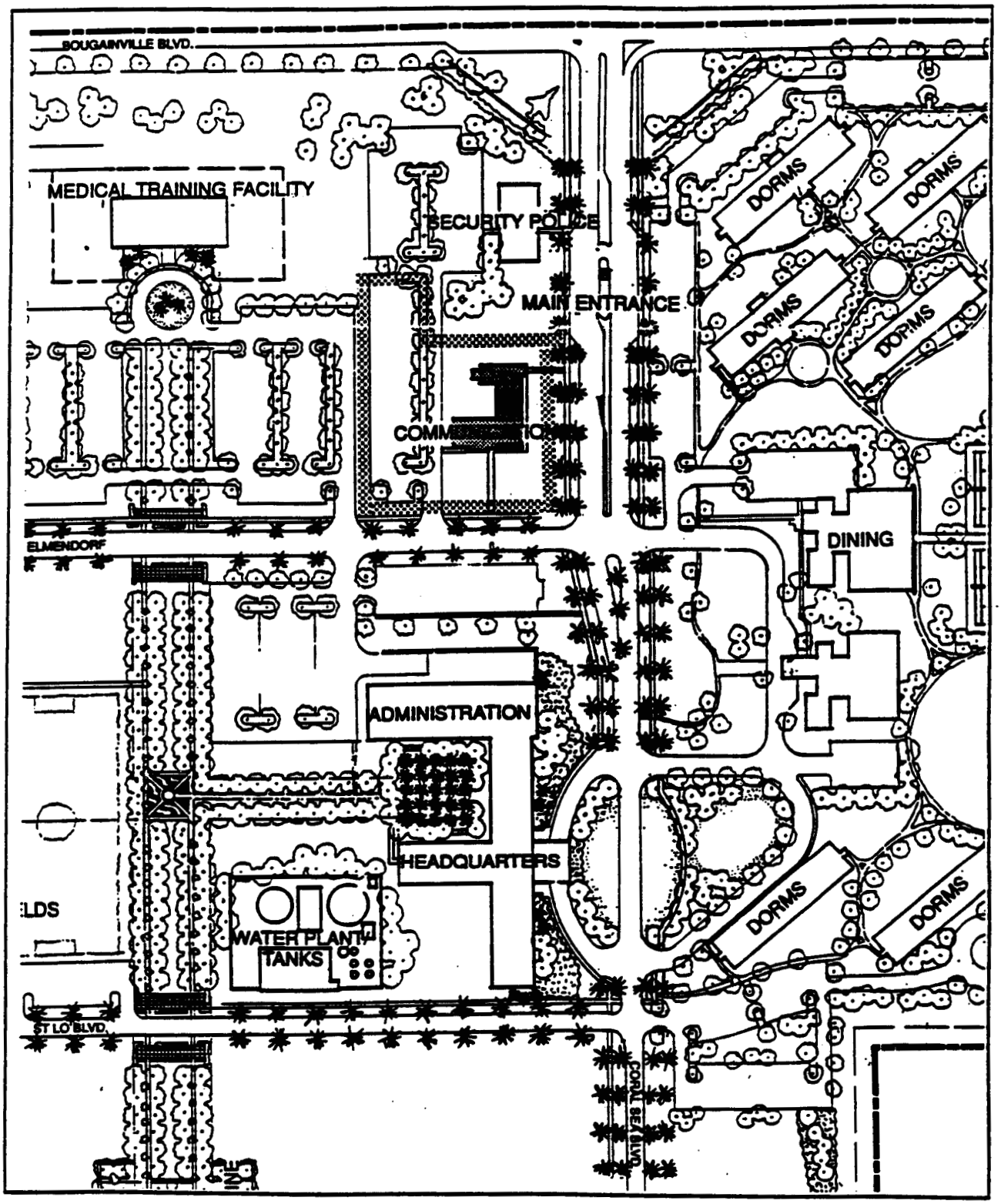


Figure 4.10-1 Area Development Plan for Communications

Table 4.10-1 Rooms (by function) required by Communications

HOMESTEAD AIR RESERVE STATION COMMUNICATIONS		
FUNCTION	GROSS SQ FT.	REMARKS
Communication Computer Systems Officer	200	
Secretary/Receptionist	125	
Communications Flt. Commander	200	
Full Time ART (Air Reserve Tech.)	150	
ADPE Manager	150	
Configuration Manager	150	
Programs Flight Superintendent	150	
Plans Management/Programs	200	
Commercial Communications	150	
Systems Flight Superintendent	150	
Support Flight Superintendent	150	
Comm Center/ADPE/Swbd. Opns	800	Area must meet TEMPEST
COMSEC Vault	200	
Conference/Meeting/Training Room	250	
Mobility/Storage	100	
Benchstock/Parts Storage	100	
Switch Area	2300	
Communication System Support	125	
Southern Bell Tech.	150	

4.11 SECURITY POLICE (DOD)

The primary mission of the Department of Defense Security Police is to provide security and protection of combat-ready weapon systems from sabotage, espionage, subversion and attack. In addition, the security police provide the following services: crime prevention, resource protection, traffic control, accident investigation, criminal investigation, information security, personnel security, and classification management, customs inspections, combat arms training, and maintenance.

Figure 4.11-1 shows the functional relationships of individual functions required by the Security Police (DoD). The diagram illustrates how the Security Police (DoD) Facility could be laid out.

The Security Police (DoD) building shall be located on the west side of Coral Sea Boulevard adjacent to the main gate and the new communications building (see figure 4.11-2 Site Plan). The one story 5,000 square foot building shall be constructed of precast concrete panels with standing seam roof and metal doors and windows (see Chapter 6.0 Installation Design Guidelines).

The new Security Police (DoD) facility will share a vehicular access drive with the communications building off of Elmendorf. Project designers shall coordinate the design and layout of the access drive and parking lots to eliminate design conflicts and assure program requirements are met. The Master Plan requires landscaping at parking lots and around the facility be coordinated with adjacent buildings and the established HARS community image (see Chapter 6.0 Installation Design Guidelines). The facilities prominent location and function requires special attention to the architectural detail of the building. This facility along with the entrance gate and gate house creates the initial impression of the base.

Program Requirements:

Project Number:	HACC 943065
Category Code:	730-837
Building size:	5,000 square feet
Building Type:	One story, precast concrete structure with standing seam roof
Parking:	50 parking spaces for personnel and visitors
Central cooling and heating	
Weapons clearing area:	exterior space
Cost:	**$840,000**

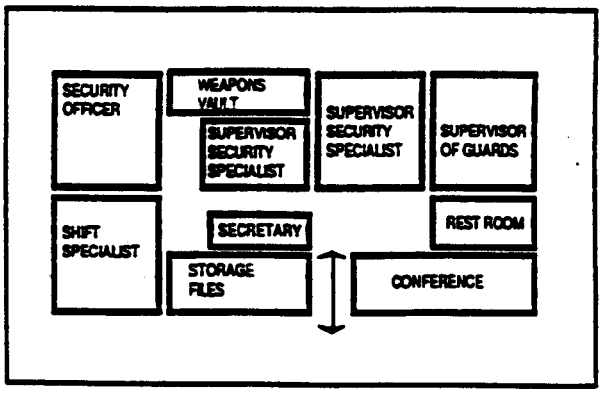


Figure 4.11-2 Functional Diagram

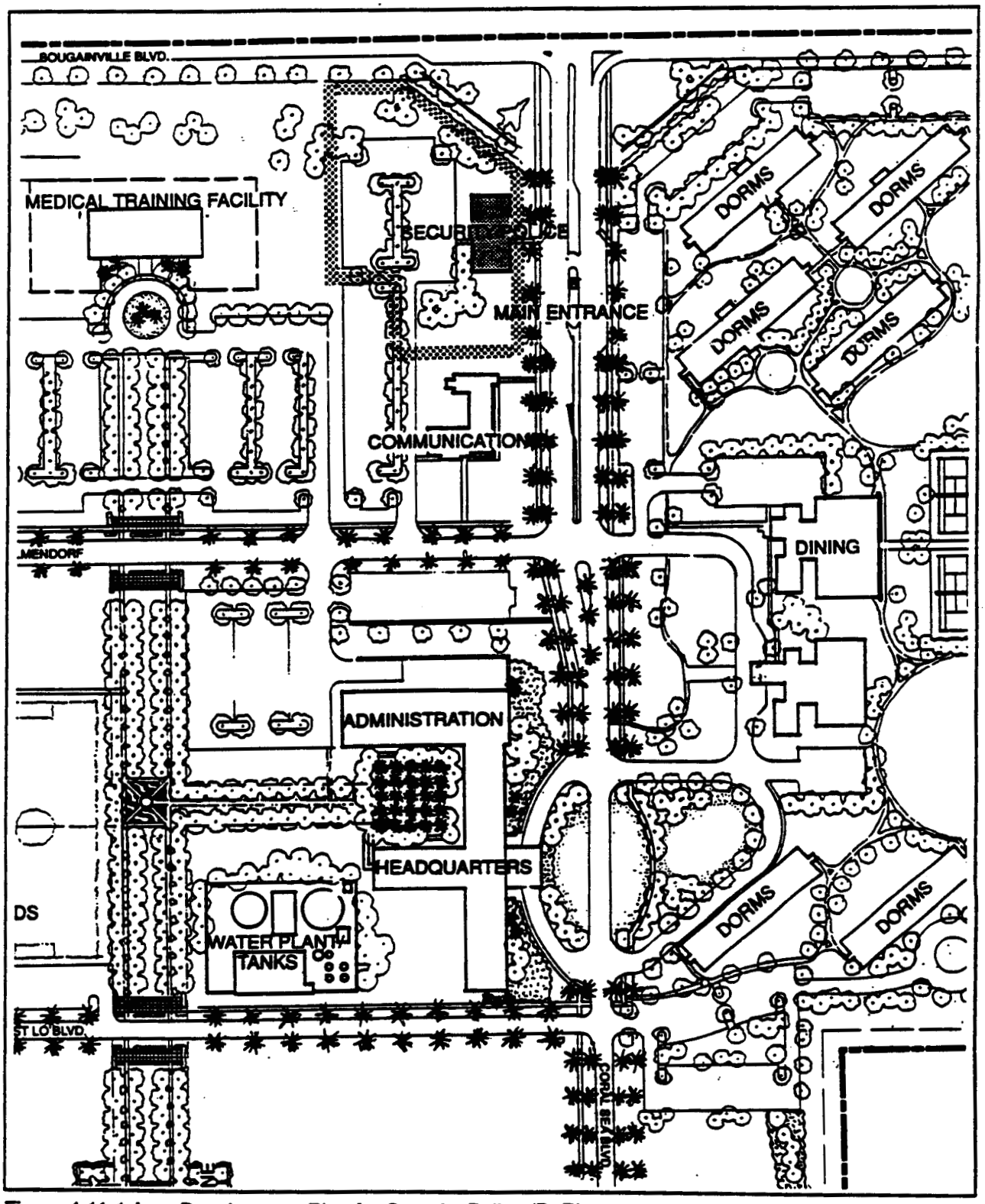


Figure 4.11-1 Area Development Plan for Security Police (DoD)

TAble 4.11-1 Rooms (by function) required by Security Police (DoD)

HOMESTEAD AIR RESERVE STATION SECURITY POLICE (DoD)		
FUNCTION	GROSS SQ FT	REMARKS
Reports & analysis	125	
SPA Branch Chief	200	
Chief of Police (CSP)	225	
Supply/Storage	150	
Mechancial Room	150	
Training/Briefing Room	400	requires 6" raised dias
CSP/OPS Administration Support	200	
Pass & ID Work Area	200	requires Storage area
Pass & ID Lobby	150	camera, seating for 12
Waiting Area	100	
OPS Branch Chief	200	
Officers Report Room	50	
Interview Room	75	
Learning Resource Room (LRC)	125	
Training Specialist	150	
Men's & Women's Rest Rooms	175 (ea)	
Law Enforcement Desk/CS	350	6" raised floor, bullet proof glass, electric Cipher Lock
Shift Supervisor	150	
SP Division Breakroom	300	
Women's & Men's Locker Rooms	300 women's 400 men's	
Armory	600	two issue windows, steel vault door
Training Specialist	150	
Weapons Clearing Room	50	
Weapons Clearing Area - Exterior*	300*	concrete pad with weapons claring barrels
Evidence	50	

*Weapons clearing area is an exterior space and is not included in the total building square footage

Special Requirements:

- Bullet proof window between Law Enforcement Desk and waiting area.
- Double door at front of building.
- Electric cypher lock doors with key pad for back entrance, law enforcement desk, hallway to armory, and hallway to administration/training.
- Armory requires two issue windows, heavy steel vault door.
- Provide handicap ramp at front door.
- Armory shall comply with AFR 125-537 (DoD S100.76M) regulations.
- 6" raised floor in Law Enforcement Desk room.
- 6" raised dais in Training/Briefing Room.
- Weapons clearing barrels at weapons clearing area.
- Provide exterior lighting at all doors, issue windows and corners of building for exterior security and safety.

4.12 HYDRANT REFUELING SYSTEM

This project includes a 200 linear foot black carbon steel pipe encased in fiberglass that extends the existing fuel line parallel from Taxiway Bravo to a hydrant refueling pit centrally located to serve the 482d aircraft parking area. In the future, when additional transient aircraft parking is provided, the line will be extended to the transient operations with fuel serviced from both sides of the hydrant refueling pit. Another pipe will be installed at a length of 1,500 feet starting north of the US Customs area with a type 40S nozzle. The Air Force will hook up the pantograph (portable refueling system) to this nozzle. This system requires cathodic protection and leak detection. The entire system may require cathodic protection. This issue should be addressed in the project definition stage.

Program Requirements:

Project Number:	HACC 943053
Category Code:	121-122
Size:	1,700 linear feet
Type:	Black carbon steel pipe encased in fiberglass
Cost:	$2,000,000

4.13 PHYSICAL FITNESS

This existing building will provide a centrally located physical fitness facility for the base personnel in an improved building. Near the headquarters wing and the Westover Street entrance, (see figure 4.13-1) the gym is well located to conveniently serve the HARS community. The pedestrian/golf cart spine will connect this community function to the rest of the base.

The 29,880 square foot building shall be renovated to match the color and treatment of the community buildings. The roof, gym floor, interior and the HVAC system will be replaced and the facility will meet AFRES standards (see figure 4.13-2). The facility will include two racquetball courts, a basketball court, storage and MWR offices. The gym will be used for Commander's Call.

Program Requirements:

Project Number:	HACC 943066
Category Code:	740-674
Building Size:	29,880 square feet
Building Type:	Existing structure
Parking:	Existing parking to remain with some reconfiguration
Cost:	**$2,750,000**

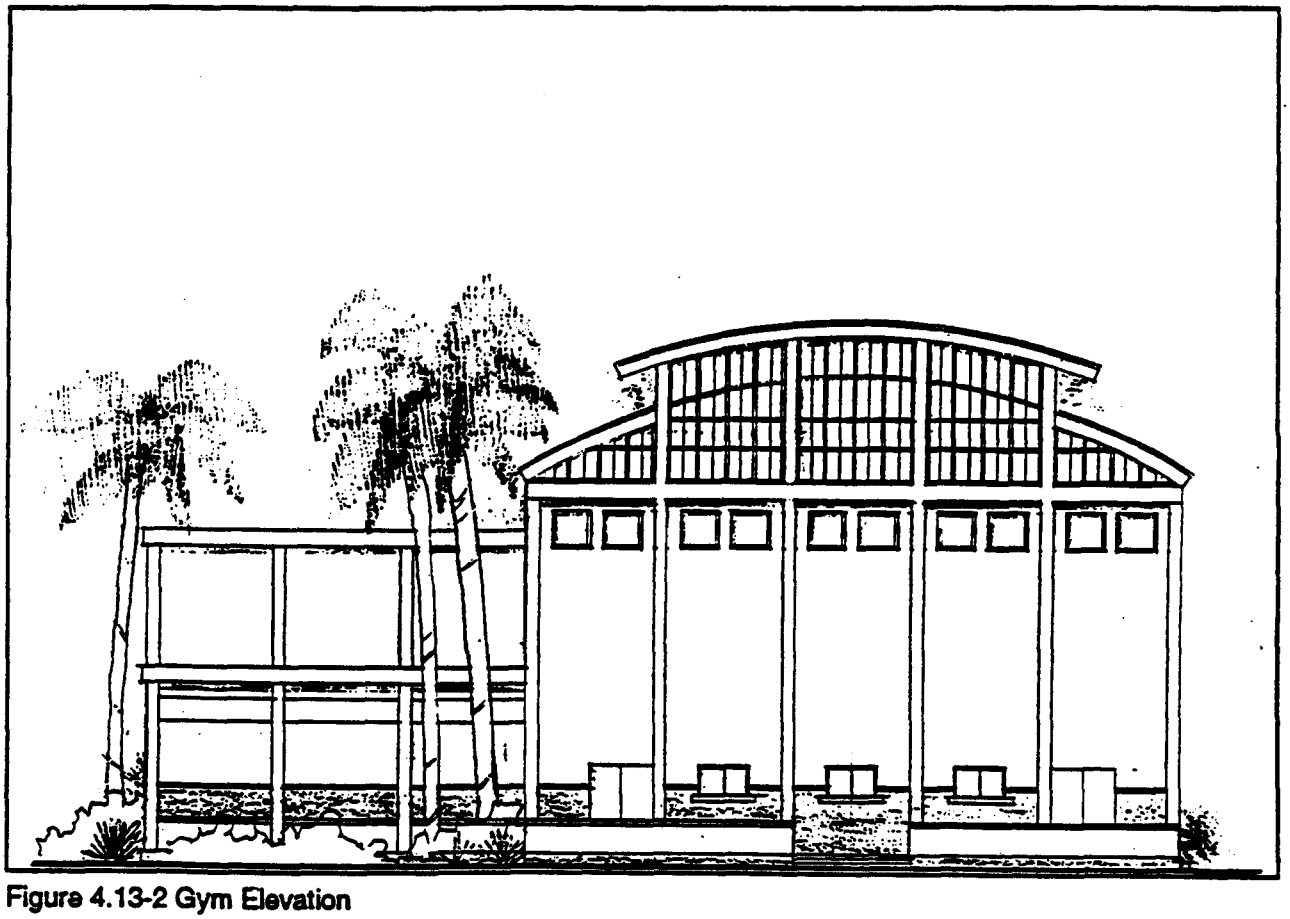


Figure 4.13-2 Gym Elevation

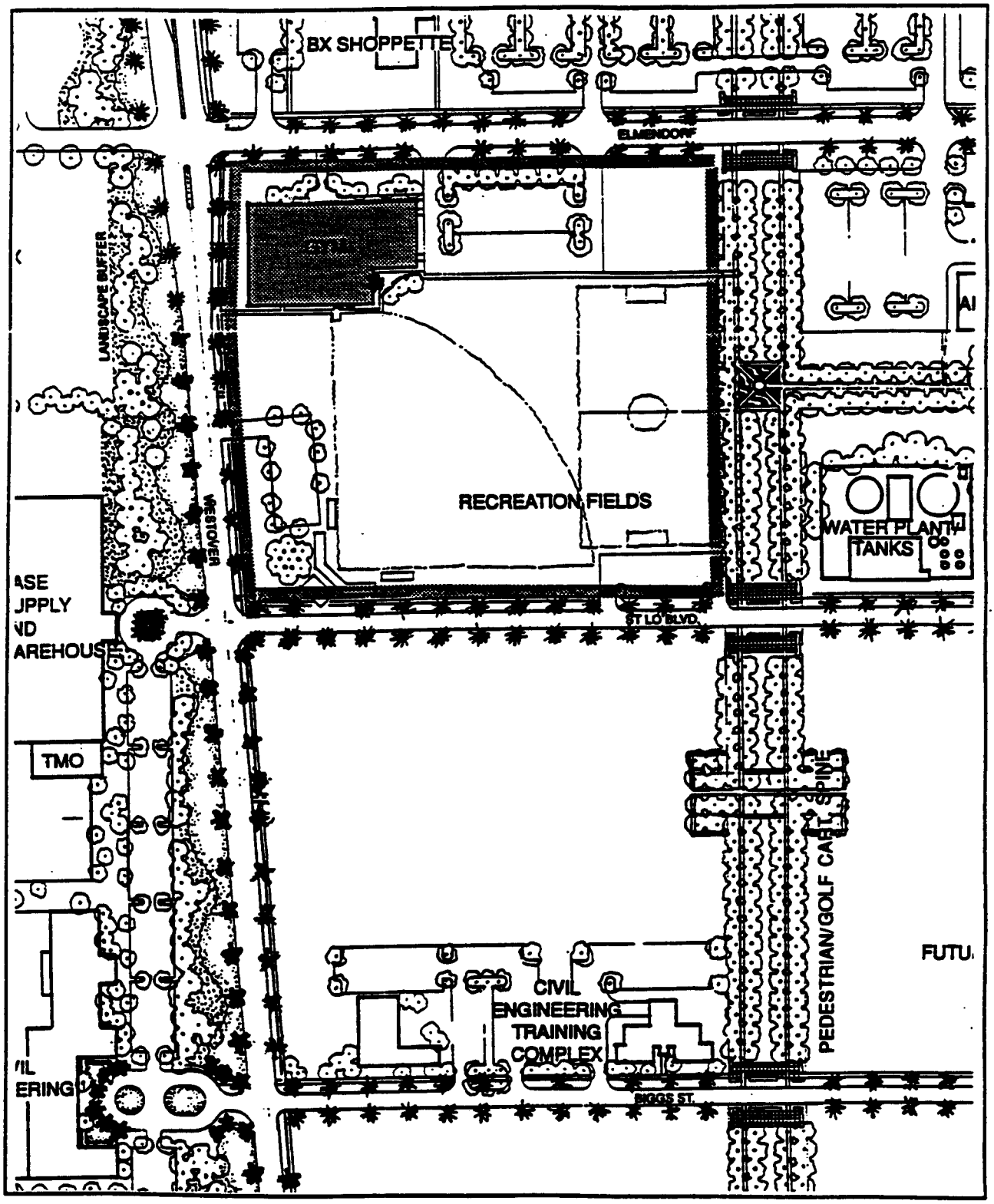


Figure 4.13-1 Area Development Plan for Physical Fitness

4.14 PARARESCUE

The 301 RQS pararescue team trains for combat rescue operations, supports and deploys from H60 helicopter and C-130 aircraft. The pararescue team also provides civilian search and rescue (SAR) and Space Shuttle support. The team deploys RAMZ packages, personnel and maintains pararescue equipment. They routinely load RAMZ packages onto C-130's. They are built inside the pararescue building and rolled to the loading ramp. The pararescue facility is located near the flightline just north of 301 RQS Hangar for easy access to aircraft. The 13,000 square foot facility requires a boat storage area with overhead canopy, a 9x12 pyro storage shed (50' from building), two engine racks, and a wash rack. The parking boat storage area shall be designed to provide for loading and unloading of Boston Whalers, Zodiacs, and pararescue equipment at the water craft storage area. The wash rack area requires a concrete pad with adequate drainage to support two concrete wash tanks for corrosion control. The parking area shall be fenced in with a masonry wall to provide security for boat storage and to screen views from base ops and squad ops. The wall shall comply with the Design Guidelines for HARS. The development area allows for future expansion of this facility.

The facility requires a rollup door at the water craft storage area with a loading ramp. The facility requires storage capabilities for mobility bins on aircraft pallets and medical mobility equipment (one pallet per UTC). The equipment requires a climatically controlled facility. Figures 4.14-2 and 4.14-3 functional diagrams show the functional layout of the pararescue building. The facility is a one story precast concrete panel structure with standing seam metal roof (see Chapter 6.0 Installation Design Guidelines). Windows and doors shall be anodized bronze aluminum with bronze tint glazing.

Program Requirements:

Project Number:	HACC 943067
Category Number:	171-753
Building Size:	13,000 square feet
Building Type:	One story, precast concrete panel building with standing seam metal roof.
Parking:	2 suburban, 2 ATV stored inside, 2 truck, ("six packs"), POV 40 UTA
Engine Rack:	2 engine racks 24' long - 8' wide - 8' in height
Boat Storage:	2 Boston Whalers (maximum length 25')
	10 Zodiacs (maximum length 12')
	15 engines
Cost:	**$1,850,000**

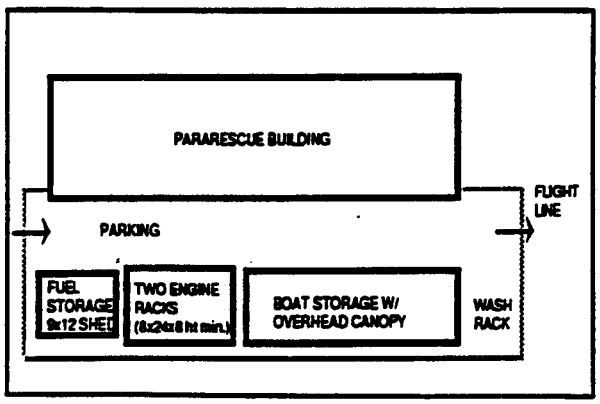


Figure 4.14-2 Functional Diagram

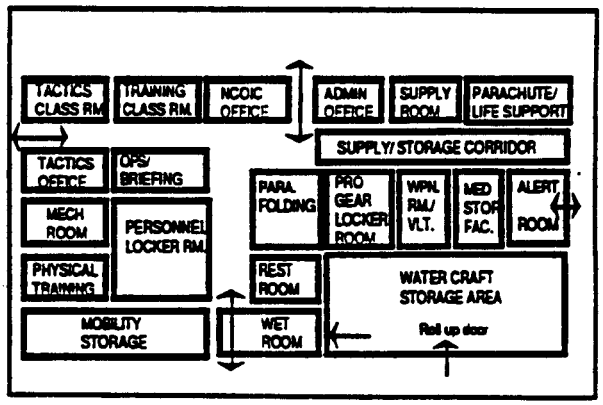


Figure 4.14-3 Functional Diagram

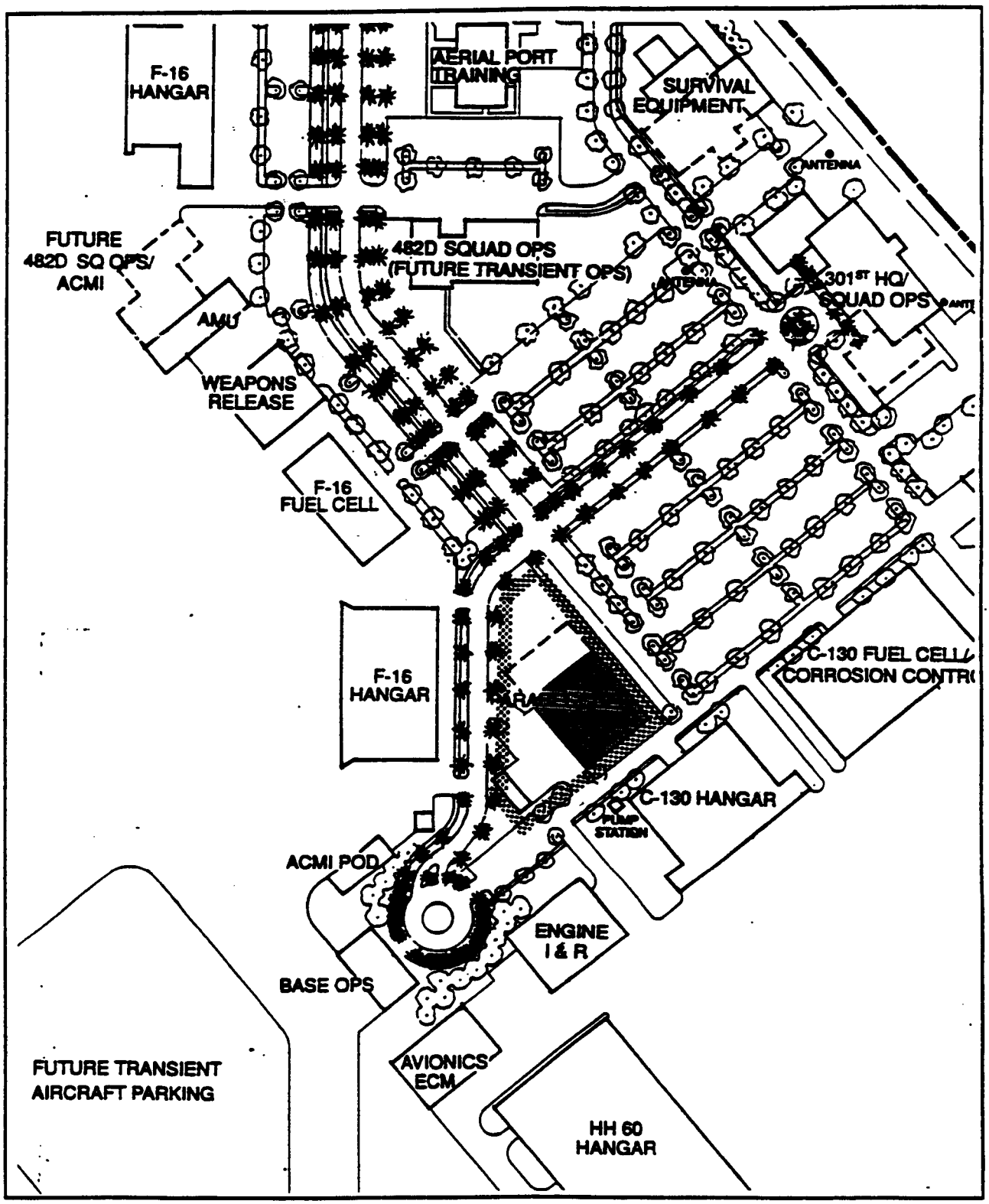


Figure 4.14-1 Area Development Plan for Pararescue

Table 4.14-1 Rooms (by function) required by Pararescue

HOMESTEAD AIR RESERVE STATION PARARESCUE	
ROOMS	GROSS SQUARE FEET
Operations/Briefing	400
Mission Planning/Alert	400
Parachute Maint. & Storage	720
Scuba Maint & Storage	720
Individual Issue Professional Equipment	1080
Individual Clothing & Personal	1080
Supply Recieving & Storage (Equipment)	1200
Medical Supply, Storage & Issue	1280
Physical Training Area	800
Latrine/Showers/Laundry	660
Latrine (women's)	60
Class Room Area	800
Weapons Room with Vault	400
Tactics/Area	400
Mission Alert Equipment Area	800
Mission Alert Equipment Area	800
Secure Washrack & Drying Area	800
Water craft & Bulk storage (covered & secure)	2400
OFFICE AREA	
NCOIC	200
Admin/Supply	160
Scheduling	160
Training	160
Operations	160
Tactics	160

Special Requirements:

- Access from all sides of buildings
- Two access points into parking area
- Covered Storage of Boats
- Fuel Storage Area
- CAMS
- Masonry wall around parking area with gates
- Easy access to flightline

The project scope for this project for this facility varies from the operational requirements and interview with the user. This facility may require additional space to allow for warehouse and storage yard. This conflict shall be resolved during the project definition stage.

4.15 301ST SQUAD OPS

This new 22,500 square foot building is the central office supporting the mission of the 301st Rescue Squadron. This unit trains for combat, contingency and humanitarian rescue operations in harsh environments, day and night, worldwide, using five HC-130 tankers and eight HH-606 air-refuelable helicopters. This building will house functions such as budget, finance, social actions, judge advocate, public affairs, chaplain, information management, logistics, personnel, operations and maintenance sections.

This facility is key to the functions of the 301st and therefore is located in a prominent place near the flight line (see figure 4.15-1). The building is on axis with the main street that serves it and is linked directly to the base operations facility, where VIPs will arrive. The building is conveniently located to provide immediate access to the flightline and Coral Sea Boulevard. The building's importance and role as a frequent host to VIPs is further emphasized with a vehicular drop off and landscaping.

The first floor of the building is separated into four main functions - operations, life support, C-130 support and HH-60 support. (see figures 4.15-2 and 4.15-3 for functional diagram) Near the entrance of the building current operation and mission management functions will occur. The north side of the building will house C-130 functions such as load masters, communications specialist, flight engineers, NAUS and pilots. On the south side will be HH-60 pilot offices and aircrew brief rooms. In the back of the building will be a double door to provide immediate access to the ramp for the life support equipment. This area will have a navigation room, test/repair room, classroom and storage. Central to the first floor will be a training center with a projection room that can be divided into three classrooms or used as one large space.

The second floor has the command section and intelligence/tactics support. The stairs are located near the front of the building near the main entrance doors. Visitors will arrive at the information management offices. Command offices, personnel and support are located behind these functions. On the south side of the building are the intelligence offices, tactics offices and a tactics briefing room.

The building will be concrete slab on grade, precast concrete panels, metal roof, and complete HVAC systems and adequate fire protection. Two antennas will be located outside of building. These shall be coordinated with the control tower to eliminate conflicts. One is a dipole antennae which can be located near the building. The LP antennae is 50' in height. The 100 foot high dipole antenna shall be spaced 240 feet apart from each other. Table 4.15 lists rooms by function and special requirements that are needed.

Program Requirements:

Project Number:	HACC 943068
Category Code:	141-753
Building Size:	22,500 square feet
Building Type:	Two stories, precast concrete, metal standing seam roof, flight line colors
Parking:	100-150 POV spaces, 7 military vehicles, truck loading access
Landscape:	Special entrance treatment at vehicular dropoff, screen truck loading areas
Cost:	**$2,405,000**

Special Requirements:
Back up power (generator/pad) for EOC/battle staff rooms.
Public address system to be provided throughout building.
LAN system throughout building connected to all 301 RQS buildings 482d headquarters (not part of MCP)
Parking at rear of building for approximately seven government vehicles.
CAMS

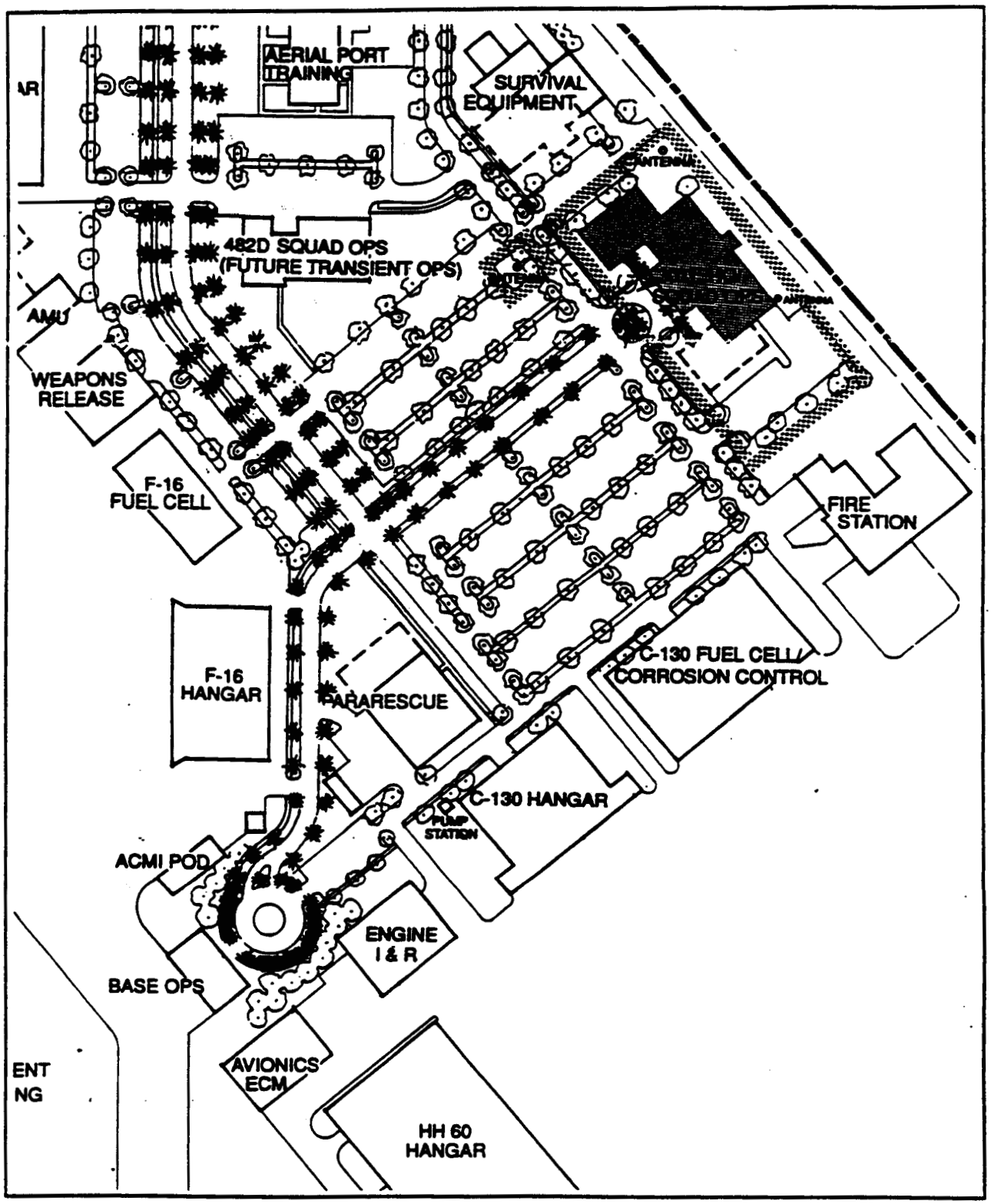


Figure 4.15-1 Area Development Plan for 301st Squad Ops

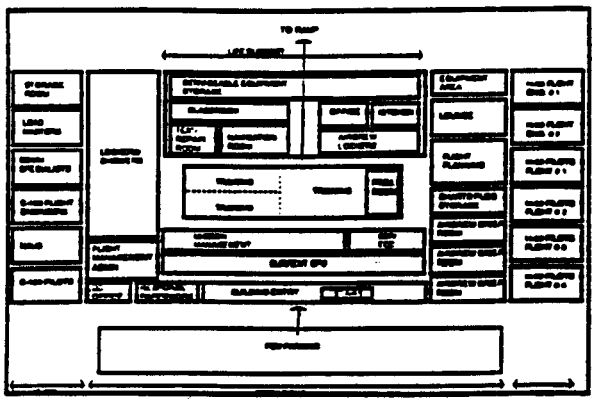


Figure 4.15-2 Functional Diagram

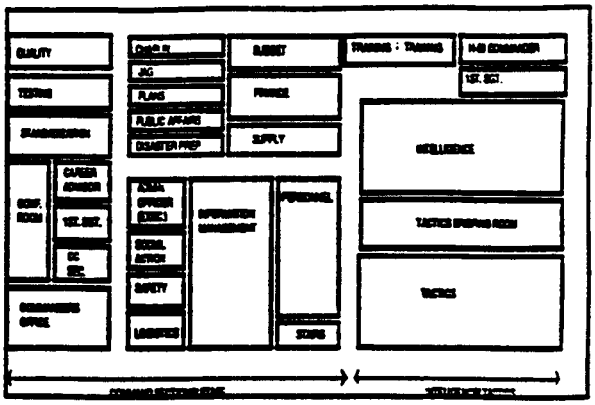


Figure 4.15-3 Functional Diagram

HOMESTEAD AIR RESERVE STATION 301st SQUAD OPS			
ROOM	GROSS SQUARE FEET	ROOM	GROSS SQUARE FEET
COMMAND SECTION			
Commander	250	Stand/Eval	500
Commander Sceretary	75	Testing	250
1st Sgt.	100	Career Advisor	100
Conference Room	300	Administration Officer	100
Budget	150	Plans	125
Personnel	300	Information Management	500
Supply	75	H-60 Commander	200
Public Affairs	100	H-60 1St Sgt.	75
Social Actions	175	Finance	150
JAG	200	Disaster Prep	150
Chaplin	200	Training Rooms	300
Logistics	200	Crisis Action Room	200
Safety	200	Storage Room	150
Quality	200	COMMAND TOTALS	5325
OPERATIONS COMMON			
Flight Management	150	Aircrew Lockers	1500
Administration Office	500	Aircrew Lounge	300
Operations Officer	200	Aircrew Flt. Planning	350
Life Support	5000	Aircrew Brief Areas	1000
Emergency Ops Area/SOF	200	Flight Pubs Charts Area	250
Aircrew Equipment	500	OPERATIONS TOTAL	9950

Table 4.15-1 Rooms (by function) required by 301st Squad Ops

HOMESTEAD AIR RESERVE STATION 301st SQUAD OPS cont.			
ROOM	GROSS SQUARE FEET	ROOM	GROSS SQUARE FEET
HC-130			
Training	300	Flt. Eng.	375
Pilot	600	Loadmasters	375
Nav	420	Comm Sys. Spc	375
		HC-130 TOTALS	2445
HH-60G			
Training	450	Flt. Eng.	600
Pilot	800	HH-60G TOTALS	1850
INTEL/TACTICS			
Intel Plans/Briefing	400	Intel Staff	400
Safes/Reference	200	Tactics H-60	250
Intel/Tactics	200	Tactics C-130	300
Intel OIC	200	INTEL/TACTICS TOTAL	1950

4.16 HH-60 HANGAR

The purpose of this facility is to house 3 helicopter aircraft with blades extended, during repair and maintenance. This is a new 30,000 square foot facility for 301st aircraft. The proposed HH-60 hangar is located on the ramp in the southwest corner of the 301st hangar area (see figure 4.13-1). The hangar will house personnel and equipment necessary to conduct aircraft maintenance, inspections, repairs and modifications on the MH606 helicopter. The new facility at HARS will provide a three position maintenance bay, shop space, training, a 4,000 square foot secured armory and fuel bladder storage.

Project Requirements:

Project Number:	HACC 943069
Category Code:	141-185
Building Size:	30,000 square feet
Building Type:	Hangar
Parking:	5 Military, 20 POV
Cost:	**$3,050,000**

Special Requirements:

- Minimum electric and HVAC
- Overhead hoist for removal of engines and transmissions
- Low air compressor with air lines in walls
- Aqueous Fill Forming Foam (AFFF)
- Sky lights
- Retractable light sockets
- Trackless doors
- Flow nose door for tow vehicle exit
- Water/fire hose for floor cleaning
- Fire alarm
- PA system, computer lines, phone lines
- Latrines with locker rooms, male and female
- Emergency showers with eye wash
- Ground receptacles
- Oil/water separator
- Grating around main doors for drainage
- Anti skid concrete floors
- Yellow tow striping lines
- Outside ramp flood lights
- Separate access to secured armory, without entry to inside of hangar
- CAMS
- Provide conduit for future Local Area Network (LAN)

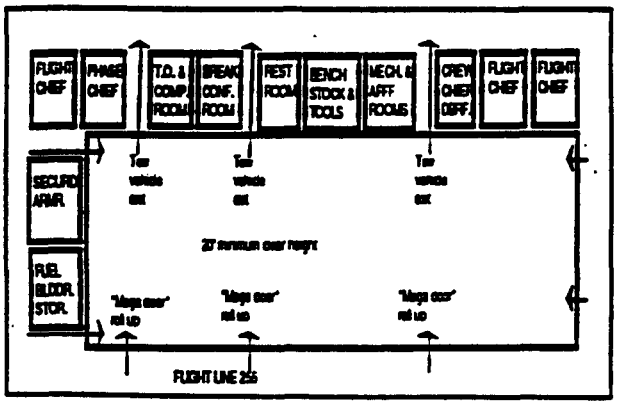


Figure 4.16-2 Functional Diagram

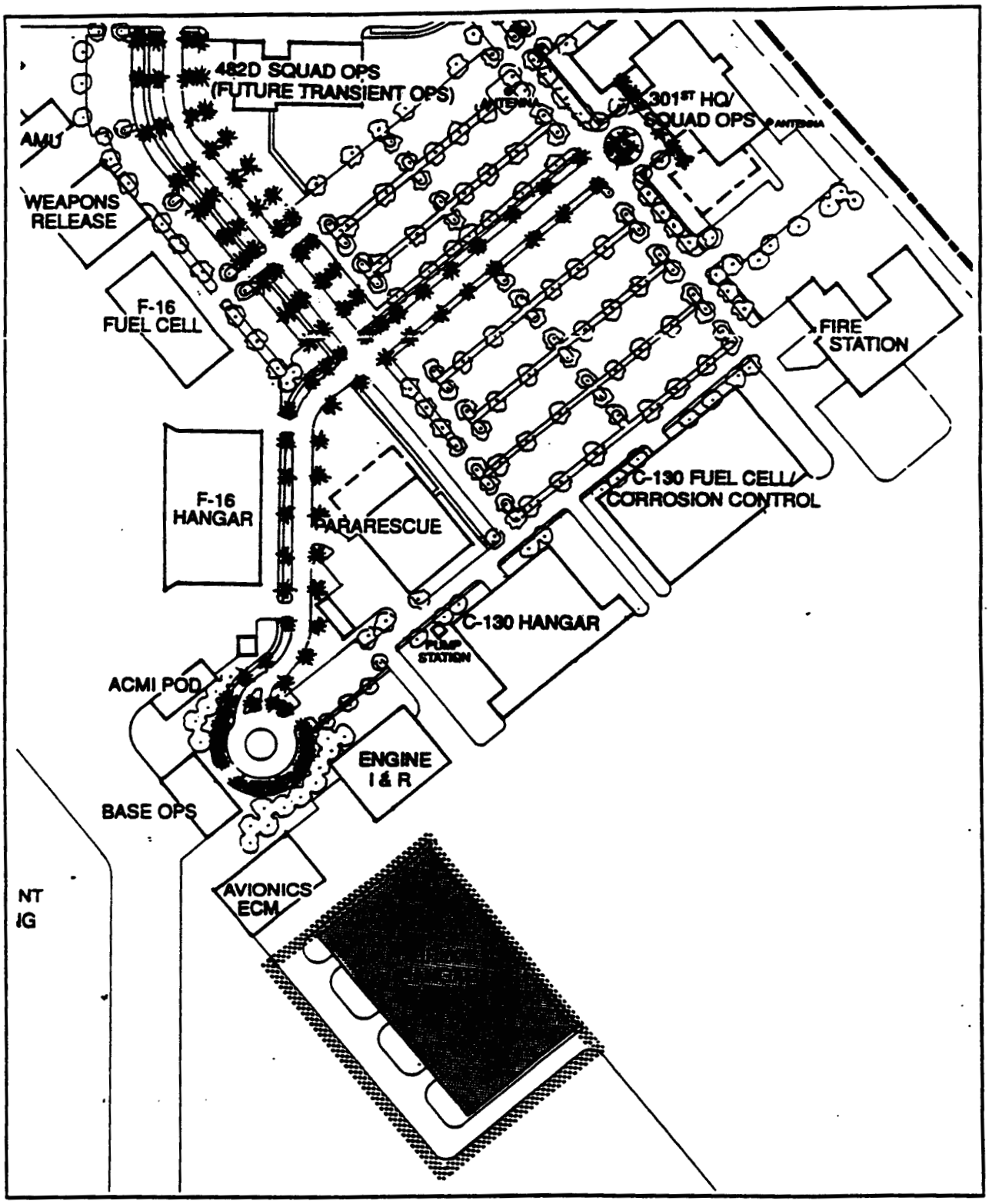


Figure 4.16-1 Area Development Plan for HH-60 Hangar

Table 4.16-1 Rooms (by function) required by HH-60 Hangar

HOMESTEAD AIR RESERVE STATION HH-60 HANGAR	
ALLOCATION	GROSS SQUARE FEET
Maintenance	21,310 - 3 helicopters
Secured Armory	4,000
Fuel Bladder Storage	400
Flight Chief (3)	360 (120 each)
Phase Chief	120
T.O. & Comp Room	500
Conference Room	750
Restrooms & lockers	1,325
Benchstock & tools	500
Mechanical & AFFF Rooms	1,125
Crew Chief/Debriefing Room	2,200
TOTAL HH-60	32,300

The project scope for this facility has been identified as 30,000 square feet. After review of operational requirements and interviews with the user this facility may require additional space to allow for the secured armory.

4.17 C-130 HANGAR (WITH DCM)

The C-130 Hangar provides maintenance and support to C-130 aircraft. The DCM will be located on the second floor in the back of the hangar. The C-130 Hangar is located adjacent to the ramp within the 301 RQS Hangar operations area (see figure 4.17-1). Parking will be provided across the access drive in a large parking lot provided for the 301 RQS operations. The area development plan identifies the parking area this facility is responsible for constructing. The C-130 Hangar requires a tow vehicle door and circulation around the building. The structure shall be constructed of precast concrete panels and metal sheeting and standing seam metal roof. See Chapter 6.0 Installation Design Guidelines for HARS design standards. Figures 4.17-2 and 4.17-3 functional diagram illustrate the basic layout of the facility.

Program Requirements:

Project Number:	HACC 943070
Category Code:	211-179
Building Size:	22,000 square feet
Building Type:	Hangar type with administration on second floor, precast concrete panels and standing seam roof
Parking:	POV 80 UTA MLTV, 3 Stepvans, 5 trucks, tow vehicle
Cost:	$2,992,000

Note: Building 702 will be demolished before construction.

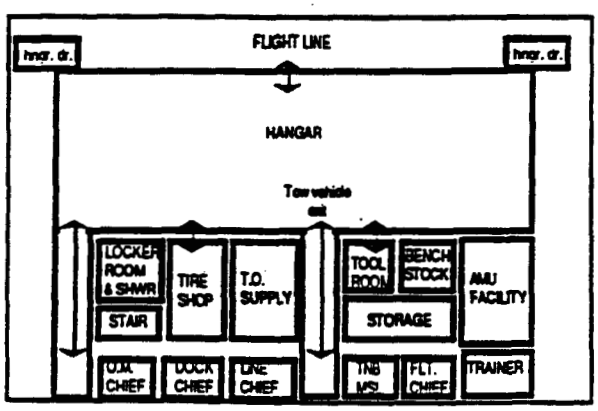


Figure 4.17-2 Functional Diagram

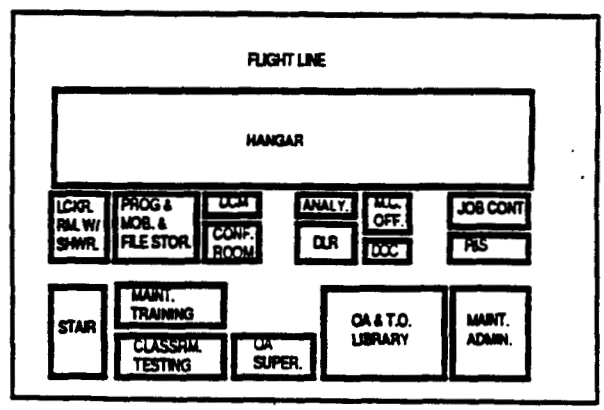


Figure 4.17-3 Functional Diagram

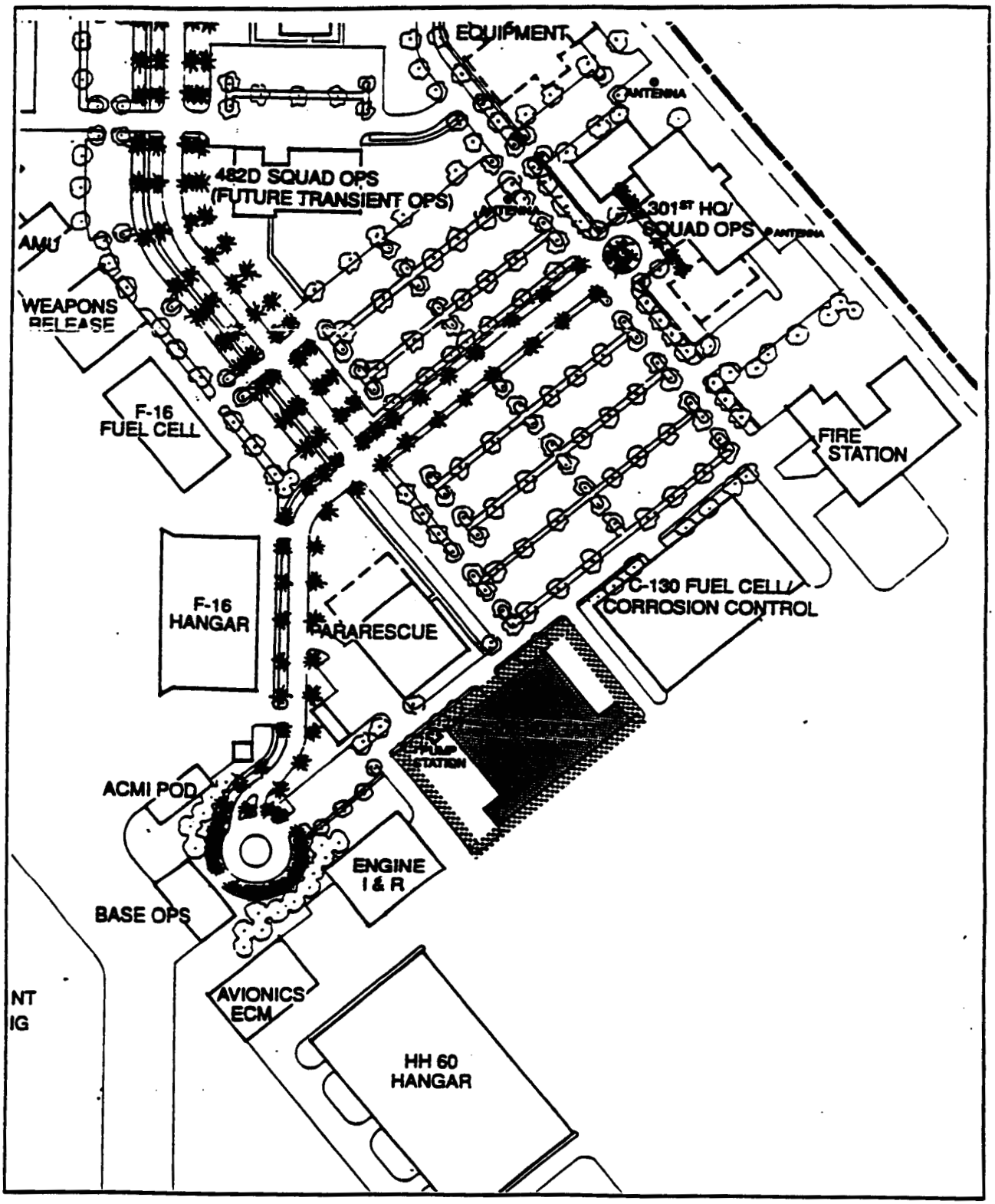


Figure 4.17-1 Area Development Plan for C-130 Hangar

Table 4.17-1 Rooms (by function) required by C-130 Hangar

HOMESTEAD AIR RESERVE STATION C-130 HANGAR		
[illegible]	[illegible]	[illegible]
Showers/Locker Rooms	800	(200M, 200F) - on each floor
Hangar Area		
Tire Shop		
Tool Room		
TNB MSL	1,000	
Storage		
AMU Facility		
Program & Mob File Storage	400	
DCM	300	
Conference Room	400	
Maintenance Training	300	
Classroom Testing	400	
QA Supervisor	150	
QA&TO Lobrary	1,000	
Analysis	300	
DLR		
C Office	150	
DOC		
Job Cont.		
P&S		
AMU		1 AMU for C-130
Maintnenace Administration	400	
Maintenance Control	2,000	
QA	800	
Dock Chief	200	
OM Chief	400	
Line Chief	200	
Flight Chief	200	

Special Requirements:

- C-130 AVA
- Requires tow vehicle
- Oil Water separators
- Ground receptacles/Striping
- AFFF
- Low air pressure
- Trackless door
- PA system
- Skylights
- Fire alarm
- CAMS
- Retractable light sockets
- Emergency shower/eye wash
- Overhead hoist
- 220/110 electrical
- Water faucet to rinse floor area
- Grating around main door for drainage
- Anti-skid surface on concrete hangar door
- Gas Generator to provide emergency 120,60 HZ power to maintenance control
- VHF & UHF Antenna; requires 3 STU for maintenance cont. and DCM office
- Yellow tow striping lines
- Outside ramp flood lights
- Provide conduits for future Local Area Network (LAN)

4.18 BENSON TANK STORAGE

The benson tank storage facility will be located within the C-130 Fuel Cell/Corrosion Control Hangar (see section 4.19). The facility is a 1,250 square foot pre-engineered facility that will store 18-20 fuel cells for the C-130 aircraft (see figure 4.19-2 for the functional diagram). The benson tank storage facility will require minimal electrical and HVAC.

Project Requirements:

Project Number:	HACC 943070
Building Size:	1,250 square feet
Building Type:	Located within C-130 Fuel Cell/Corrosion Control Hangar, pre-engineered facility
Cost:	$60,000

4.19 C-130 FUEL CELL/CORROSION CONTROL HANGAR

The C-130 Fuel Cell/Corrosion Control Hangar is located in the 301 RQS operations area adjacent to the fire station and the C-130 Hangar (see figure 4.19-1). This facility maintains and repairs C-130 and HH-60 aircraft fuel systems. The C-130 fuel cell requires a ramp with roll up doors at either end of the maintenance bay (see figure 4.19-2). The facility requires a bladder buildup, test room, foam drying and storage room, with air conditioning, ventilation and a benson tank storage. The tank storage is a 1,250 square foot pre-engineered facility that will store 18-20 fuel cells. The facility shall include wash rack capabilities and requires a rectifier.

Program Requirements:

Project Number:	HACC 943054
Category Code:	211-179
Building Size:	22,000 square feet
Building Type:	precast concrete panel structure with standing seam metal roof (see chapter 6.0 Installation Design Guidelines).
Parking:	8 POV
Cost:	**$3,190,000**

Special Requirements:
CAMS
Provide conduit for future LAN

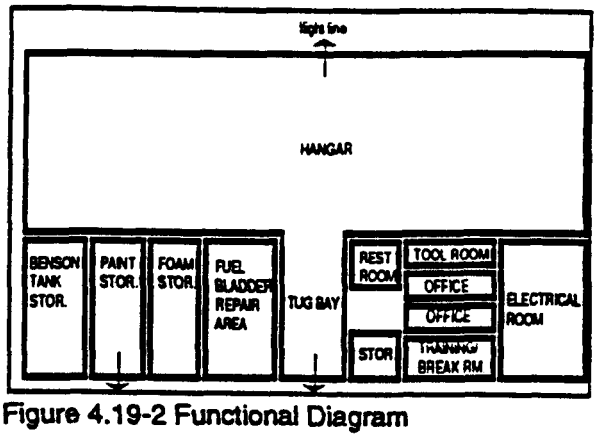


Figure 4.19-2 Functional Diagram

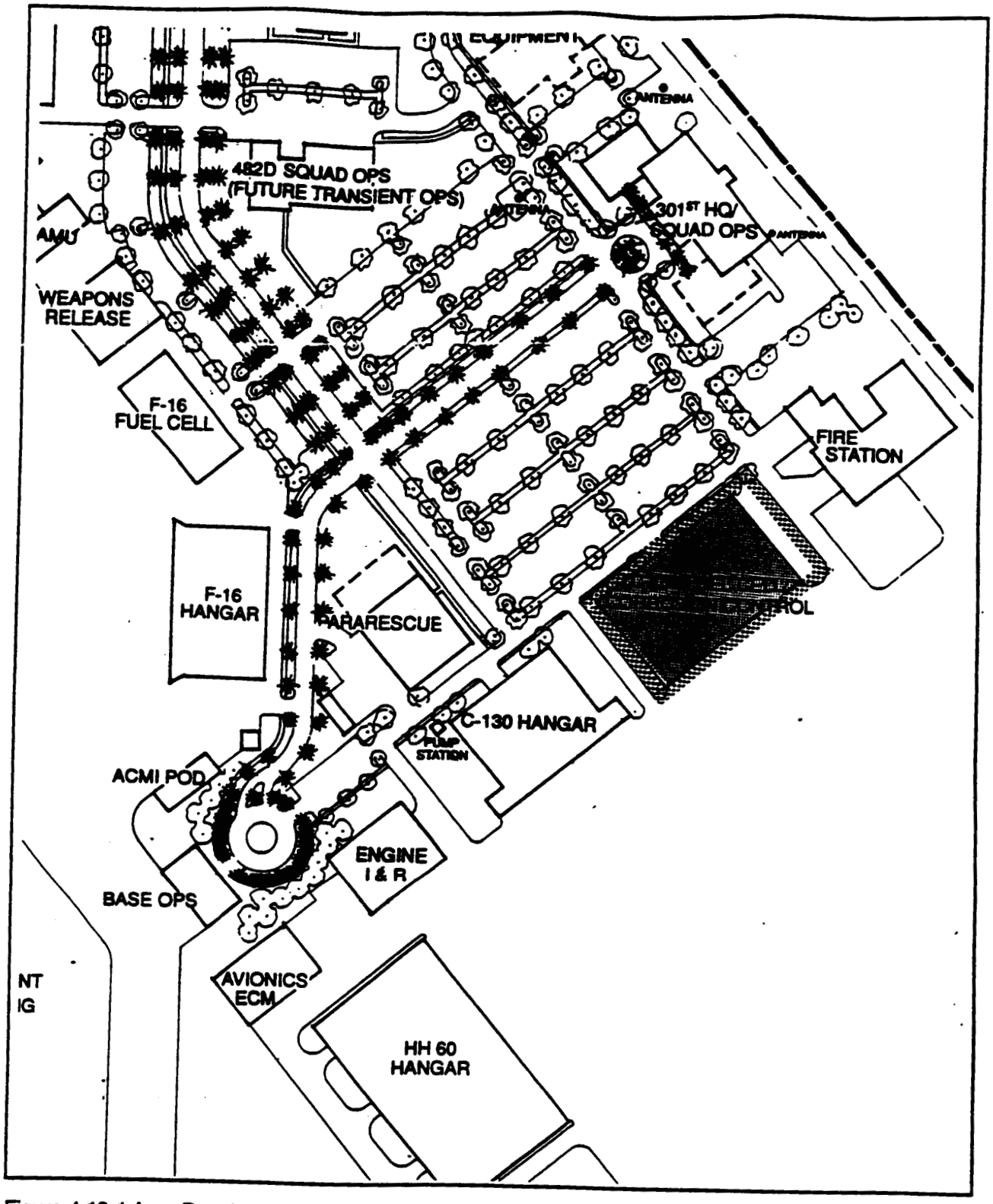


Figure 4.19-1 Area Development Plan for C-130 Fuel Cell/Corrosion Control Hangar

Table 4.19-1 Rooms (by function) required by C-130 Fuel Cell/Corrosion Control Hangar

HOMESTEAD AIR RESERVE STATION C-130 FUEL CELL/CORROSION CONTROL HANGAR		
ROOM	GROSS SQUARE FEET	REMARKS
Fuel Cell Office		
Bladder Buildup Test Room		
Foam Drying & Storage Room		
Eng Shop		
Pneudraulics Shop		
Electo Eng Shop		
Power ACFT Equipment		
Survival Equipment		
Fuel Shop		

The project scope for this project for this facility varies from the operational requirements and interview with the user. This facility may require additional space to allow for warehouse and storage yard. This conflict shall be resolved during the project definition stage.

4.20 HANGAR APPROACH

The new 301 RQS hangars will be built at the flightline will require an additional 7,000 square yards of ramp paving to provide access from the flightline to individual hangar facilities. Paving will meet Air Force standards for cargo plane and helicopter parking needs. See figure 4.20-1 for location of new pavement. Grading in front of hangars shall be designed to allow rinsing operations to drain to oil/water separators

Project Requirements:

Project Number:	HACC 943054
Category Code:	112-211
Size:	7,000 square yards
Type:	12 inch concrete slab
Cost:	**$1,125,000**

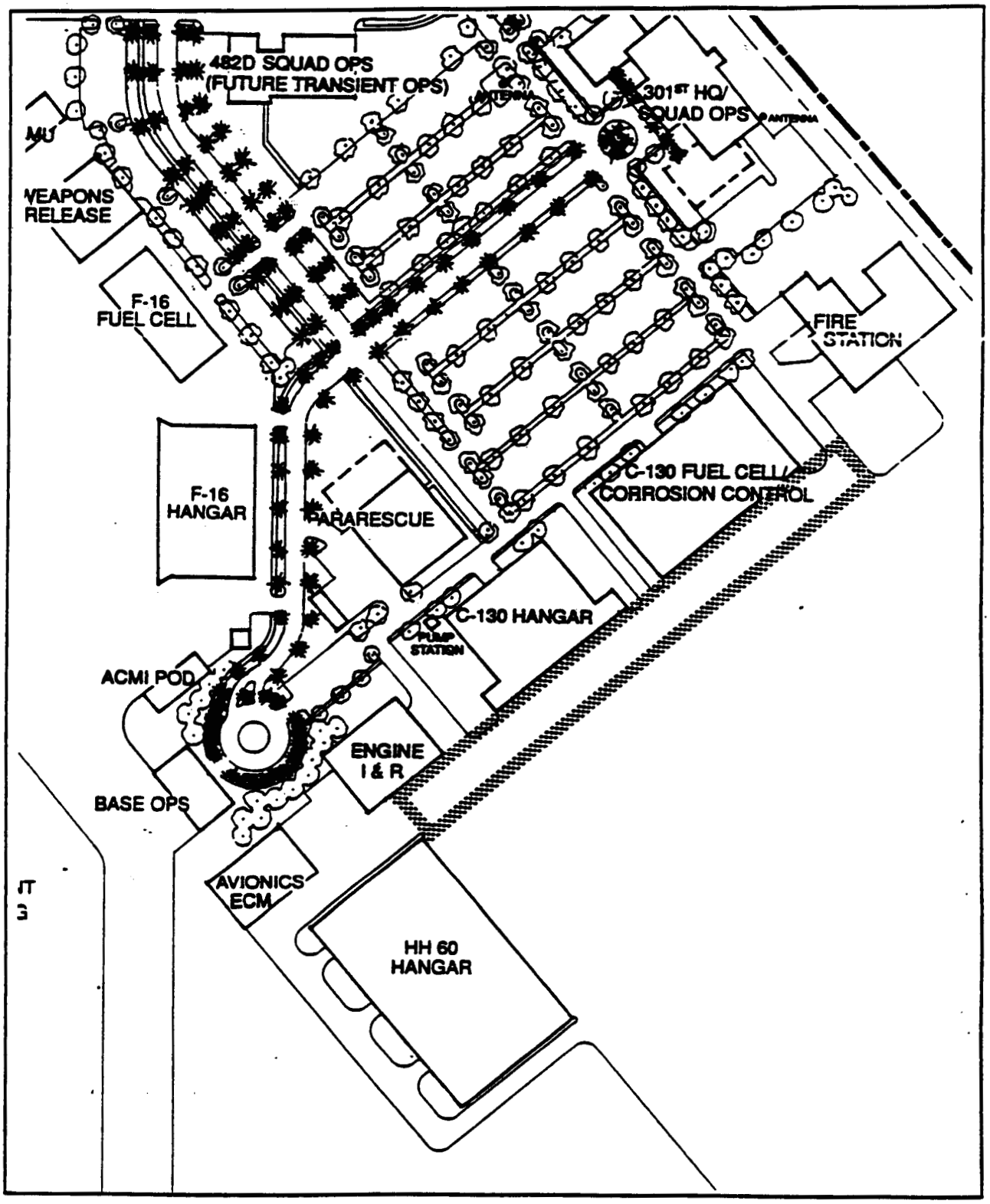


Figure 4.20-1 Area Development Plan for Hangar Approach

4.21 AVIONICS/ECM

The mission of the avionics/ECM facility is to provide repair and troubleshooting of airborne communications, Navaids, guidance and control and electronic countermeasures. The building is located on the flightline in the 301 RQS hangar area (see figure 4.21-1). Due to the limited amount of flightline area, project designers shall be fully aware of adjacent uses and potential conflicts when siting and designing this facility. The architecture shall comply with the HARS Installation Design Guidelines. The functional Diagram shows the conceptual layout (see figure 4.21-2). The facility requires a rollup door on one side with three double doors on the flightline side. The AGE readyline storage for 301st RQS operations will be co-located with this facility.

There are three shops within the facility. communications/navigations, guidance/control, and electronic countermeasures.

CONA requires a secured room inside a secure building for (CCI) equipment. ECM requires a secure work area for classified equipment. Power requirements for 115 VAC to 115 VAC 400 AC-3 phase. The facility requires air conditioning and an environmentally controlled area. Requires air compressor in CONA and G and C 0 - 150 psi, reduced to 15 psi in the work bay areas.

440/220 single phase	ECM - 2,000 sf Air pressure	CONA/ECM 0-150 psi
CONA - 2500 sf	Environmentally controlled air	G/C - 1500 sf

Program Requirements:

Project Number:	HACC 943071
Category Code:	217-712
Building Size:	8,400 square feet
Building Type:	slab on grade, precast concrete panels, metal standing seam roof
Parking:	42 POV parking spaces, 2 military trucks
Other:	Space temperature to be maintained between 69° F and 79° F with a minimum relative humidity of 15%
	Air compressor will be used to supply 15 psi to two outlets
	A single point ground will be provided for the entire building
Cost:	$1,150,000

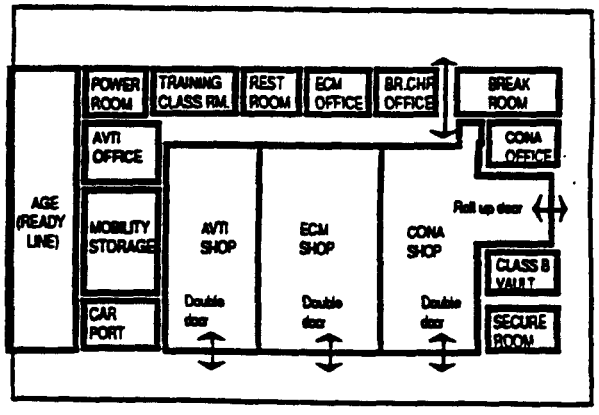


Figure 4.21-2 Functional Diagram

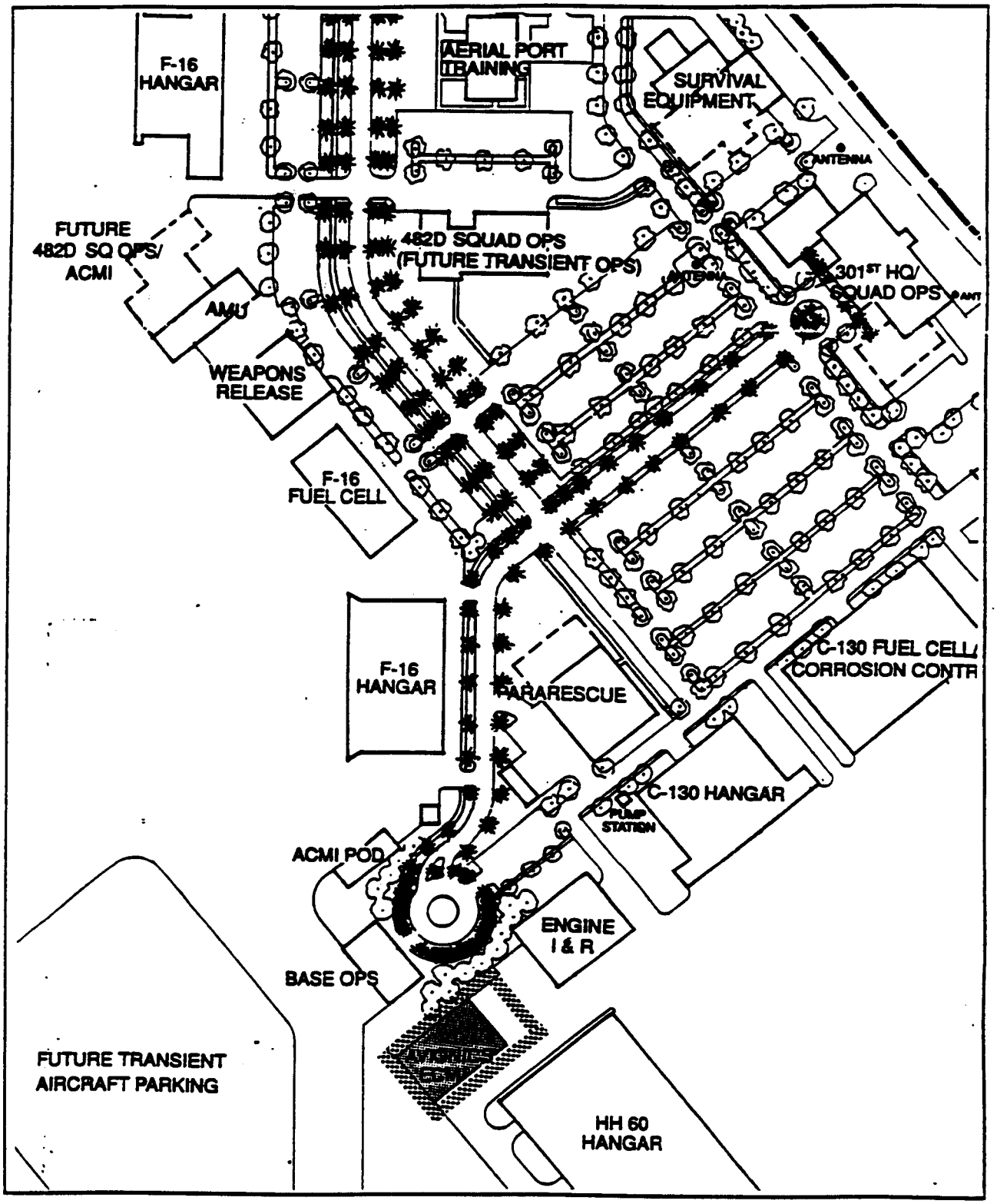


Figure 4.21-1 Area Development Plan for Avionics/ECM

Table 4.21-1 Rooms (by function) required by Avionics/ECM

HOMESTEAD AIR RESERVE STATION AVIONICS/ECM		
FUNCTION	GROSS SQ. FT.	REMARKS
Break Room	250	
Branch Chiefs Office	200	
ECM Office	150	
Restrooms M&F	300	(150 each) - two shower stalls (ea)
Training Room	225	
Power Room	120	sound insulation
AUTI Office	125	double doors
Mobility Storage	200	roll up doors
Covered vehicle Parking	360	
Class B Vault with Secured Room	250	
CON A office	125	
CON A Shop	2,575	Roll up doors
ECM Shop	900	double doors/shop to be class B vault
AUTI Shop	1,375	
Age (readyline)	1275	

Special Requirements:

- Space temperatures to be maintained between 69# F and 79# F with a minimum relative humidity of 15%.
- A compressor will be used to supply 15 psi in work by area
- A single points ground will be provided for the entrance building
- Air compressor in CONA and G&C 0-150 psi
- 115 VAC 400 HZ - 3 phase
- ECM requires a secured work area: class B vault for entire space
- Sound insulation in Power Room
- CONA shop: secure room will be inside class B vault, screen to prevent RF radiation
- 28 VDC wiring and exterior lights on SE and NE sides

4.22 ENGINE I & R/301ST

The Engine I&R provides maintenance and repair of the engine and prop assemblies for 301st's HH-60 helicopters and HCC-130 aircraft and equipment. This new 8,000 square foot building is located on the flight line between the C-130 hangar and the HH-60 hangar. It is adjacent to the avionics facility (see figure 4.22-1).

The major work area is the maintenance area, which should be rectangular in shape for flexibility. This large, open-bay type area will be broken down functionally into engine repair bays, a propeller work area, an engine wash bay and spare engine storage. The user shall be interviewed by the designer to determine the best functional layout (see figure 4.22 - 2 and figure 4.22-3). The work bays and areas are not separated by partitions or walls, but are denoted by painted lines on the floor. The engine wash bay will require screening by either a CMU low wall, or a curtain. The user should be consulted for his choice. Shop ventilation should also be included.

Shop compressed air outlets will be required for all areas. The designer shall consult with the user concerning the tools needing compressed air, and will apply reasonable diversity factors for sizing the air compressor. The air compressor should be physically located in the mechanical room. Include refrigerated air dryer on the system. The designer should interview the user concerning the requirements for electrical receptacles for the work bays. The entire maintenance area should be illuminated with industrial HID type lighting. The general illumination should not exceed 50 footcandles.

The maintenance area shall be accessible via both large motorized rollup doors and personnel doors.

The floor shall be concrete and essentially flat except at the wash bay. The floor thickness should reflect the engine and transporter weight expected.

The wash bay floor shall slope to a floor drain. This drain shall connect to an oil/water separator. A pretreatment facility may be used to collect oil and run off spills. This will be determined at the project definition stage. The user can provide the designer the type of soaps cleaners and frequency of washing and expected water usage for sizing the separator. Hot and cold water should be provided at the wash bay. 14 (UTA) stalls are anticipated to be assigned to this facility.

Program Requirements:

Project Number:	HACC 943072
Category Code:	211-157
Building Size:	8,000 square feet
Building Type:	Two stories, precast concrete panels, metal standing seam roof, flight line colors
Parking:	one tow truck and one step van
Landscape:	screen roll up doors from Base Ops and VIP arrival
Cost:	$910,000

HA RS MASTER PLAN

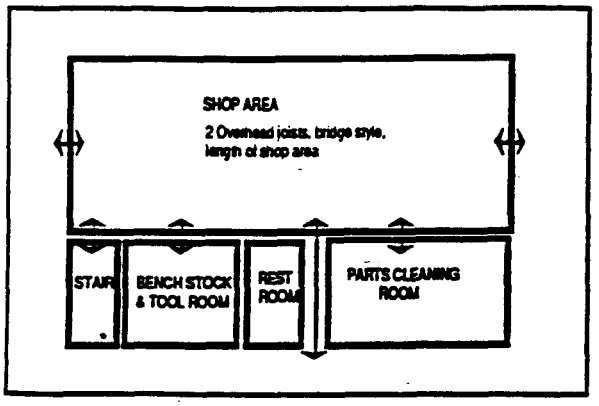


Figure 4.22-2 Functional Diagram

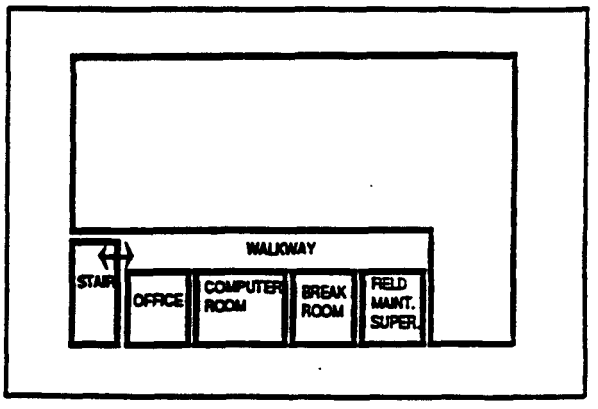


Figure 4.22-3 Functional Diagram

HOMESTEAD AIR RESERVE STATION ENGINE I & R/301st		
ROOM	GROSS SQUARE FEET	REMARKS
Shop Area	6700	
Office	300	
Computer	300	
Break Room	400	
Parts Cleaning	420	
Bearing Room	48	Located within parts cleaning
Bench Stock and Tools	480	
Rest Rooms	400	(M&F)
Field Maintenance Super	150	

Table 4.22-1 Rooms (by function) required by Engine I&R/301st

Special Requirements:

- Computer room with CAMS terminal and climate controll
- Anti-skid floor surface
- 20' ceilings
- 220/110 volt
- 12' wide drive way to the roll up doors on opposite ends of shop area
- CAMS
- 1 hoist system, bridge style with two hoists spanning the length of the shop and engine bay areas.
- 150 psi air capabilities along with all other AFM 86-2 requirements
- Provide conduit for future LAN

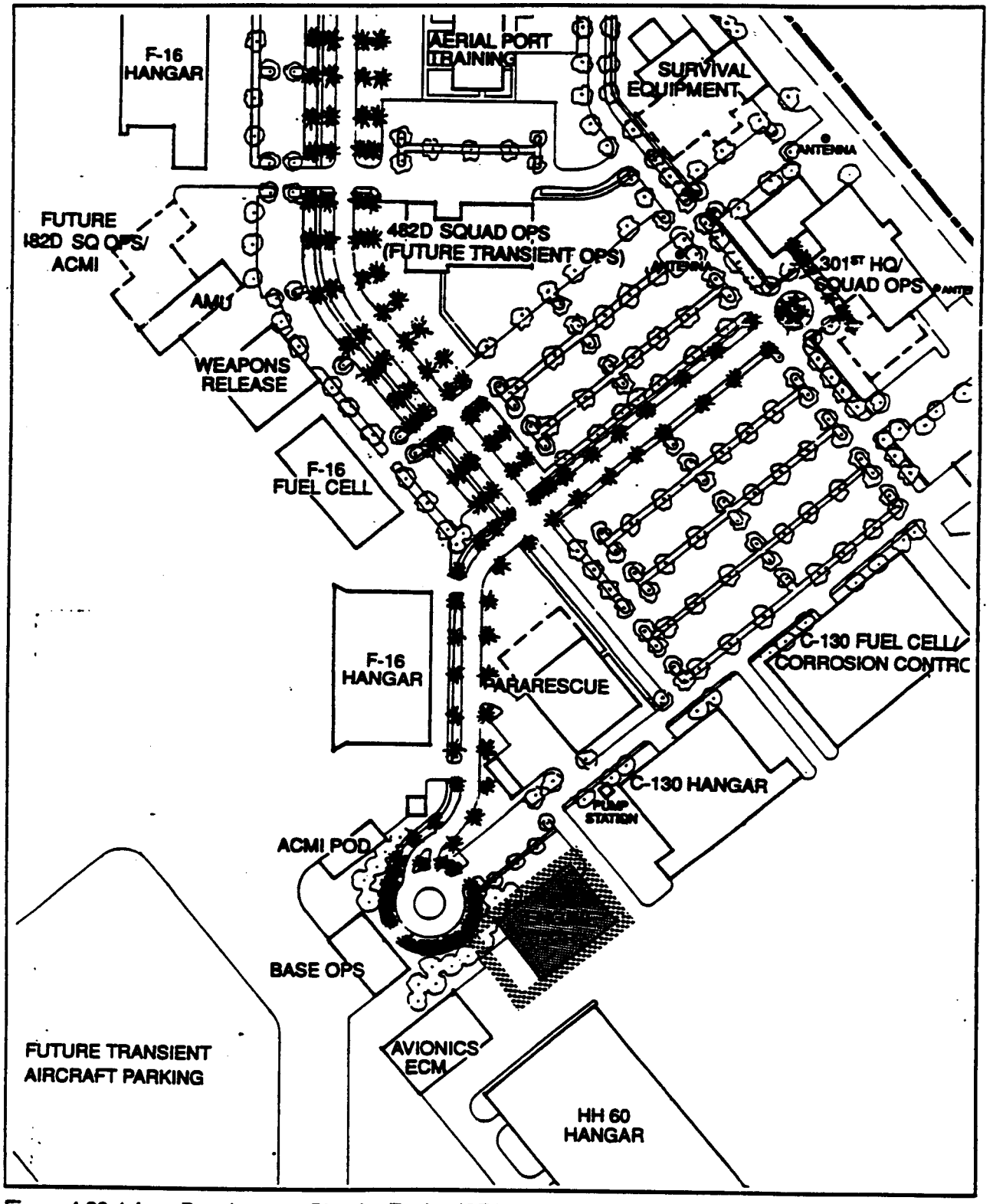


Figure 4.22-1 Area Development Plan for Engine I&R/301st

4.23 AIRCRAFT RINSE RACK

Rinse operations are necessary to help control corrosion for all types of operations. This area features the most undesirable salt corrosion conditions experienced in the continental United States. The 5,000 square foot area for the new rinse rack will have recessed lights, high pressure nozzle, underground low psi nozzle and air conditioning flow. Timer is set for 2 1/2 minutes with automatic shut off. The facility shall be operated by radio control.

Project Requirements:

Project Number:	HACC 943073
Category Code:	116-672
Building Size:	5,000 square foot area
Cost:	**$300,000**

4.24 SMALL ARMS FIRING RANGE

The small arms firing range facility provides the station personnel with a classroom and practice facility and a means of meeting fire arms regulations. The 2,100 square foot new building is located on the west side of US Customs away from habitable buildings and areas that could sustain property damage (see figure 4.24). The safety arc for the facility is 3,000 feet. It is easily accessible at the south end of Westover Street from the rest of the station. Although the location of the firing range should have been closer to the grenade range, the lack of water and sewer lines in that area of the site made the proposed location more cost effective.

The building will have three classrooms and an administrative area near the front of the building with access to parking (see figure 2.24 for functional diagram). The rear of the building provides access to the firing range, maintenance, ammunition and equipment storage. The back of the facility will have truck access for deliveries to the storage room. Roll up doors and a roof overhang will be provided at the loading area.

The range will have 21 shooting positions with an adjacent vault, cleaning area, storage and unisex lavatory.

Program Requirements:

Project Number:	HACC 943052
Category Code:	179-475
Building Size:	2,100 square feet
Building Types:	One story, precast concrete panels, metal standing seam roof, flight line colors
Landscape:	screen truck loading area
Cost:	**$1,100,000**

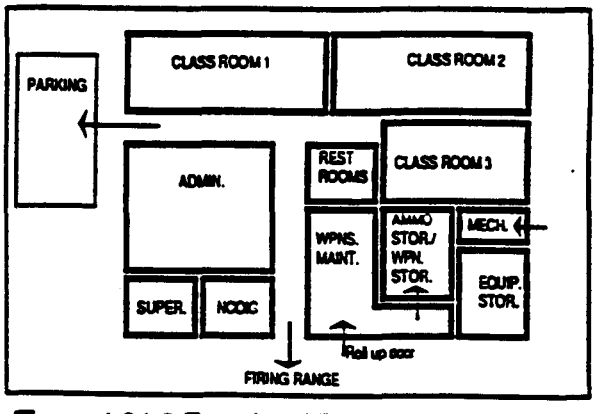


Figure 4.24-2 Functional Diagram

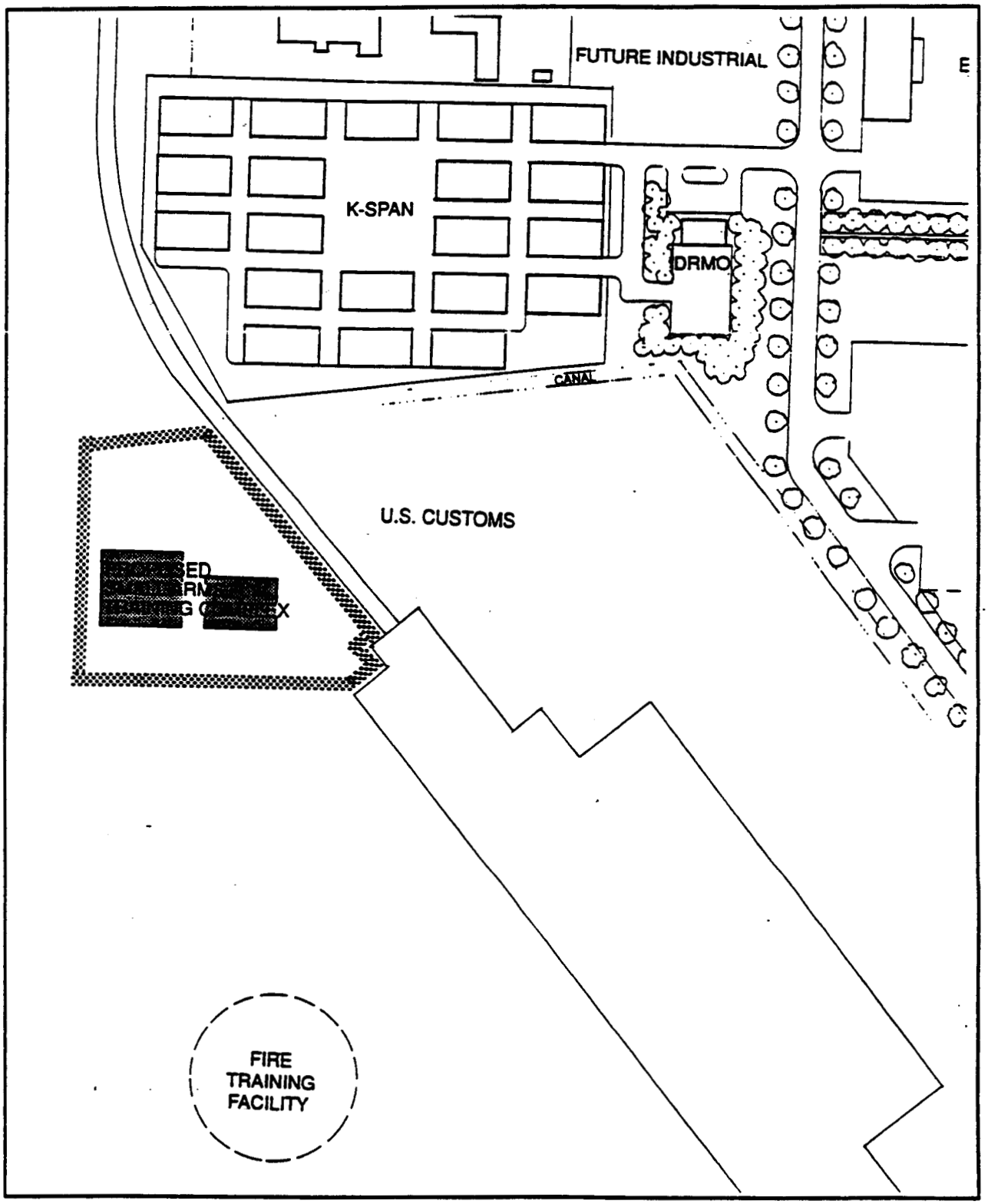


Figure 4.24-1 Area Development Plan for Small Arms Firing Range

4.25 INFRASTRUCTURE

The total improvements to the infrastructure will be $24,200,000. A summary of the road and utility improvements follows (see section 3.4 for more details):

Road systems on the base will be substantially reused. Coral Sea Boulevard and Westover Street will be widened to provide adequate entrances into the base and airside and air support area will be reconfigured (see 3.3 Circulation).

Electric service will be provided by Florida Power and Light, underground, and using the existing substation adjacent to Mystic Lake (see 3.4-1 Electrical Distribution).

Water distribution is being evaluated to determine whether the system will be operated by AFRES or by the Miami-Dade Water and Sewer Authority (WASA). Water pressure may need to be boosted on the station (see 3.4-2 Water Distribution).

Stormwater management will address the two different over land flow drainage patterns within the cantonment area. Because additional drainage ditches for the new stormwater system would be needed, security is an issue. Therefore, on-site retention basins are being considered (see 3.4-3 Stormwater Distribution).

The agency who will operate the sanitary sewer collection systems is also being determined. Whether WASA or AFRES will take over the system, the system will be an extension of the existing gravity sewer collection and transmission system. The new lines will be within the wellfield cone of influence. This will need to be monitored (see 3.4-4 Sanitary Sewer Collection).

One of the existing two parallel 8 inch fuel lines will be used. The other will be preserved for possible use by the civil airport operators (see 3.4-5 Fuel Distribution).

The placement of communication lines will be coordinated by the Military Communications Group. A common trench will be used where electric and communication lines coexist (see 3.4-6 Communications).

Project Requirements:
Project Number: HACC 943074
Category Code: 100-000
Project Cost: $24,200,000

4.26 BASE OPERATIONS/TRANSIENT MAINTENANCE

This facility co-locates base operations, transient maintenance and the weather area in one facility next to the ramp.

Base operations mission is to insure that proper maintenance is accomplished on runways, taxiways, airfield lighting, navigational aids, and the surrounding grounds. They are responsible for filing flight plans and "flight following" with the FAA. In addition, base operations maintain DoD flight information publications for base flying units. Transient maintenance is responsible for servicing, inspections and maintenance of transient aircraft (IAW T.O. 00-20-5).

The base operations/transient maintenance facility has been sited along the ramp to provide direct access to the facility for VIP arrivals and transient operations. The development site for the project provides for a VIP drop off area and direct access to Coral Sea Boulevard (see figure 4.26-1). Additional landscaping shall be provided along the access drive and adjacent to the main entrance. Parking is adjacent to the facility for easy access. The facility shall be a single story precast concrete panel structure with a standing seam roof and metal doors and windows. Due to the coordination requirements of base operations and weather, the new facility will provide direct access between the base operations and the weather area. Figures 4.26-2 and 4.26-3 functional diagram illustrate the functional layout of the facility. The project requires coordination of Navaids/weather cabling between the control tower and this new facility to reduce/prevent system downtime.

Project Requirements:
Project Number: HACC 943075
Category Number: 141-453
Building Size: 6,750 square foot
Building Type: one story, precast concrete panel building with standing seam roof on concrete slab
Parking: 23 POV, 4 (3 truck, one sedan)
HVAC
Secured storage
Roll up doors at garage
VIP entrance from flightline and drop off area
Cost: **$1,100,000**

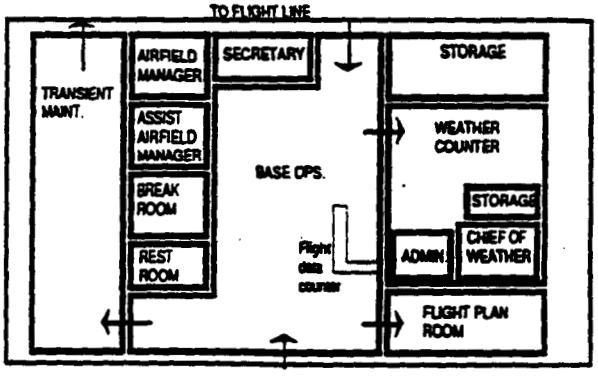


Figure 4.26-2 Functional Diagram

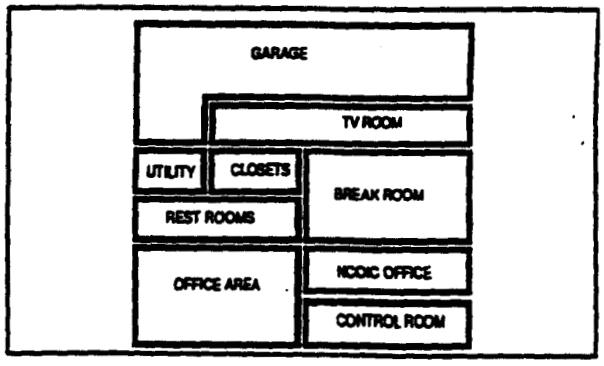


Figure 4.26-3 Functional Diagram

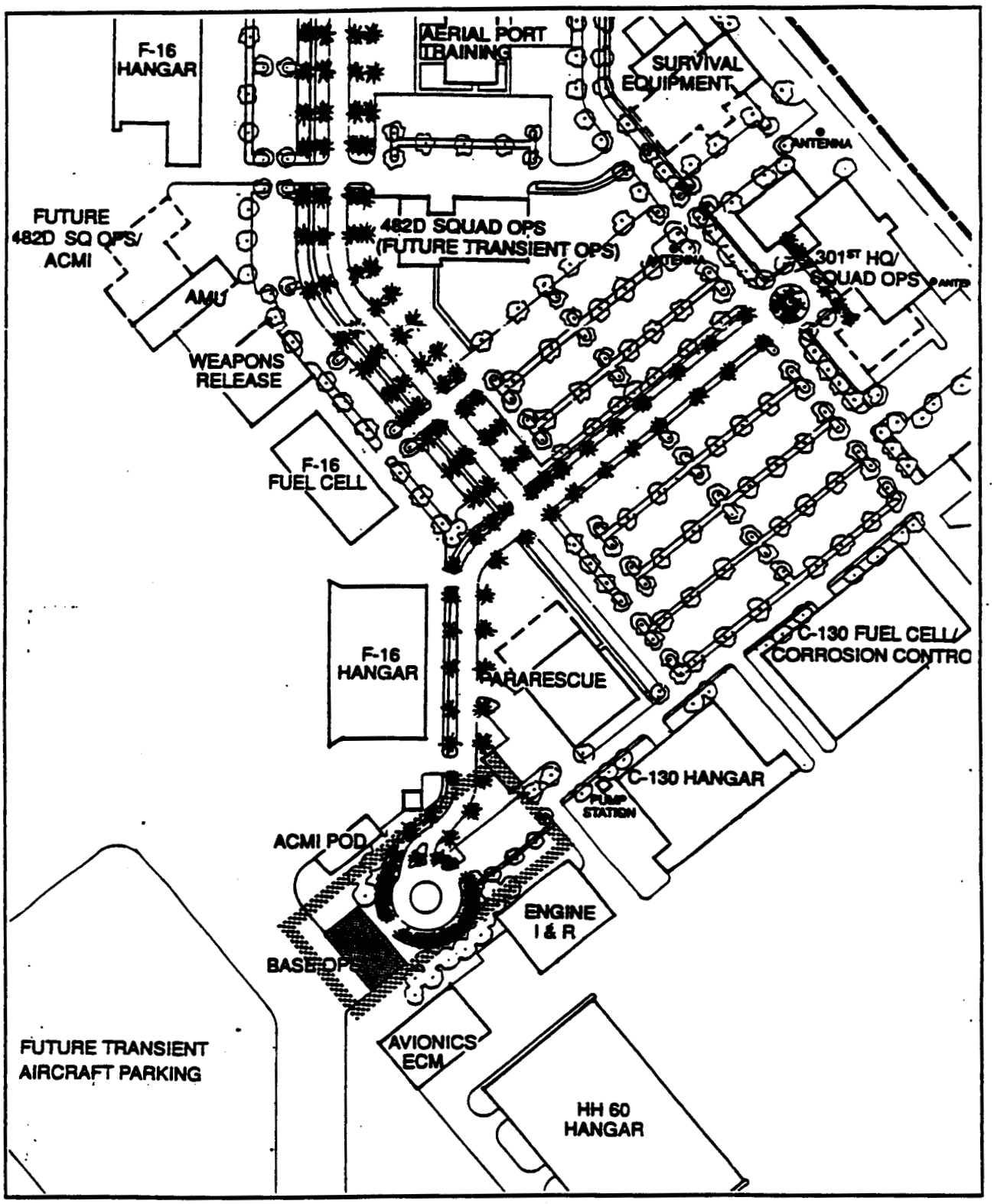


Figure 4.26-1 Area Development Plan for Base Operations/Transient Maintenance

Table 4.26-1 Rooms (by function) required by Base Operations/Transient Maintenance

HOMESTEAD AIR RESERVE STATION BASE OPERATIONS/TRANSIENT MAINTENANCE	
BASE OPERATIONS	
Airfield Manager	200
Assistant Airfield Manager	150
Flight Planning Room	250
Flight Data Counter Area	500
Storage Area	200
Break Room Lounge	250
Rest Room	300
Secretary	125
WEATHER	
Chief of Weather	150
Storage Area	200
Administration Area	200
Forcast Counter Area	500
TRANSIENT MAINTENANCE	
NCOIC Office	150
Control Room	150
Offices	250 Open floor plan
Rest Rooms	150
Utility	50
Break Room	175
TV Room	200
Garage	1,500 (5) 110 VAC, 12F Doors for staircase trucks
Storage	1,100

Special Requirements:

Base Operations:

Communications:
- VHF/UHF radio and telephone lines
- AWDS computer
- SPARCS computer
- Direct access to the ramp
- VIP dropoff at the main entrance to the facility.
- Secured door between base operations and transient maintenance
- Secured Storage

Transient Maintenance:
Storage space shall be available for crash equipment, aircraft slings and skate dollies.

Weather Area:
Homestead Weather Station Equipment:
- Air Force Digital Fax Machine* (weather maps)
- Lightning detection indicator.
- 2 Comeds Terminals* and printers (send and receive weather teletype data)
- Satellite machine (2)
- Dial Up Radar.**

- HFRB broadcast set
- Weather Observation Rack (temp., dewpoint, wind, ceiling, etc. indicators).
- Personal computer and printer

* Can be replaced with Automated weather distribution system.
** Can be replaced by Next Generation Radar Equipment.

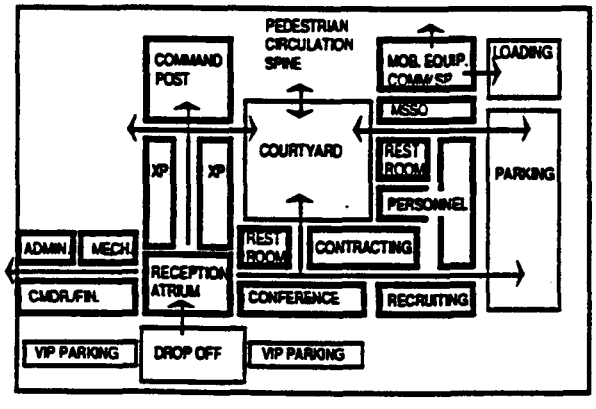
4.27 WING HEADQUARTERS

Building 360 is the central location for wing headquarters MSSQ, recruiting, command post and mobility. As the receiving point for all reserve personnel and visitors, it has a prominent location near the entrance to the base on Coral Sea Boulevard (see figure 4.27-1). A vehicular dropoff and special landscape treatment will be provided with limited VIP parking in the front of the building. Because of the importance of this building special attention shall be given to its renovation. The dropoff area shall have a port cochere and landscaped entrance courtyard. The treatment and detailing of the building shall reflect its role as the heart of the HARS community. The rear courtyard will provide a central gathering place for personnel. The courtyard shall provide a shaded, special paved plaza with outdoor seating and tables to accommodate lunch time activities by the personnel. It shall be designed with a strong relationship to the cross spine of the pedestrian/golf cart system. Pedestrian connections from the building to the rear courtyard and from the parking lot to the building need to be evaluated in more detail during project definition.

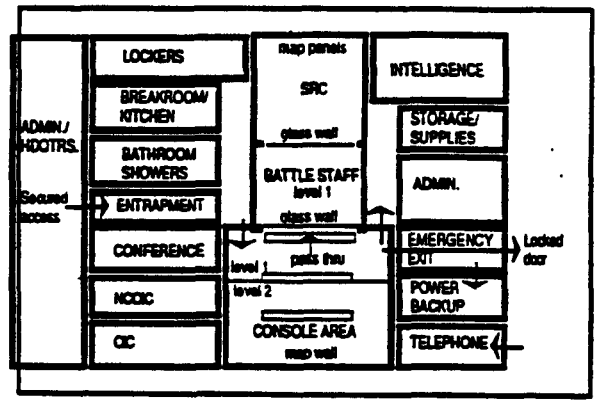
The 482nd MSSQ (see figure 4.27-2 for functional diagram) has six sections which are responsible for the administration of all programs and projects for reserve personnel. Personnel, information management, family support, social actions, MWR and orderly room. Each section requires its own area. Special requirements include: MWR pallets and equipment storage, personnel systems equipment, climate controlled, mail distribution, and publications and forms.

The headquarters command post (see figure 4.27-3 for functional diagram) is a highly secured area. It is located in the south wing of the building, on axis with the entrance/reception area. The wing operations center (WOC) is responsible for keeping the wing commander informed on current status of all assigned wing assets. The WOC is responsible is responsible for receiving, analyzing and distribution of sensitive, time critical information. The offices are oriented around secure battle staff rooms. The area includes intelligence offices, storage, power backup, telephone, conference, break room, bathroom with showers, OIC, NCOIC and an entrapment hall from the administration headquarters. The command post will require cameras in the hall and entrapment area.

The mobility and equipment storage is also in the wing headquarters building. It is located in the north wing of the building with truck loading access.



4.27-2 Functional Diagram - 482d MSSQ



4.27-3 Functional Diagram - Headquarters Command Post

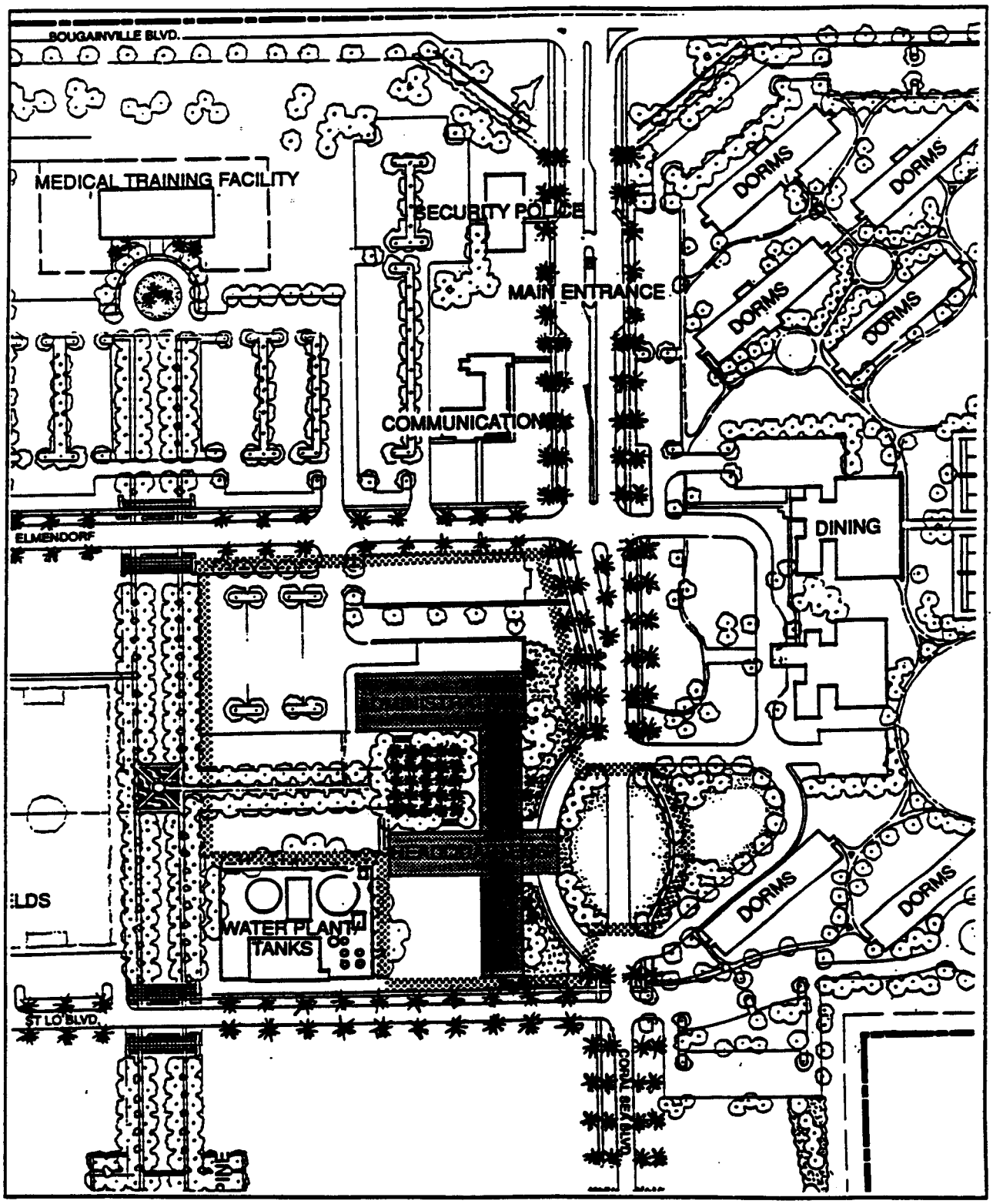
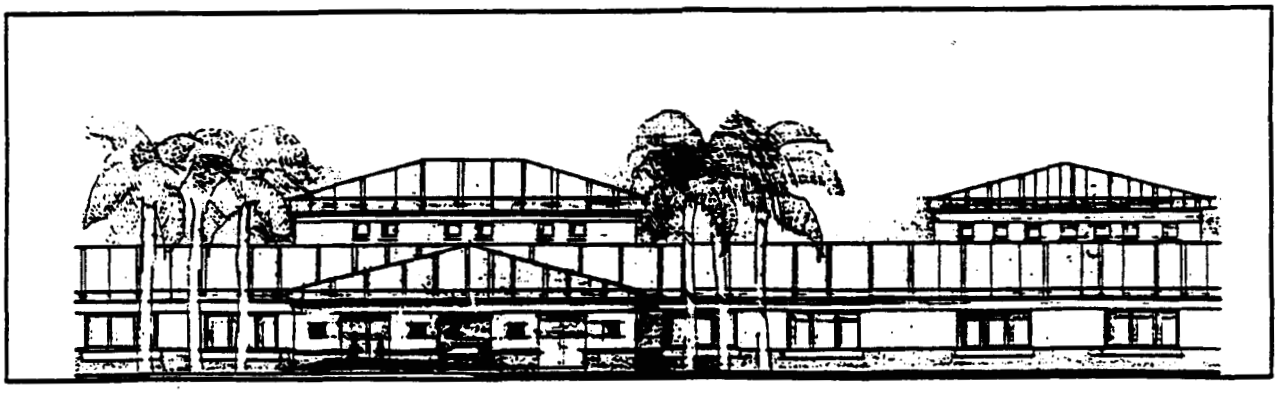


Figure 4.27-1 Area Development Plan for Wing Headquarters



4.27-4 Elevation

Program Requirements:

Project Number:	HACC 943076
Category Code:	171-445
Building Size:	43,000 square feet
Building Type:	masonry block with stucco finish, standing seam metal roof
Parking:	
Cost:	$3,870,000

Special Requirements Command Post:

- Cipher locks on both doors in entrapment hall, cipher locker into battle staff area, secured
- Camera in entrapment and hallway leading to command post
- Voice system in entrapment
- ID pass slot at second secured door in entrapment area.
- Battle staff and command post must meet Air Force standards for a priority B resource.
- All outside walls must extend from floor to ceiling.
- Separate AC with back up generator with transfer plate
- Intrusion Alarm
- Solid Ceiling
- Telephone circuit room
- Raised area (6") for battle staff
- SRC small two door vault
- Raised area for computer uses

Table 4.27-1 Rooms (by function) required by Wing Headquarters

HOMESTEAD AIR RESERVE STATION WING HEADQUARTERS	
COMMAND	
ALLOCATION	GROSS SQUARE FEET
Administration/Headquarters	128
Entrapment	72
Battle Staff	240
Lockers	91
Breakroom	117
Bathroom/Showers	72
Conference	80
NCOIC	80
OIC	80
Intelligence	120
Storage/Supply	80
Emergency Exit	40
Power Backup	50
Telephone	80
SRC	168
TOTAL COMMAND POST	2200
XP	4620
Reception	1800
Finance	3980
Administration	2785
Mechanical	675
Conference	3890
Restrooms	575
Contracting	4300
Recruiting	400
Circulation	4300
Restrooms	575
ADMINISTRATION	
MSSQ	10810

HOMESTEAD AIR RESERVE STATION WING HEADQUARTERS cont.	
MOBILITY EQUIPMENT STORAGE	
ALLOCATION	GROSS SQUARE FEET
Personnel	
MWR	
Social Action	
Orderly Room	
Family Support	
Information Management	
Mobility Equipment Storage	2190
TOTAL WING HEADQUARTERS	43,000

Exact room configurations to be determined at project definition.

4.28 DORMITORY

An existing dormitory (Building 476) located off of Coral Sea Boulevard near the main gate will be upgraded to provide adequate housing for Air Force Reserve personnel. Its location provides easy access to dining, headquarters and MWR facilities (see figure 4.28-1). The parking area, on the northeast corner of the site, will require modification to allow for a security fence along the cantonment line and a turnaround for the residence. Walkways and open space around the dormitories shall be reconfigured to provide usable courtyards and landscaped open space. The initial project shall reconfigure building 476 to increase room sizes and improve privacy. This will be accomplished by providing access to individual units from the outside via exterior stairwells and balconies and utilizing the central hallway to increase unit sizes (see figure 4.28-2 and 4.28-3). This dorm will include a billetting office. The architectural detail shall comply with the HARS Installation Design Guidelines (see Chapter 6.0). Other existing dormitories will be upgraded on an as needed basis to match. Designers shall review floor plains and conduct site analysis to determine room configurations They shall allow for fire truck access around the entire area via parking lots and lawn areas. Presently, the two dorms south of the dining facility (Building 402) are slated to be demolished within the next sixty days. They would cost approximately $5 million to renovate. Future projects will be renovating the remaining three dorms north of the dining facility to provide adequate billeting for UTA requirements.

- Upgrade Building 476
- Roof shall be standing seam metal. See Chapter 6.0 Installation Design Guidelines for exterior color and detail
- Provide exterior stairs and balconies
- Update HVAC, electrical and plumbing
- Provide common laundry room
- Provide community room
- Units shall have exterior access via balcony area
- Provide sprinkler system for fire protection in all rooms

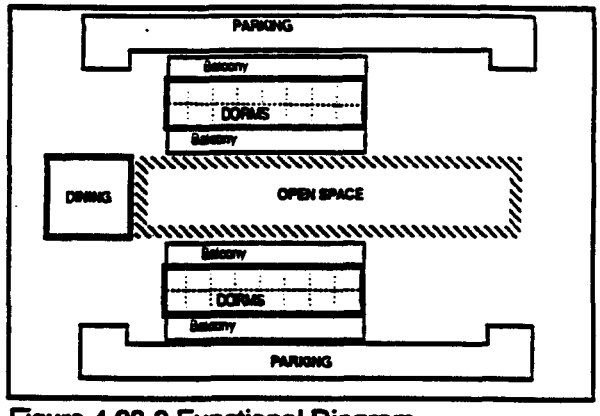


Figure 4.28-2 Functional Diagram

Program Requirements:

Project Number:	HACC 943077
Category Code:	721-315
Building Size:	24,948 square feet
Building Type:	Three stories, painted stucco, metal standing seam roof, HARS approved accent color on roof and other metal detailing.
Parking:	1 space per unit and 4 visitor parking and service parking spaces

Requires 120 volt electrical in laundry area

Cost: $2,300,000

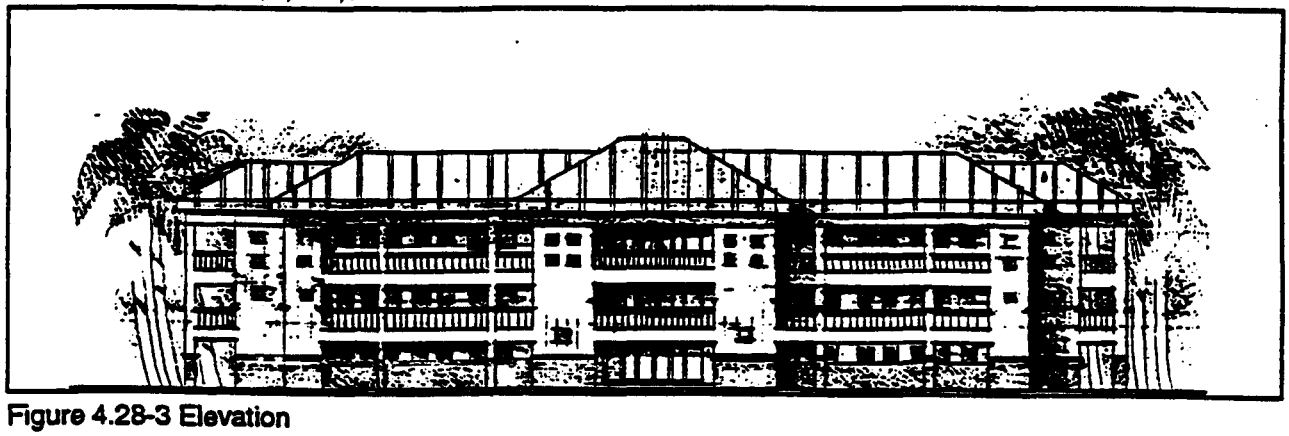


Figure 4.28-3 Elevation

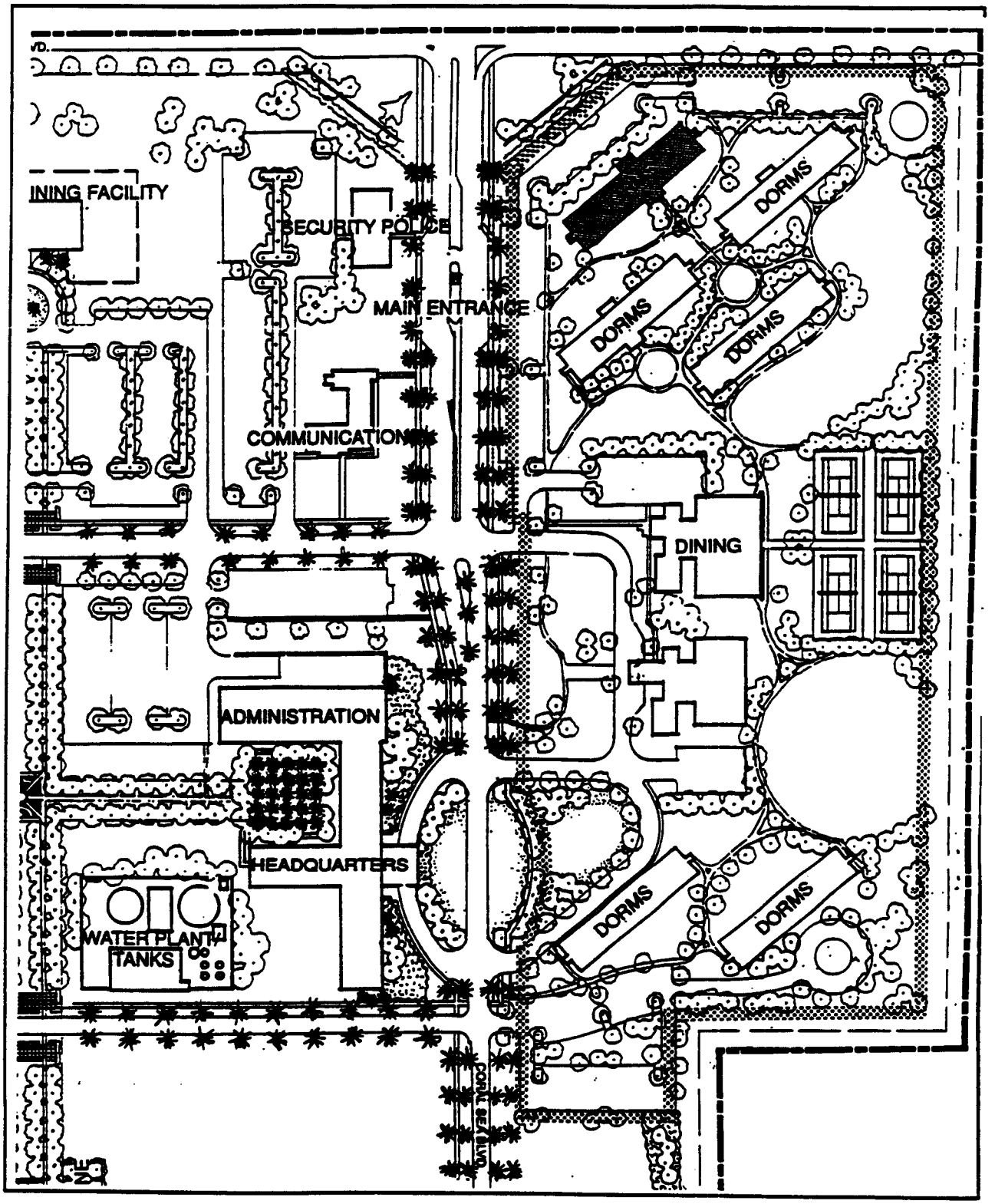


Figure 4.28-1 Area Development Plan for Dormitory (Building 476)

2.29 MOBILITY PROCESSING

The mobility processing facility is responsible for managing all cargo incoming and outgoing. The mission includes projecting all mobility tasking and deploying the 482d and 301st. Also included is maintaining war plans and OPLAN requiring mobilization. The new, 40,000 square foot, two story building is located at the south end of Westover Street, (see figure 4.29-1) on the flightline for easy loading of cargo and personnel. It is conveniently located near the AGE from where much of the cargo comes.

As missions are launched assigned personnel and cargo arrive from the shops for processing. A fenced yard with a controlled gate is used to collect and organize cargo. Initially, the cargo is weighed, sterilized, crated and wrapped. It is organized into a chalked area (simulating the silhouettes of the planes) in the order it is to be loaded on to the plane. An area for stressed cargo is adjacent, to allow for broken, spilling or incorrect cargo to be temporarily stored. Inside, personnel are being briefed on the details of the mission and obtain their equipment bags before walking out to the plane. Upstairs is the viewing area where the mobility control is conducted. The operator in this room must be able to see both the cargo processing yard and loading of cargo onto the plane. A separate viewing area where the operator can be observed but not interfered with is provided adjacent to this room. The sub-motor pool also needs a viewing area to support the mobility process by monitoring vehicle activity. (see figure 2.29-2 for functional diagram).

Table 2.29-1 lists rooms by functions and special requirements.

Program Requirements:

Project Number:	HACC943078
Category Code:	442-758
Building Size:	40,000 square feet
Building Type:	two stories, precast concrete panels, metal standing seam roofs
Parking:	21 spaces
Cost:	$2,350,000

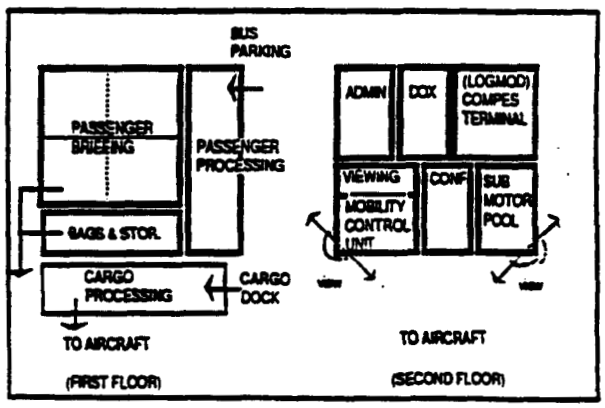


Figure 4.29-2 Functional Diagram

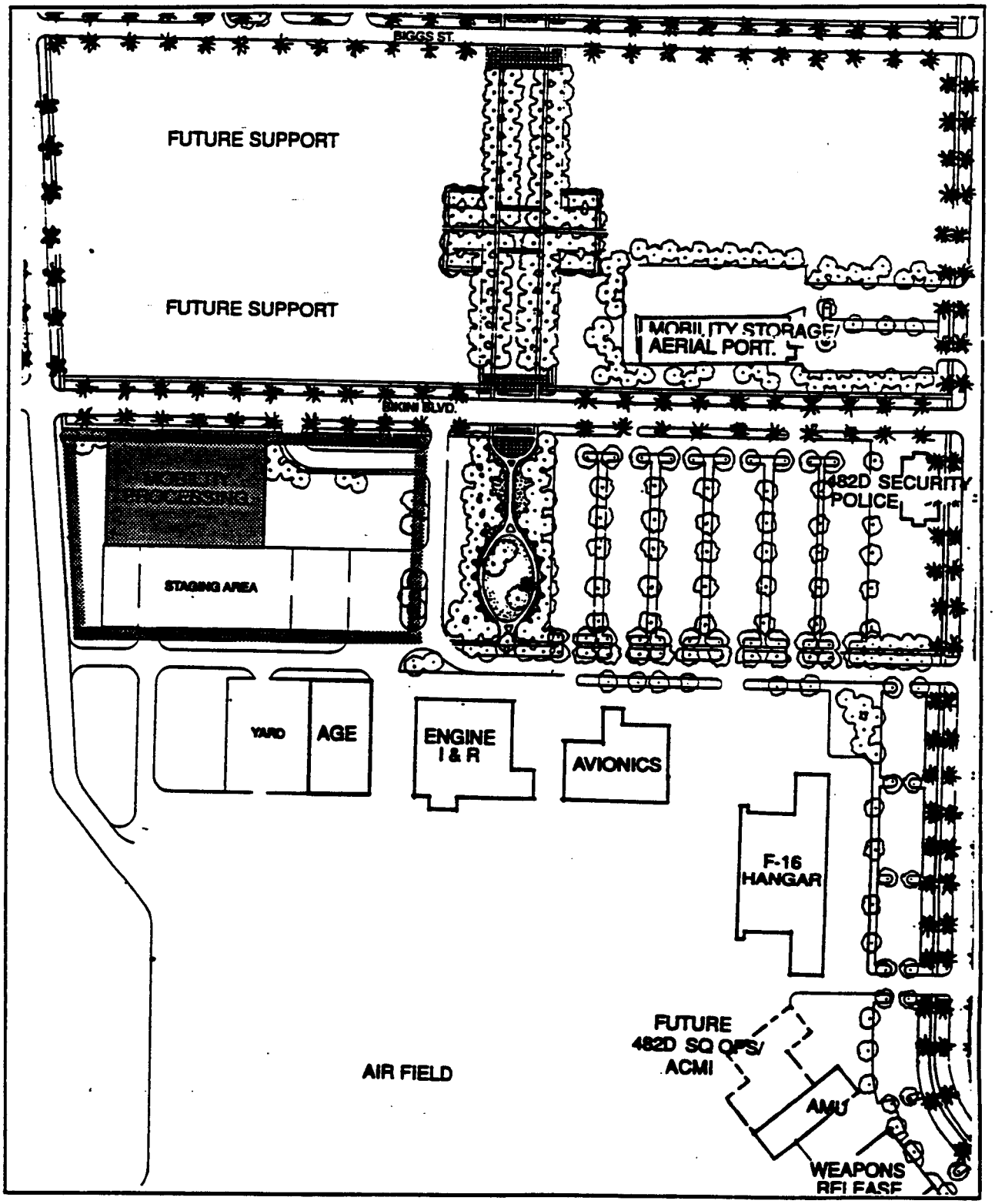


Figure 4.29-1 Area Development Plan for Mobility Processing

Table 4.29-1 Rooms (by function) required by Mobility Processing

HOMESTEAD AIR RESERVE STATION MOBILITY PROCESSING	
FIRST FLOOR	**32000**
Passenger Briefing	
Passenger Processing	
Bags and Storage	
SECOND FLOOR	**8000**
Mobility Control	
Sub-Motor Pool	
Conference	
Viewing	
LOGMOD	
Administration	
DOX	

Special Requirements:
Communication systems must satisfy requirements
Provide glass window between viewing room and mobility control
Mobility control unit room mush have clear visibility to flightline and cargo processing

4.30 AIRCRAFT COMBAT MANEUVERING INSTRUMENTATION (ACMI)/POD SHOP

The mission in this 2,400 square foot building is to store and repair simulation equipment auxiliary to aircraft combat maneuvering instrumentation (ACMI). The facility is located on the flightline, central to aircraft parking and hangars, at the south end of Coral Sea Boulevard adjacent to the base ops building (see figure 4.30-1). There are three staff people which is the same during UTA. The 12' by 6" POD's are brought into the storage area on racks. The storage area requires rollup doors on one end for POD rack access (see figure 4.30-2 for functional diagram).

Project Requirements:

Project Number:	HACC 943079
Category Code:	217-713
Building Size:	2,400 square feet
Building Type:	One story, precast concrete panel, metal standing seam roof, flight line colors
Cost:	**$283,000**

Special Requirements:

- Outside paint locker (10' x 6')
- Climate controlled in computer area
- Alarm system
- Outside electrical outlet (110v)
- Grounding at work benches
- Electrical 110/220
- Sprinkler system and fire detection system
- Outside faucet next to entrance ramp at POD storage

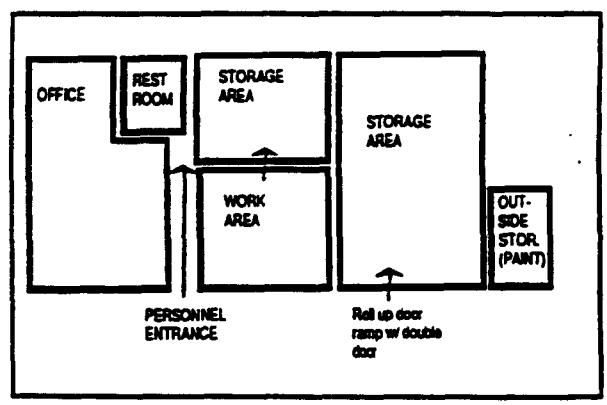


Figure 4.30-2 Functional Diagram

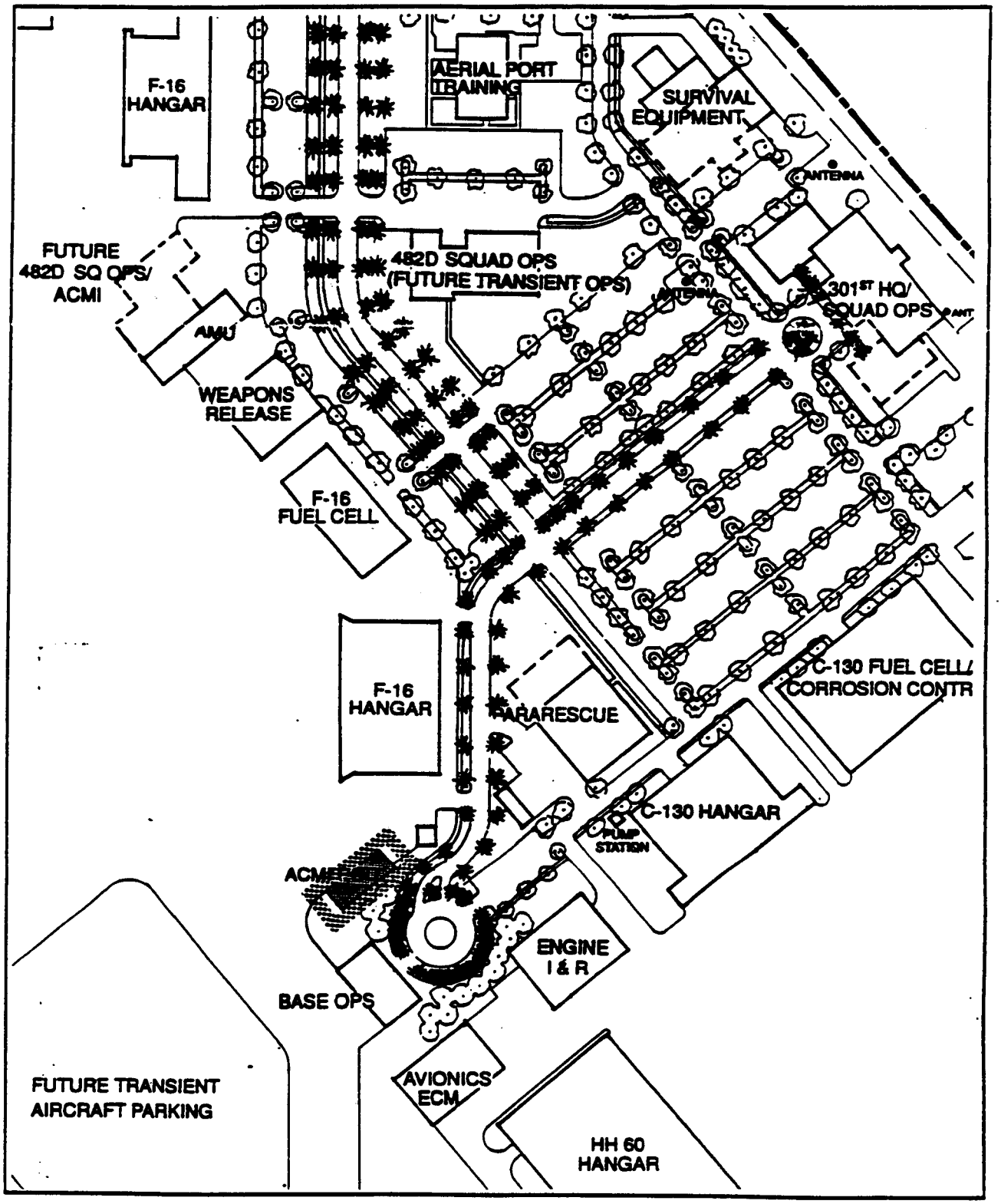


Figure 4.30-1 Area Development Plan for ACMI/Pod Shop

4.31 CIVIL ENGINEERING COMPLEX

The civil engineer has a mission to maintain and repair the station's real property, design and construct new work and manage environmental issues. The new facility will provide a central location for these functions which were previously separated into various buildings. The new 27,000 square foot building is located in the industrial area and has a prominent location on axis at the end of Biggs Street with easy access and a visual connection to the administration building (see figure 4.31-1). The importance of this building is emphasized with a vehicular drop off and special landscape treatment.

The complex includes three components, the main building housing administrative offices and workshops, a warehouse and yard. The offices are oriented around the entrance courtyard, with workshops in the rear of the building with access to truck loading. The warehouse is oriented with the loading docks away from the street. This creates a more pleasant image along the street. The yard is fenced with two rolling double gates for security. The yard is centrally located between the warehouse, the workshops and an outside storage area to allow for shared and efficient use of the yard (see figure 4.31-2 for functional diagram).

Designers should be aware of special requirements beyond the scope of this chart that would be needed to provide exhaust and climate control based on shop activities. Table 4.31-1 lists the functions and special requirements of the facility.

Program Requirements:

Project Number:	HACC 943051	
Category Code:	219-944	
Building Size:	Administrative:	27,000
	Warehouse:	21,700
	Outside storage:	20,250
Building Type:	One story, precast concrete panels, metal standing seam roof, accent color on roof	
Landscape:	Special entrance, screen views to loading	
Cost:	$3,493,000	

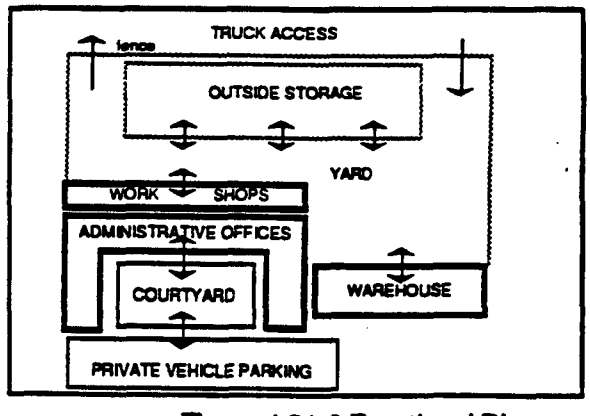


Figure 4.31-2 Functional Diagram

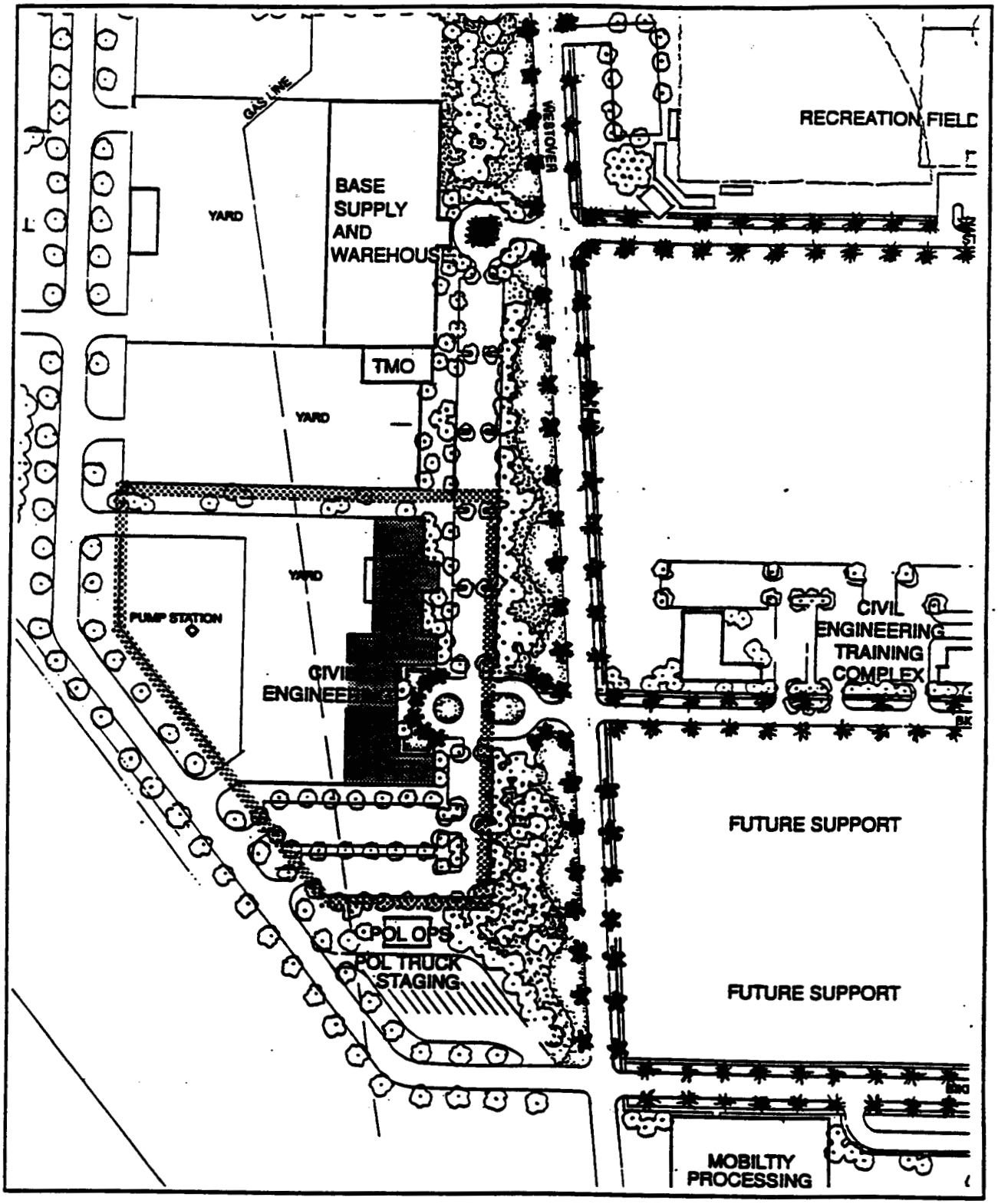


Figure 4.31-1 Area Development Plan for Civil Engineering Complex

Table 4.31-1 Rooms (by function) required by Civil Engineering Complex

HOMESTEAD AIR RESERVE STATION CIVIL ENGINEERING COMPLEX		
OFFICE	GROSS SQ.FT	REMARKS
Commander's Office	380	1 office
Command Secretary	125	1 office
Administration (CCQ)	1150	8 offices
Management Control (CEOC)	1175	8 offices
Recovery (CEOR)	150	1 office
Pavement	2100	14 offices
Plumbers (CEORP)	1350	9 offices
Asbestos (CEORA)	450	3 offices
Water and Waste	1050	7 offices
Maintenance (CEOM)	150	1 office
Structures (CEOM)	1650	11 offices
Grounds (CEOMG)	1050	7 offices
Entomology (CEOME)	450	3 offices
Painters/signs	450	3 offices
Electronic Control Shop	300	2 offices
Liquid Fuels Shop (CEOUL)	450	3 offices
HVAC	2100	14 offices
Drafting and surveying	1800	4'x4' securible stroage closet, 30'x15' vault
Material Control	850	6 offices
Shop Work	400	plumbing, paint, carpenter
Asbestos Shop	250	2 offices
Disaster Preparation (CCO)	300	2 offices
Environmental (CEV)	900	6 offices
Engineering (CEE)	1775	12 offices
Controller (LEOC)	450	3 offices
Utilities (CEOU)	150	1 office
Fire Prot (CEF)	1950	13 offices
Operations (CEO)	425	3 offices
Interior Electric	1050	7 offices

Table 4.31-1 Rooms (by function) required by Civil Engineering Complex

HOMESTEAD AIR RESERVE STATION CIVIL ENGINEERING COMPLEX cont.		
FUNCTION	GROSS SQ.FT	REMARKS
Exterior Electric	750	5 offices
Power Pro (CEOUP)	1050	10 offices
TOTAL OFFICE	27000	
Outside Storage		
Repair office and storage	1500	
Material storage	10200	
Outside storage	20250	
TOTAL OUTSIDE STORAGE	31950	
Warehouses		
TOTAL WAREHOUSE	21700	Free standing facility

The project scope for this facility has been identified as 27,000 square feet. After review of operational requirements and interviews with the user, the facility may require additional space to allow for warehouse and storage yard.

This conflict shall be resolved during the project definition stage.

4.32 MAIN ELECTRICAL DISTRIBUTION SYSTEM

In addition to the electrical service outlined in section 4.25, a new main electric feeder will be provided for $3,500,000. The connection will run from the main substation throughout the AFRES cantonment area.

Project Requirements:

Project Number:	HACC 933091
Category Number:	812-225
Cost:	**$3,500,000**

4.33 ALERT COMPLEX

The Florida Air National Guard (FANG) maintained an alert complex at the northeast end of the HAFB runway which is needed to accomodate aircraft, personnel and equipment in support of Aerospace Defense contingency plans for defense of the southeast United States coastal region (see figure 4.32 for location).

The crew readiness building must provide alert crew quarters for eight pilots plus operations and maintenance space for support and security personnel. The shelters must accomodate four alert fighter interceptor aircraft.

Program Requirements:

Project Number:	HACC 933085
Category Code:	141-185
Size:	57,000 square feet
Stories:	multi, metal skin, metal standing seam roof, flight line colors
Cost:	$9,000,000

4.34 HANGAR 741

This hangar will be used on an interim basis by HARS. It is on the AF BDA for eventual reuse by the community. It has been identified as a critical building for the successful civilian reuse of the base and will eventually be transferred to the County. It is located outside of the cantonment area, on the flight line (see figure 4.34-1 for the location).

This existing 180,000 square foot hangar will be repaired structurally and have a new outer skin built. The facility will have all new electric systems.

Project Requirements:

Project Number:	HACC 933086
Category Number:	211-111
Building Type:	180,000 square feet, multi, metal skin, flightline colors
Cost:	**$3,200,000**

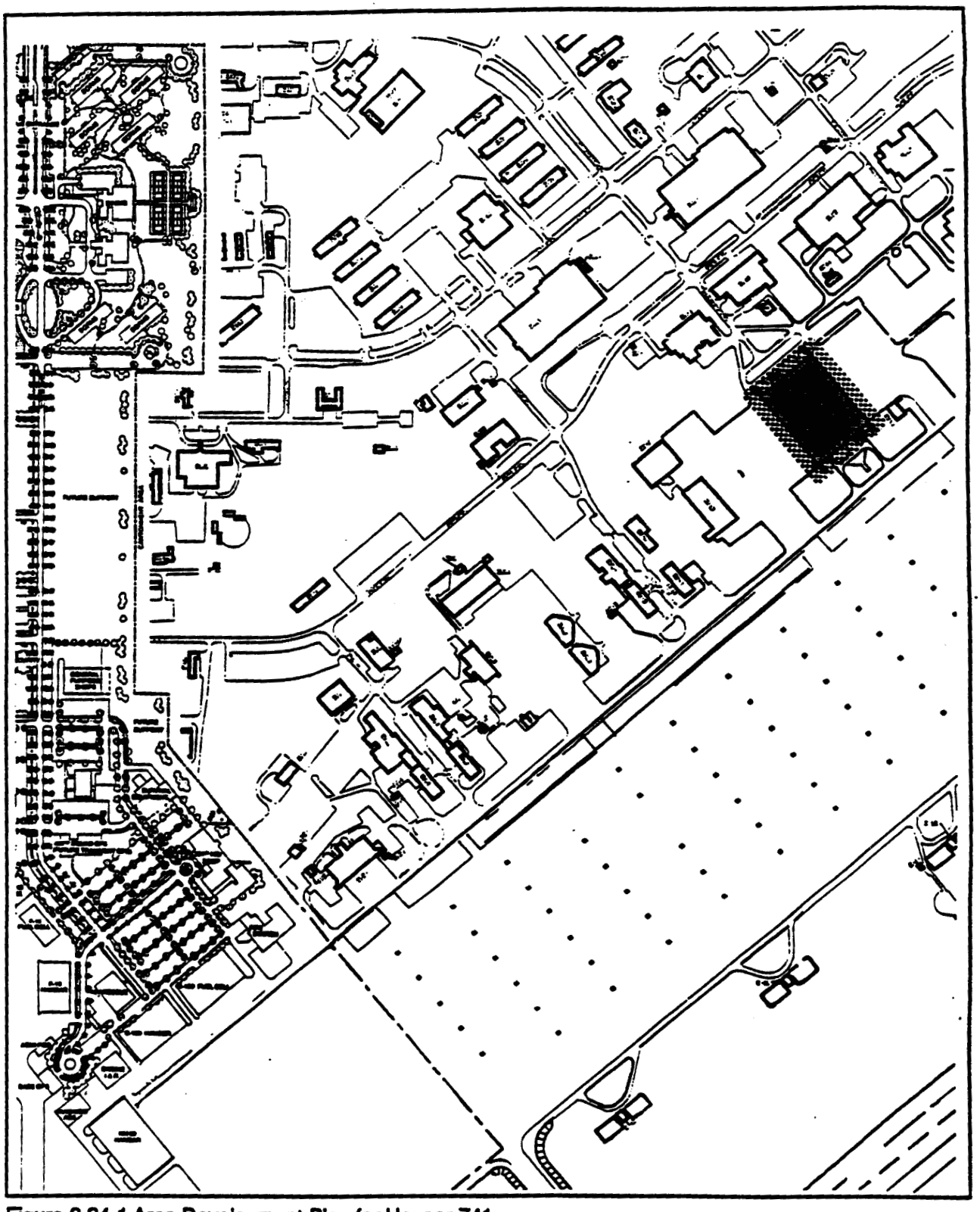


Figure 3.34-1 Area Development Plan for Hangar 741

Document Separator

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301ST AIR RESCUE SQUADRON (RQS)

The five-fold peacetime mission of the 301st is to train the reservist assigned to carry out combat rescue missions; search for, locate and recover USAF and other DoD personnel involved with the US Defense activities; provide rescue and recovery support for manned flight operations; provide rescue and recovery assistance for foreign governments and the International Civil Air Organizations when directed; and provide humanitarian and disaster relief operations as directed.

THE ABOVE-STATED MISSION IS BEST ACCOMPLISHED BY COLLOCATING THE 301ST AIR RESCUE SQUADRON WITH THE 482ND FIGHTER WING **AT HOMESTEAD AIR RESERVE BASE**

The proper (and most useful) bed-down of the 301st Rescue Squadron (AFRES) requires the collocation of a combat fighter wing as a fundamental component of USAF Composite Wing philosophy. In this specific instance the 301st's collocation with the 482nd Fighter Wing (AFRES) is a critical element in the redevelopment plan of Homestead Air Reserve Base--a re-use plan which was hailed by Secretary of Defense Dr. William Perry as an exemplary model of military-civilian partnership for future base closures and realignments.

One-third of the Base acreage is dedicated to military initiatives which will serve as the critical anchor tenant for the implementation and success of the joint Re-Use Plan depicted in this section. Dade County's commitment to the BRAC was to develop a dual-use facility at Homestead Air Reserve Base with a focus on aviation/military uses. All pending ground leases and usage applications emanate from that commitment not only in words but also with the acceptance of financial responsibilities to meet that objective. The suggested savings by the relocation of the 301st to Patrick Air Force Base is insignificant in comparison to the disastrous, adverse impact such a move would have on the $216 million private investment required by the proposed joint redevelopment plan.

The proposed removal of the 301st Rescue Squadron would leave the 482nd Fighter Wing as the only Air Force Reserve tenant on the Base. The concept of a cost-efficient, mission-ready Air Reserve Base is centered around the stationing of more than one unit at a single site. In the case of the 1993 BRAC realignment of Homestead Air Force Base, two related, interdependent units were paired in order that each could compliment the other's mission. The sharing of common administrative and support functions guaranteed economies of scale for both Reserve units. If the units are separated, these economies of scale are lost as are the efficiency and effectiveness of the Composite Wing.

Furthermore, there are compelling operational and maintenance considerations justifying the presence of the 301st Rescue Squadron at Homestead Air Reserve Base. The 301st Rescue Squadron must be in a position to support a combat-ready, war-fighting unit in order to achieve its assigned mission. The day-to-day operations and specific exercises of the 482nd Fighter Wing including over twenty, 10-day exercises per year with other tactical Air Force units create an ideal environment for the 301st to achieve its peace-time readiness training and real-time objectives. Pilot and crew safety during Wing activities at Homestead Air Reserve Base will be greatly enhanced by rapid search and rescue response time.

The 301st Rescue Squadron has traditionally provided air/sea rescue in an area surrounding the tip of Florida which lies within close proximity to Homestead Air Reserve Base. This job cannot be accomplished as effectively from Patrick Air Force Base.

Daily interface with the 482nd Fighter Wing and completion of daily training activities coordinated with F-16 operations are also essential to mission fulfilment. The F-16 aircraft, such as those stationed at Homestead Air Reserve Base, are the designated aircraft to protect and escort rescue assets during contingencies in Southwest Asia at this time. Indeed, the military value of the Base with its Reserve units is unquestionable for it has frequently served as the key facility in support of operations in the Caribbean and Latin America--most recently the ongoing operations involving Haiti and Cuba.

Relocating the 301st Rescue Squadron to Patrick Air Force Base is a duplication of effort in that there are currently two active duty rescue squadrons stationed at Patrick. With the small number of HH-60 and HC-130 Rescue Assets in existence the likelihood of two HH-60 and HC-130 units remaining in one location is not only improbable but also poor readiness planning. If 1995 BRAC relocates the 301st Rescue Squadron to Patrick Air Force Base, it is, therefore, highly likely that the 41st RQS and the 71st RQS will be geographically realigned shortly thereafter. Their relocation costs have not been factored into the analysis.

The 301st Rescue Squadron's relocation to Patrick Air Force Base is not a "free ride" for the American taxpayer but will necessitate the construction of new facilities or the rehabilitation of existing buildings due to their condemned condition and scheduled demolition. If the 41st and the 71st are relocated and the 301st inherits their facilities at Patrick Air Force Base, a recent proposal to the 45th Space Wing would require approximately $11 million in requested new construction funds for the 301st RQS. If this were to occur, the source of this additional required funding has not been fully identified.

Funds already appropriated by Congress and signed into law are available for the 301st Rescue Squadron's and the 482nd Fighter Wing's facilities and infrastructure at Homestead Air Reserve Base (Section 4). **DoD's observation that excess funding would be required has not been confirmed.**

Presumed justification for the 301st at Patrick Air Force Base is based on the Reserve Forces assuming a greater role in DoD Space Shuttle Support missions and range clearing operations. The facts are that from 1 April 1994 through 30 March 1995, the 301st Rescue Squadron provided 100% of all Range Support missions and as much as half of the support for all fifteen Space Shuttle Launch attempts for a total flying time of 198 flying hours. For FY '95 the 301st Rescue Squadron has a total of 1,800 HC-130 flying hours and 1900 HH-60 flying hours allocated to them. The 198 hours of total flying time to support these launch missions are equal to 5.4% of the total flying time by both the HC-130's and the HH-60's for the 301st Rescue Squadron during that period. Even though the 301st RQS would be assuming a larger share of the Space Shuttle Launch Support mission, the expected reduction in total launch operations announced by President Clinton will result in no significant increase in annual operations for the 301st RQS.

The Space Shuttle operations are duties which have been reassigned (without BRAC consideration) from the 41st and 71st Rescue Squadrons. For proper BRAC consideration of the Air Force's proposed force realignment, the future of the active Rescue Squadrons should have been submitted for review and determination. Notwithstanding, the 1993 Commission found the Space Shuttle Support mission to be secondary to the 301st primary tasking (maintaining readiness for its Combat Search and Rescue mission), and current Space Shuttle mission requirements for the unit could be supported from Homestead. This finding is corroborated by the actual performance of these missions over the past year with less than 6% of the 301st RQS flying operations.

Maintenance costs for the 301st Rescue Squadron's aircraft are higher at Patrick Air Force Base than at Homestead Air Reserve Base. Being situated directly on the Atlantic seashore, corrosion control becomes a serious factor at Patrick Air Force Base due to atmospheric conditions (saltwater attributable) thus increasing hourly maintenance costs and decreasing the life expectancy of airframes and components. USAF regulations require 30 day washes and 30 day rinses in high corrosion areas such as Patrick Air Force Base. These same regulations require far less frequent washes and rinses in areas such as Homestead Air Reserve Base where corrosion is not of significance. Maintenance costs for life support equipment, parachutes and medical gear have also increased due to their exposure to this atmospheric condition at Patrick Air Force Base. This creates an inherent danger not only for the pararescue team but also for those requiring their assistance.

Aircraft down-time is also a serious factor at Patrick Air Force Base. The unavailability of adequate washrack equipment impacts mission readiness. Only one washrack is available for 15, 301st aircraft and for 11 aircraft assigned to the 41st and 71st Squadrons. As example HC-130 aircraft washes require two days of work per aircraft.

Comparative maintenance costs as presented by an independent consultant in the ACE Report and the Isochronical Report on the HC-130's, the HH-60's, and the HH-3's address this cost inefficiency. It is imperative that the BRAC and its staff carefully review these findings, excerpts of which appear in Section 3 of this document. At Homestead Air Reserve Base, the corrosion factor would be minimized. The ocean is miles away, and the local islands of Elliott Key and Key Largo shield the Base from the ocean winds.

Recruitment of pararescue, combat, maintenance and support crew personnel also impacts mission readiness and is more easily accomplished in the Greater Miami/Ft. Lauderdale metropolitan area. Currently, at Patrick Air Force Base, a manning deficiency exists in the critical pararescue component of the combat rescue team and in other areas. For the decade prior to Hurricane Andrew, the 301st RQS was continuously manned above 102% of its authorized manning while at Homestead Air Force Base.

Finally, computing the economic impact on the local area and its population using Dade County census numbers is not statistically sound. Because of Hurricane Andrew and the residual economic and employment problems, figures for analyzing impact should be limited to those Census Tracts south of SW 216th Street. The economic impact of the 301st RQS--as estimated by the Brevard Citizen Airmen and presented to the BRAC--is between $25-$65 million per year. The positive effect of maintaining the 301st RQS presence in the South Dade impacted area would far outweigh the negative effect of removing it from the Brevard County community.

A decision to redirect the 301st to Patrick Air Force Base only two years after a decision by the 1993 BRAC to keep it at Homestead Air Reserve Base would be a breach of faith. (See Section 2.) It would further add to the inconsistency of the deliberative process and would prove unnecessarily problematic for all communities whose economic vitality hinges on potential military realignments.

The Greater Miami Chamber of Commerce and Chambers of Commerce located throughout South Dade County, which represent over 10,000 businesses and individuals, respectfully request that the Base Closure and Realignment Commission honor previous commitments made by Presidents Bush and Clinton, the Secretary of Defense and the

1993 BRAC by establishing a significant United States Air Force presence in South Dade County in response to the destruction of Homestead Air Force Base by Hurricane Andrew. To do so, it is essential that South Florida maintain the Air Force Reserve infrastructure as set forth by the 1993 BRAC thereby assuring the future economic viability of the community and the implementation of a meaningful military-civilian partnership for redevelopment of the Base property.

CARRIE P. MEEK
17TH DISTRICT, FLORIDA

COMMITTEE ON
APPROPRIATIONS

SUBCOMMITTEES:
ENERGY AND WATER
DEVELOPMENT
MILITARY CONSTRUCTION

Congress of the United States
House of Representatives
Washington, DC 20515-0917

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September 30, 1993

The Honorable Sheila Widnall
Secretary of the Air Force
The Pentagon
Washington, D.C. 20330

Dear Madame Secretary:

I write to voice my strong opposition to the decision to permanently station the 301st Rescue Squadron at Patrick Air Force Base, Florida. The justification for this action is the "unsettling effect" of the current temporary reassignment on the personnel and their families, and the cost savings, which the Air Force says will "exceed $5.0 million."

The Defense Base Closure and Realignment Commission stipulated that the 301st, an Air Force Reserve unit, is to be permanently stationed at Homestead Air Force Base. As you know, Homestead AFB was severely damaged by Hurricane Andrew last year. Congress appropriated over $90 million to repair the base; but almost a year later, little has been done and the base is still not ready for operations. Major General Stein says that will take another three years.

Frankly, it appears that the Air Force is dragging its feet on restoring operations at Homestead, and using these delays to inflate the cost savings from this purportedly "temporary" permanent change of station of the 301st to Patrick AFB. Congress appropriated the funds for Homestead last year; it is incredible to me that the Air Force should take such a casual attitude toward restoring operations at Homestead AFB that three additional years are needed and the 301st must be reassigned.

I ask that you immediately put these reassignment orders on hold and that you take the actions necessary to make Homestead AFB operational in the near, rather than the scheduled distant, future.

I would welcome the opportunity to discuss these matters with you directly and ask you to call my office to set up a mutually convenient time and place.

Thank you for your kind attention to this important matter.

Sincerely,

Carrie P. Meek

CARRIE P. MEEK
Member of Congress

CPM/js

PRINTED ON RECYCLED PAPER

SECRETARY OF THE AIR FORCE
WASHINGTON

NOV 10 1993

The Honorable Carrie P. Meek
House of Representatives
Washington, DC 20515-0917

Dear Ms. Meek:

The Air Force has been actively working to complete cleanup and restoration activities at Homestead Air Force Base. When Hurricane Andrew leveled much of the base in 1992, the Air Force decided to submit the base for closure. No firm commitment to rebuild Homestead occurred until the Defense Base Closure and Realignment Commission redirected the Air Force Reserve to return to Homestead as tenant units at a civil airport. The Commission recommended this to the President 1 July 1993, he forwarded the report on to Congress 3 July 1993, and Congress voted it into law 20 September 1993.

Even though the law directing the rebuilding of Homestead has been in effect for less than a month, the 482nd Fighter Wing will move back to Homestead by 31 March 1994. The 482nd is on a time schedule to vacate MacDill Air Force Base since the Department of Defense transfers airfield operation to the Department of Commerce, or another federal agency, on 1 April 1994. To meet this deadline, rebuilding 482nd facilities at Homestead remains the highest priority.

Design costs for rebuilding 301st facilities have already been spent, with estimated completion dates of June through September 1996 for most projects. If the 301st moves back to Homestead now, the Air Force Reserve must provide leased modular facilities at a cost additive to permanent facilities construction. For personnel who return to their squadron operations building, at least two more interim moves will occur, since they must move out of the building during permanent construction. Moving back to Homestead before 301st permanent facilities are ready creates additional cost, as well as turmoil for the members of the 301st Rescue Squadron.

This permanent change of station to Patrick Air Force Base accomplishes two objectives. First, it provides the members of the 301st Rescue Squadron stability. They know they will be in the Patrick Air Force Base area for three years. They can buy houses and move out of temporary living quarters. Additionally, the Air Force Reserve eliminates temporary duty expenses amounting to approximately $250,000 per month. I would like to stress that this change of station does not mean the 301st must remain at Patrick Air Force Base permanently. It is an interim measure only, designed to save costs and meet the unique needs of our Homestead reservists caused by Hurricane Andrew's devastation.

I hope this information is helpful to you; please let me know if you have any more concerns.

Sincerely,

Sheila E. Widnall

Sheila E. Widnall

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC 20330-1000

OFFICE OF THE SECRETARY

28 SEP 1993

The Honorable Carrie P. Meek
House of Representatives
Washington, D.C. 20515

Dear Ms. Meek:

The 301st Rescue Squadron, an Air Force Reserve unit, was temporarily reassigned by the Air Force to Patrick Air Force Base, Florida, in September 1992 after Homestead Air Force Base was destroyed by Hurricane Andrew. The temporary nature of the reassignment has had an unsettling effect on the 146 full-time personnel in the 301st and their families. Additionally, the Air Force Reserve has been paying approximately $250,000 per month in temporary duty expenses for these employees.

In order to provide increased stability to the lives and families of our personnel, the Air Force Reserve will issue permanent change of station orders to these employees no later than September 30, 1993. This action will enhance mission accomplishment by dealing with very real humanitarian concerns and will cost approximately $1.8 million.

In accordance with the decision of the 1993 Defense Base Closure and Realignment Commission, the 301st will return to Homestead upon completion of their new facilities. Homestead construction will take approximately three years. Total savings are estimated to exceed $5.0 million.

We trust this information is useful.

Sincerely,

PAUL E. STEIN
Major General, USAF
Director, Legislative Liaison

SEP-28-93 TUE 13:33

P.01

FAX

OFFICE OF THE SECRETARY OF THE AIR FORCE

OFFICE OF LEGISLATIVE LIAISON
PROGRAMS & LEGISLATION DIVISION
THE PENTAGON, ROOM 5D-927

DATE: 28 Sep 93

TO: John Schelble

OFFICE:

PHONE #:

FAX #: 6-0777

FROM: SAF/LLP

NAME: Claire Gilstad

PHONE: 703-697-7950

FAX: DSN: 227-3520
COMM: (703) 697-3520

SUBJECT: 301st RWS

TOTAL PAGES INCLUDING THIS COVER SHEET: 2

REMARKS: John - Will fax the real letter ASAP.

Claire

R-96%

09-28-93 01:39PM P001 #42

INFORMATION PROVIDED FOR RESPONSE TO QUERY

301st Rescue Squadron Permanent Change of Station

Patrick AFB, FL

The 301st Rescue Squadron, an Air Force Reserve unit, was temporarily reassigned by the Air Force to Patrick AFB, FL, after Homestead AFB was destroyed by Hurricane Andrew in 1992. Since the move to Patrick, the Air Force Reserve has been paying about $250,000 a month in temporary duty expenses for its assigned personnel. In order to save this recurring expense, the Air Force Reserve will issue permanent change of station orders to these Reservists. This action will result in a cost of approximately $1.5 million. In accordance with the decision of the 1993 Base Realignment and Closure Commission, the 301st will return to Homestead once new facilities are built to replace those destroyed by the hurricane.

MILITARY CONSTRUCTION APPROPRIATIONS FOR 1995

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

ONE HUNDRED THIRD CONGRESS

SECOND SESSION

SUBCOMMITTEE ON MILITARY CONSTRUCTION APPROPRIATIONS

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WILLIAM A. MARINELLI, HENRY E. MOORE, and MARY C. ARNOLD, *Subcommittee Staff*

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Printed for the use of the Committee on Appropriations

U.S. GOVERNMENT PRINTING OFFICE

79-321 O WASHINGTON : 1994

WEDNESDAY, MARCH 9, 1994.

DEPARTMENT OF THE AIR FORCE, AIR FORCE RESERVE, AND AIR NATIONAL GUARD

WITNESSES

JAMES F. BOATRIGHT, DEPUTY ASSISTANT SECRETARY OF THE AIR FORCE

MAJOR GENERAL JAMES E. MCCARTHY, THE AIR FORCE CIVIL ENGINEER

BRIGADIER GENERAL JOHN A. BRADLEY, DEPUTY TO THE CHIEF OF THE AIR FORCE RESERVE

BRIGADIER GENERAL (S) PAUL A. WEAVER, JR., DEPUTY DIRECTOR, AIR NATIONAL GUARD

STATEMENT OF THE CHAIRMAN

Mr. HEFNER. The committee will come to order.

Today we will review the Military Construction, Family Housing, and Base Closure Programs of the Air Force, Air Force Reserve and the Air National Guard. Our witnesses today are Mr. James Boatright, Major General James McCarthy, Brigadier General John Bradley of the Air Force Reserve, and Colonel Paul Weaver of the Air National Guard.

Gentlemen, we appreciate you appearing before the committee here this morning. And I see you have a composite statement for the active as well as Reserve components and your statement will be made a part of the record, and you can summarize and proceed in any way that you see fit. And I understand that you will do the summarizing, Mr. Boatright. You pull rank on the fellows. It is always good to have you back with us year after year.

STATEMENT OF JAMES F. BOATRIGHT

Mr. BOATRIGHT. Thank you, Mr. Chairman and Members of the committee. I appreciate the opportunity to be here to discuss the Department of the Air Force military construction and military family housing budget request, and the Air Force part of the defense base closure and realignment budget request for fiscal year 1995. With me is Major General James McCarthy, the Air Force Civil Engineer, Brigadier General Bradley, the Deputy Chief of Staff of the Air Force Reserve, and Colonel Paul Weaver, the Deputy Director of the Air National Guard.

I appeared before this committee last year and indicated that it would be my last appearance. As you know, Mr. Chairman, I had planned to retire last month, but I must tell you that the Secretary of the Air Force is very persuasive and I have reluctantly agreed to stay on another year to help the Air Force develop its recommendations for the final round of base closures in 1995. As a re-

[CLERK'S NOTE.—Questions for the record submitted by Mrs. Meek:]

MILCON AT PATRICK AFB

Question. Reports have come to my attention that there may be military construction at Patrick Air Force base designed to provide additional facilities to accommodate the 301st. It would be the height of folly to place construction of temporary facilities for a temporarily-assigned unit before construction of the permanent facilities that will be needed for the return of the 301st. Will you therefore provide the committee, for the record, with a listing of all military construction projects that are currently underway at Patrick AFB, including any that are in the specifications development, planning, design, engineering, and construction phases.

Answer. There were no Military Construction projects at Patrick to accommodate the 301st, however the Reserve spent $3.4M of supplement reserve O&M funds to implement the temporary beddown of the 301st. This provided the absolute minimum facility support they required until their return to Homestead in FY 97. The active Air Force has not spent any money to beddown the 301st. The following information is provided for the record.

FY	Project Title	Scope	($000)	Status
93	Replace family housing	250 Units	22,500	CMST.
93	Regional sewer connection	Lump Sum	7,700	100% DSG.
93	Improve family housing	60 Units	3,174	100% DSG
94	Underground fuel storage tanks	44	1,850	CMST.
94	Replace family housing	155 Units	15,388	100% DSG
95	Replace family housing	75 Units	7,145	100% DSG

Question. Provide a sublist of any and all of the above MILCON projects that are for the use of the 301st Rescue Squadron.

Answer. No military construction projects at Patrick AFB support the 301st Rescue Squadron.

MILCON TO SUPPORT THE 301ST AT HOMESTEAD

Question. Mr. Boatright, something on page 3 of your testimony caught my eye. You said, "As we sit here today, the Air Force is collecting data necessary to support the analysis for BRAC 1995." I am extremely concerned about what this procedure at this time may mean for the return of the 301st Air Rescue Squadron to Homestead Air Force Base. The BRAC '95 process may be manipulated—or at least skewed—by giving the impression that there is nothing at Homestead AFB to support the 301st.

As I understand it, as of this date, the military construction needed to support the 301st is only in the design stage. Inputs for BRAC have to be submitted by July of this year; but as of that date, the 301st can very truthfully check off the "zero" in the facilities column of the report, because there are no facilities for the 301st at Homestead AFB at the present time; construction won't even begin until late this year; and construction won't even be completed AT THE PRESENT RATE until mid-1996 at the earliest.

My concern is that the BRAC process can be influenced at the early staff level by virtue of the information made available by DOE. My concern is that BRAC will be encouraged to use perfectly

accurate—but misleading—information to justify simply writing off the design work that has been done so far at Homestead and redirecting the 301st to some other base—say, Patrick AFB.

Can you give me assurances that the information submitted to BRAC '95 will faithfully and accurately reflect that the military construction needed to support the 301st at Homestead has been delayed because of the Air Force's own decisions?

Answer. The Air Force has every intention of complying with the Defense Base Closure and Realignment Commission recommendation to relocated the 301st Air Rescue Squadron to Homestead as soon as the necessary facilities are complete. Of the supplemental appropriation for restoration of Homestead, the Air Force identified $18.83 million for support of the 301st. Another $16.44 million of construction will support requirements common to both the 301st and the 482 FW. The Air Force has not deliberately delayed the construction at Homestead. Rather, we are continuing to work the design and construction in a timely manner consistent with the normal construction process. Remaining deficiencies will be programmed, consistent with budget priorities, in future years. The remaining facility deficiencies will not keep the 301st from relocating to Homestead and our plans continue to be the return of the 301st in October 1996.

FAST-TRACK MILCON AT HOMESTEAD AFB

Question. Last year when you appeared before this committee, you said that you were prepared to expedite both design and construction of projects at Homestead AFB. You said that "I think we are ready to do some concurrent design and construction using a fast-track approach." My concern, as you see from my first question, is that fast-tracking didn't work in terms of the construction needed for the 482nd Fighter Wing's return to Homestead; deadlines slipped, and there is still a lot that needs to be done. My question is, can you make that fast-track approach work for construction of the facilities needed for the return of the 301st? Are you ready today to do some concurrent design and construction work on these projects at Homestead?

Answer. First of all, the fast-track approach for construction of facilities needed for the 482nd Fighter Wing's return to Homestead did work. Although other facilities will still be constructed to support the 482nd, those facilities are not needed immediately and did not prevent the 482nd from returning to Homestead. In fact, the 482nd returned five days prior to their scheduled return date of April 1, 1994. Since the fast-track approach worked so well for the 482nd, we will pursue a similar fast-track approach to expedite construction of the 301st facilities. We will follow a "design/build" strategy, which means we will hire Architectural and Engineering (A/E) firms to design the facilities, and those same A/E firms will subcontract construction firms, usually ones already tied to the A/E firms, to actually build the facilities. The A/E firms will remain on-board to monitor construction and resolve any problems that may arise. This "design/build" process will cut months from the standard practice of hiring A/E firms to design the facilities, and then selecting construction firms without input from the A/E firms.

Question. Will you give the committee for the record a listing of the essential projects that need to be completed at the minimum before the 301st Air Rescue Squadron can return to Homestead AFB?

Answer. The facilities that must be in place before the 301st can return to Homestead are listed below:

1. HH–60 Helicopter Maintenance Hangar ($3.05 million);
2. HC–130 Fuel Systems Maintenance Hangar ($4.55 million);
3. HC–130 Maintenance Hangar ($3.25 million);
4. 301st Headquarters/Squadron Operations Facility ($3.10 million);
5. Pararescue Facility ($1.85 million);
6. Avionics/ECM Shop ($1.15 million);
7. Engine Inspection & Repair Shop ($0.91 million);
8. Survival Equipment Shop ($0.97 million).

Question. Will you please provide for the record a listing of the total number of projects that need to be completed for the return of the 301st Air Rescue Squadron to Homestead AFB?

Answer. The following lists all the projects that will support the 301st Air Rescue Squadron at Homestead AFB:

1. HH–60 Helicopter Maintenance Hangar ($3.05 million);
2. HC–130 Fuel Systems Maintenance Hangar ($4.55 million);
3. HC–130 Maintenance Hangar ($3.25 million);
4. 301st Headquarters/Squadron Operations Facility ($3.10 million);
5. Avionics/ECM Shop ($1.15 million);
7. Engine Inspection & Repair Shop ($0.91 million);
8. Survival Equipment Shop ($0.97 million);
9. Repair Physical Fitness Center ($1.40 million);
10. Add/Alter Communications Facility ($1.00 million);
11. Repair and Alter Vehicle Maintenance Facility ($2.30 million);
12. Infrastructure ($5.90 million);
13. Medical Training Facility ($2.70 million);
14. Security Police Facility ($0.94 million);
15. Small Arms Firing Range ($1.10 million);
16. Fire Fighter Training Facility ($1.10 million).

Question. Will you please provide for the record a listing of the projects that you will fast-track and on which you will use "concurrent design and constrction" approaches?

Answer. We will fast-track all of the projectors needed to support the 301st Rescue Squadron. The projects have been grouped into five "like facilities" packages. Five separate Architectural and Engineering (A/E) firms will be selected, each experts in the design and construction of the facilities in their particular package. In this way, the five A/E firms can design and construct the facilities in their packages concurrently. The projects within each of the five facilities packages needed to support the 301st are listed below:

301ST RESCUE SQUADRON AREA PACKAGE

1. HH–60 Helicopter Maintenance Hanger ($3.05 million);
2. HC–130 Fuel Systems Maintenance Hangar ($4.55 million);
3. HC–130 Maintenance Hangar ($3.25 million);
4. 301st Headquarters/Squad Ops Facility ($3.10 million);

5. Pararescue Facility ($1.85 million);
6. Avionics/Electronic Countermeasures Shop ($1.15 million);
7. Engine Inspection and Repair Shop ($0.91 million);
8. Survival Equipment Shop ($0.97 million).

RENOVATE FACILITIES PACKAGE

1. Repair Physical Fitness Center ($1.40 million);
2. Add/Alter Communications Facility ($1.00 million);
3. Repair/Alter Vehicle Maintenance Facility ($2.30 million).

INFRASTRUCTURE PACKAGE

1. Infrastructure ($5.90 million).

ADMINISTRATIVE AREA PACKAGE

1. Medical Training Facility ($2.70 million);
2. Security Police Facility ($0.94 million).

TRAINING AREA PACKAGE

1. Small Arms Firing Range ($1.10 million);
2. Fire Fighter Training ($1.10 million).

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS WARNER ROBINS AIR LOGISTICS CENTER (AFMC)
ROBINS AIR FORCE BASE GEORGIA

MEMORANDUM FOR SEE DISTRIBUTION

MAR 06 1995

FROM: WR-ALC/LUHE
226 Cochran Street
Robins AFB GA 31098-1622

SUBJECT: H-60 Corrosion Visit/Investigation

1. The WR-ALC/LUH engineering office (LUHE) conducted a unit corrosion investigation in September of 1994. The purpose of the visit was to obtain a better understanding of the unit maintenance procedures and to observe the various condition of the aircraft at each unit. The teams visited units at Patrick AFB and Hurlburt Field Florida. A visit was also made to the Pensacola depot for a more detailed evaluation of aircraft going through depot maintenance.

2. The teams findings, conclusions, and recommendations are detailed in the following trip report. The information was originally to be presented at the 1995 Product Improvement Working Group (PIWG), but after discussions with AFSOC and ACC, it was decided that the Corrosion Prevention Advisory Board (CPAB) was the proper forum to present the information.

3. WR-ALC/LUH plans to include the trip report in the minutes of the 1995 CPAB held at Davis Monthan AFB, Arizona. Any questions or comments may be addressed to Lt Kevin Wilson at DSN 468-7255.

MICKEY A. MOORE
Chief H-1/H-3/H-60
Engineering Support Team
SOF System Program Office

Attachment:
Trip Report

Distribution:
HQ AFSOC/LGM
55 SOS/OGOM
✓301 RQS/MAMJ
41 RQS/MAUS

TRIP REPORT

TRAVELERS: Lt. Kevin Wilson, WR-ALC/LUHE
David Goulla, TCS Design & Management Services
Bill Organic, Sikorsky Aircraft

DATES OF TRIP: 1-8 September 1994

LOCATIONS: Naval Aviation Depot (NADEP), Pensacola, FL
55TH Special Operations Squadron (55 SOS), Hurlburt Field, FL
301ST Rescue Squadron (301 RQS), Patrick AFB, FL
41ST Rescue Squadron (41 RQS), Patrick AFB, FL

PURPOSE: Warner Robins traveled to NADEP, Pensacola, FL; the 55 SOS, Hurlburt Field, FL; and the 301 RQS, and the 41 RQS, PAtrick AFB, FL, to conduct a corrosion investigation of the HH/MH-60G PAVE HAWK.

SUMMARY: WR-ALC/LUHE conducted a thorough corrosion inspection of aircraft S/N 87-26010 and S/N 87-26011 at the 55 SOS, aircraft S/N 90-26235 at the 301 RQS, and aircraft S/N 92-26462 at the 41 RQS. The results of the investigation revealed the following:

* There are specific corrosion-prone areas on the HH/MH-60G that require dedicated corrosion prevention and treatment.
* Older aircraft (1987 models) have more extensive corrosion than newer aircraft (1992 models).
* Current corrosion prevention and treatment practices are inadequate for aircraft operating near a saltwater environment.

1. Corrosion Investigation: The HH/MH-60G corrosion investigation was conducted at NADEP Pensacola, FL: the 55 SOS, Hurlburt Field, FL; and the 301 RQS and 41 RQS, Patrick AFB, FL. The investigation entailed inspecting the aircraft for corrosion-prone areas, and reviewing squadron corrosion prevention and corrosion treatment policies.

a. Lt. Kevin Wilson (WR-ALC/LUHE) and Dave Goulla (TCS) met with Dan Thomas (NADEP Planning and Estimating [P&E] Shop). Mr. Thomas accompanied Lt. Wilson and Mr. Goulla during an inspection of several HH-60G aircraft, and identified typical corrosion-prone areas on the HH/MH-60G PAVE HAWK. This information was noted and used during subsequent corrosion investigations at the 55 SOS, 301 RQS and 41 RQS.

b. WR-ALC/LUHE and TCS conducted a thorough corrosion inspection of aircraft S/N 87-26010 and aircraft S/N 87-26011 at the 55 SOS; aircraft S/N 90-26235 at the 301 RQS, and aircraft S/N 92-26462 at the 41 RQS. Bill Organic (Sikorsky Aircraft) assisted in the inspection of the aircraft at the 55 SOS. During the inspection, corrosion discrepancies were classified (as shown in Table 1) by area, system, and severity. For example, if the lower strobe light electrical connector was corroded to a degree that required replacement of the connector, the discrepancy was classified as IV-e-1. This classification system allowed categorization of corrosion discrepancies by area, system, or severity.

AREA	SYSTEM	SEVERITY
I. Nose and cockpit area II. Cabin area III. Main rotor pylon area IV. Transition, tailcone, and tail pylon area	a. Airframe corrosion d. Dynamic component corrosion e. Electrical system corrosion f. Fuel system corrosion h. Pneudraulics system corrosion m. Miscellaneous and mission equipment corrosion p. Powerplant corrosion v. Avionics corrosion	1. Severe corrosion 2. Moderate corrosion 3. Light corrosion 4. No corrosion 5. Lack of corrosion prevention

Table 1. Corrosion Discrepancy Classification

c. Tables 2 through 5 summarize the results of the corrosion investigation. Each table corresponds to an area (I through IV) on the aircraft. Tables further categorize corrosion discrepancies discovered during the investigation by aircraft, system (a, d, e, etc.), and severity (1 through 3).

d. As expected, the older (1987-model) aircraft fared worse than the newer (1992-model) aircraft. Aircraft S/N 87-26010 had the worst and most numerous corrosion discrepancies. The following general observations were made for all aircraft inspected:

* The most corrosion-prone aircraft areas and systems:
  - nose electronics compartment
  - avionics rack and mounts
  - bulkhead (FS 185) separating the nose electronics compartment and the cockpit
  - window frame hardware
  - door hinges and latches
  - co-pilot and pilot seatwells
  - interior soundproofing hardware
  - cargo hook assembly
  - search and landing light assemblies
  - antenna mounts
  - tail wheel assembly hardware
  - tail rotor hardware
  - stabilator assembly hardware
  - tail cone interior near the avionics vent, antennas, lower strobe light, strobe light power supply, and access panels
  - electrical system and avionic system clamps, connectors, and hardware

* Aircraft areas and systems that generally had scattered and isolated corrosion:
  - in-flight refuel probe
  - quad bay interior
  - avionic box exteriors
  - nose absorber tuner assembly
  - seat assemblies and seat tracks
  - bell cranks, bushings, bearings, and flight controls (behind FS 247)

- cabin ceiling near the main transmission beams
- wheel well and main landing gear assembly
- external stores support system (ESSS) connections
- cabin ceiling beam joints, brackets, doublers, frame seams, and mating surfaces
- cabin floor beam joints, brackets, doublers, frame seams, and mating surfaces
- hydraulic servo and flight control hardware attached to the forward transmission deck
- main rotor assembly
- engine firewall rivets
- engine mount brackets
- transition bay area
- tail rotor assembly
- exterior fuselage along crevices, seams, mating surfaces, antennas, and removable panels

* Aircraft areas and systems that generally had no corrosion:
  - engines, input modules, and auxiliary power units (APU's)
  - fuel cell area (forward of the transition area)
  - main transmission assembly and accessory components
  - oil cooler driveshaft and fan assembly
  - Forward Locking Infrared (FLIR) radar and the weather radar
  - fuel systems lines, valves, components, and connectors
  - exterior aircraft skin and smooth surfaces

e. Aircraft S/N 89-26210 had the worst and most numerous corrosion discrepancies. The extensive corrosion can be attributed to many factors:

* the aircraft just returned from an overseas deployment
* the aircraft is scheduled for an Airframe Condition Evaluation (ACE)
* the aircraft is an early (1987) model
* the aircraft is due for a phase inspection in 40 flight hours
* the aircraft mission requires routine hover operations over saltwater
* the squadron is located two miles from the ocean
* there is limited hangar facilities to shelter the aircraft
* there are no heavy wash and rinse facilities available to the aircraft (e.g. aircraft wash rack)

f. During the inspection, numerous areas of the airframe were observed to have exposed bare metal. These areas typically included rivet heads and fasteners: hardware, such as nuts, bolts, and washers; floors, doors, and high traffic areas; and the edges of airframe and metal surfaces.

g. There is sporadic corrosion prevention and treatment being performed on the aircraft beyond water rinse of the exterior airframe surfaces, or occasional treatment with a corrosion preventive compound. Nearly all bare metal on the aircraft had either a corrosion preventive compound (e.g. MIL-C-81309, Type II. Class 2) nor epoxy primer (e.g. MIL-P23377, Type I, Class 1 or 2) applied. Most corrosion prevention and treatment were focused on airframe and structural components, with less emphasis an electrical and avionic components. Corrosion and treatment typically included the following:

* an engine water rinse following flight directly over saltwater
* an aircraft water rinse following hover operation over saltwater, or if there was salt spray accumulation on the aircraft
* an aircraft wash every 30 days (15 days at one unit)
* a dedicated corrosion inspection every phase (500 flight hours)
* occasionally, maintenance or crew chiefs will write corrosion discrepancies (less often by pilots and flight engineers)

RECOMMENDATIONS:

1. Technical Order 1H-60(M)G-23 (dated 15 July 1994) is the newest technical manual for organizational, intermediate, and depot corrosion control. This document contains a vast number of limitations, treatments, and repair procedures for various areas of the H-60 aircraft. WR-ALC/LUH has seen a lack of its use due to a variety of reasons (mainly because the TO is on unit back order and the lack of knowledge of its existence). We hope that once all units receive the manual, that its existence will be disseminated to all the appropriate maintenance personnel. This TO should be used to the maximum extent possible. It presently is our most valuable asset in the fight for corrosion prevention and control.

2. More care must be given to aircraft when they are off station (deployed). We understand that this is an extremely difficult time to perform maintenance activity, but more has to be done. WR-ALC/LUH has noticed the poor condition of numerous aircraft which have returned from deployment.

3. The frequency that a unit should perform a waterwash depends on the severity of the environment and the length of time the helicopter is exposed. The technical orders should only be used as a guideline for prevention purposes. If local conditions dictate more frequent attention and maintenance efforts, the units should expand the scope of their efforts. The ultimate responsibility for corrosion prevention lies with each maintenance unit. WR-ALC/LUH will help to the maximum extent possible, but we must get an increased effort from our users.

KEVIN C. WILSON, 1Lt, USAF
MH-60G Structural Engineer

Document Separator

HARS

MASTER PLAN

HOMESTEAD AIR RESERVE STATION

4.0 FACILITY REQUIREMENTS

Introduction
This chapter addresses individual facility requirements as developed from US Air Force requirements, interviews with user groups and site investigations. A project description, site location plan, functional relationship diagram, and an Area Development Plan are provided for each facility. The intent of the Master Plan is to develop a well organized plan that allows for future expansion within the cantonment area while meeting present facility/mission requirements. The limited size of the cantonment and ramp areas require project designers to be efficient in facility layouts and to prevent conflicts with adjacent uses. Therefore, it is important that project planners, architects and engineers become familiar with the overall Master Plan for HARS and the Installation Design Guidelines developed for this Air Reserve Station prior to developing design solutions for individual projects. Table 4.0-1 is a summary of proposed facilities, total cost and project user at HARS. Figure 4.0-1 locates all proposed MILCON programmed facilities.

Objectives
HARS is divided into the following land use areas:

Administration
The location of administrative uses on the base is concentrated near the main entrance and community uses, with direct access to airside via Coral Sea Boulevard or the main pedestrian spine. The concentration of administrative and community support facilities creates a "town center" for the base.

Industrial
The industrial and warehouse functions are grouped with the existing POL complex on the west side of the base. Flightline access and refueling is provided at the end of Westover Street. Additional functions planned include base supply and warehouse, base civil engineering, K-span storage, POL and Automotive Maintenance, etc.

As described in the Master Plan, the layout creates an industrial park with POV parking and offices in the front of buildings and industrial functions (i.e. storage, warehousing, workshops) in the rear.

Airside/Aviation Support
Adjacent to the flightline and the proposed central parking area, the mission related functions are concentrated near the runway. Included in the airside operations are the fire station, base operations, 482d and 301st Squad Ops and hangars. The control tower will be located outside of the cantonment area immediately adjacent to the existing fire station. The Master Plan in the airside and aviation support area has identified non-programmed sites for future expansion according to land use.

Community Area
Located near the main entrance, the community functions include dorms, dining hall, shoppette, and open space.

The MWR facilities include ball fields and gym. The facilities are located near the administration and community users and are connected by roads walkways and the pedestrian spine.

Medical
The medical training complex near the main entrance terminates the pedestrian spine. Its location provides easy access from the dorms, headquarters and other administrative uses. It is proposed to be a 10,500 square foot facility. The Master Plan allows for future expansion of the medical training complex with adequate parking.

Munitions
The munitions area is located in the southwest corner of the cantonment area (see figure 1.12-1 for QD Arcs). The munitions area requires no additional construction or improvements.

The following facility requirements and support text are in order by project number.

HOMESTEAD AIR RESERVE STATION PROPOSED MILCON PROGRAM							
PROJECT	PROJECT NUMBER	USER	CATEGORY CODE	SCOPE	UM	PA $000'S	REMARKS
AGE	HACC 943056	JOINT	#211-712	12,000	SF	$1,450	
AMU	HACC 943057	482	#211-154	6,000	SF	$940	
LOX FACILITY	HACC 943058	482	#442-258	482	SF	$1,000	
SURVIVAL EQUIP SHOP	HACC 943059	JOINT	#218-852	7,000	SF	$970	
MED TRAINING FACILITY	HACC 943060	482	#510-001	10,500	SF	$1,900	
COMPOSITE MAINTENANCE	HACC 943061	JOINT	#211-153	20,700	SF	$3,250	
BASE SUPPLY & WAREHOUSE	HACC 943062	JOINT	#442-758	50,000	SF	$2,900	
HAZARDOUS MATERIAL STOR	HACC 943062	482	#422-257	1,250	SF	$103	
REN VEHICLE MAINTNENACE	HACC 943063	482	#214-425	27,000	SF	$2,550	
REN COMMUNICATIONS	HACC 943064	482	#131-111	7,600	SF	$1,201	
SECURITY POLICE FACILITY	HACC 943065	482	#730-837	5,000	SF	$840	
HYDRANT REFUELING SYS	HACC 943053	JOINT	#121-122	1	LS	$2,000	
REN PHYSICAL FITNESS	HACC 943066	JOINT	#740-674	29,880	SF	$2,750	
PARARESCUE	HACC 943067	301	#171-753	13,000	SF	$1,850	
301st HQ/SQUAD OPS	HACC 943068	301	#141-753	22,500	SF	$2,405	
HH60 HANGAR	HACC 943069	301	#141-185	30,000	SF	$3,050	
HC130 MAINT HANGAR	HACC 943070	301	#211-175	22,000	SF	$2,992	
BENSON TANK STORAGE	HACC 943070	301		1,250	SF	$69	
HC130 FUEL CELL HANGAR	HACC 943054	301	#211-179	22,000	SF	$3,190	
HANGAR APPROACH	HACC 943054	301	#112-211	7,000	SY	$1,125	
AVIONICS/ECM	HACC 943071	301	#217-712	8,400	SF	$1,150	
ENGINE I & R	HACC 943072	301	#211-157	8,000	SF	$910	
AIRCRAFT RINSE RACK	HACC 943073	JOINT	#116-672	500	SF	$300	
SMALL ARMS FIRING RANGE	HACC 943052	482	#179-475	2,100	SF	$1,100	
INFRASTRUCTURE	HACC 943074		#100-000			$24,200	
BASE OPS/ TRANS MAINT	HACC 943075	482	#141-453	6,750	SF	$1,100	
REN WING HQ	HACC 943076	482	#171-445	43,000	SF	$3,870	
REN DORM 476	HACC 943077	JOINT	#721-315	24,000	SF	$2,300	
MOBILITY PROCESSING	HACC 943078	482	#442-758	40,000	SF	$2,350	not programmed
ACMI POD SHOP	HACC 943079	482	#217-713	2,400	SF	$283	
CIVIL ENGINEERING COMPLEX	HACC 943061	482	#219-944	27,000	SF	$3,493	includes only admin
MAIN ELEC DISTRIBUTION SYS	HACC 933091	COM	#812-225	$1	LS	$3,500	
POL OPERATIONS						$2,400	not programmed
ALERT COMPLEX	HACC 933085	FANG	#141-183	57,000	SF	$9,000	
HANGAR 741	HACC 933086	COM	#211-111	180,000	SF	$3,200	
CONTOL TOWER & EQUIP	HACC 933084 A&B	DADE	#149-952	3,500	SF	$5,200	
TOTAL COST						$91,755	
COMMUNITY						$14,154	
RESERVES						$77,591	

Table 4.0-1 Proposed MILCON program and total costs

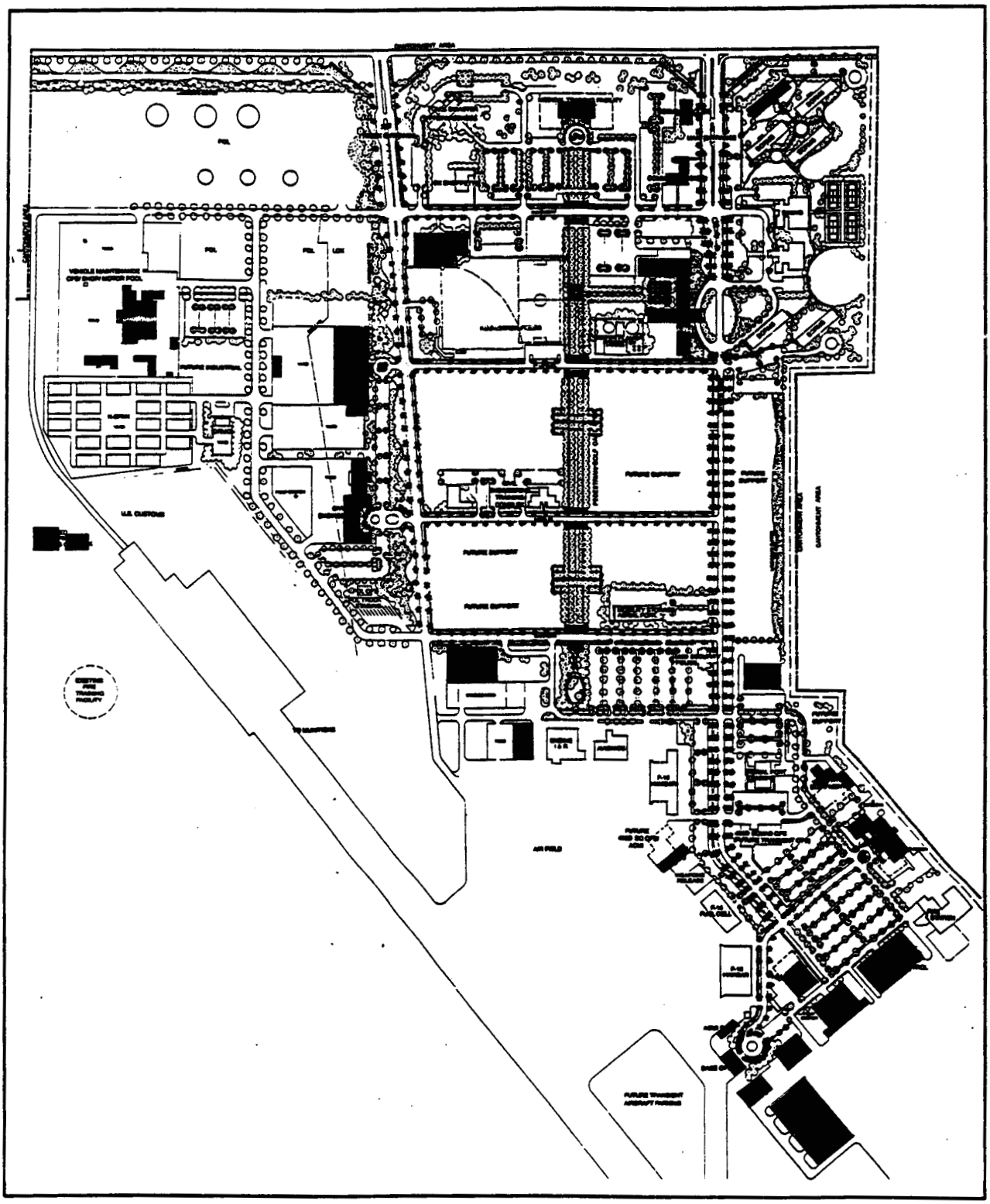


Figure 4.0-1 Proposed MILCON Programmed Facilities

4.1 AEROSPACE GROUND EQUIPMENT (AGE)

The Aerospace Ground Equipment (AGE) Facility maintains equipment to support aircraft. The facility maintains and stores AGE for deployment across the airfield wherever needed. Each flightline operation stores AGE in a readyline storage area and will perform routine daily maintenance on them. The 12,000 square foot facility has been sited in proximity to the flightline and the new mobility processing facility on the northwest side of the ramp (see figure 4.1-1). The site provides access to the flightline, mobility processing and Westover Street. An AGE readyline storage area will be provided at the avionics shop. The one story facility is constructed of precast concrete panels with a standing seam metal roof. The metal roof will conform to HARS standards and respond to the character of adjacent facilities. Windows and doors shall be anodized bronze aluminum with bronze tint glazing. Figure 4.1-2 Functional Diagram shows the general layout of the facility.

The AGE facility requires six stalls (500-600 square feet each) in the shop area with a roll up door at one end. A 3-5 ton overhead crane will be installed to remove engines. The shop area will be equipped with an external exhaust system for engine testing and a compressed air system with quick disconnects will be provided throughout. Two additional wash stalls will be provided with a power spray system.

Program Requirements:

Project Code:	HACC 943056
Category Code:	211-712
Building Size:	12,000 square foot
Building Type:	One story, precast concrete panels with standing seam metal roof.
Parking:	5-8 Unit Training Assembly (UTA)
Cost:	**$1,450,000**

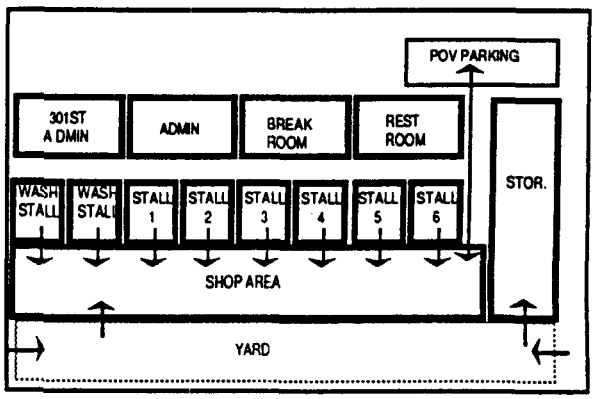


Figure 4.1-2 Functional Diagram

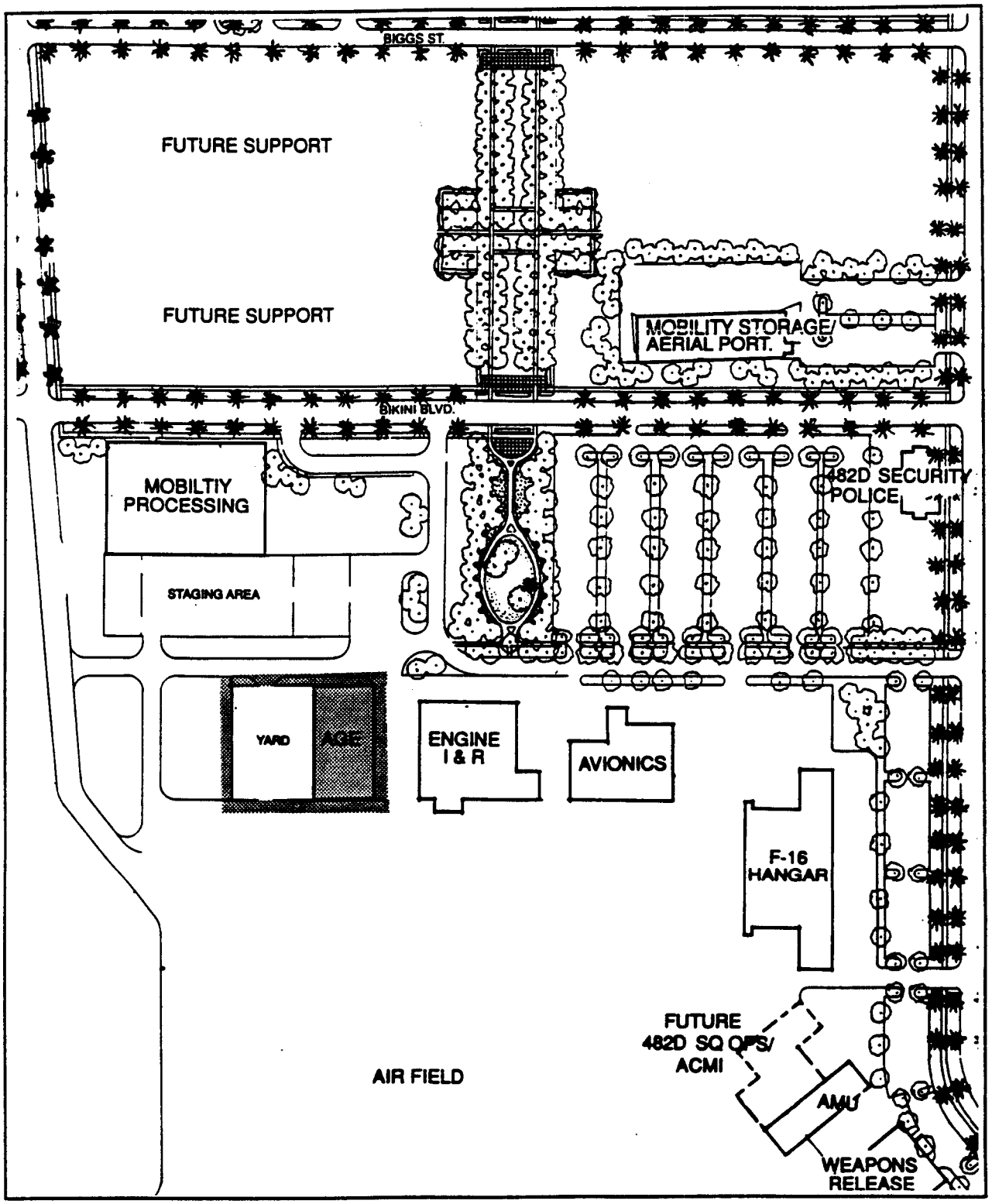


Figure 4.1-1 Area Development Plan for AGE

Table 4.1-1 Rooms (by function) required by AGE

HOMESTEAD AIR RESERVE STATION AEROSPACE GROUND EQUIPMENT (AGE)		
FUNCTION	GROSS SQ FT	REMARKS
Administration Office	300	100 each, one dedicated to 301 RQS
Tool Room	200	
Break Room	150	
Mechanical Room	100	
Shop Area	11,350	includes 6 stalls at 500-600 (sq) ft each
Rest Rooms	250	125 each
Parking Area		Small storage area uncovered to stage equipment coming in. Requires fencing and 10' swing gate.

Special Requirements:

- 3-5 ton overhead crane
- Rollup door
- Two stalls for washing with power spray system
- Compressed air system with quick disconnect
- Frequency converters with special recepticals
- External exhaust system for testing engines
- Requires unique electrical system, 400 HRTZ power
- Central trench drain with concrete floor sloping, drain to connect to pretreatment system

4.2 SQUAD OPS/AIRCRAFT MAINTENANCE UNIT (AMU)

Aircraft Maintenance Unit (AMU) serves as the operating facility that oversees the maintenance of aircraft and other flightline activities. Pilots are debriefed upon completion of a flight to determine maintenance requirements for individual aircraft. Daily personnel assignments, tools and equipment are issued from this facility each morning.

Due to the importance of the facility on the operations of flightline activities, the AMU was sited in a central location on the flightline (see figure 4.2-1). The facility requires a rollup door at the bay area with access to the flightline. Figures 4.2-2 and 4.2-3 show the functional layout of the facility.

The AMU had been sited to allow for expansion, if required, to include the Aircraft Combat Maneuvering Instrumentation (ACMI) and a new 482d Squad Ops. Project designer shall allow for expansion by locating the AMU on the southern side of the development parcel. The rollup door shall be located on the south side to allow for the future additions without disrupting AMU functions.

Program Requirements:

Project Number:	HACC 943057
Category Code:	211-712
Building Size:	6,000 square feet
Building Type:	One story, precast concrete panel structure with standing seam metal roof
Parking:	50-100 UTA
Cost:	**$940,000**

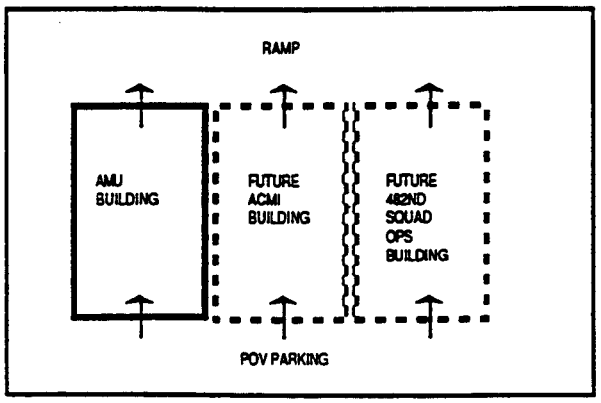


Figure 4.2-2 Functional Diagram

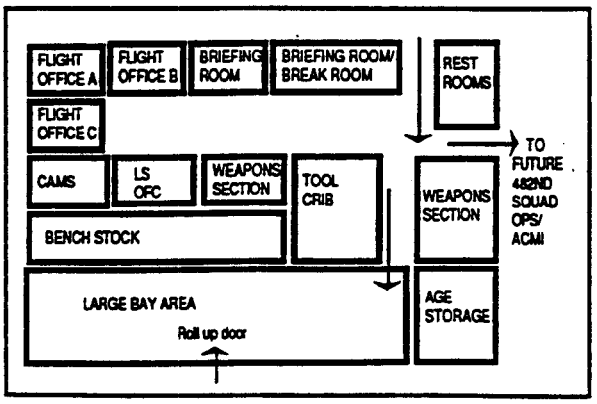


Figure 4.2-3 Functional Diagram

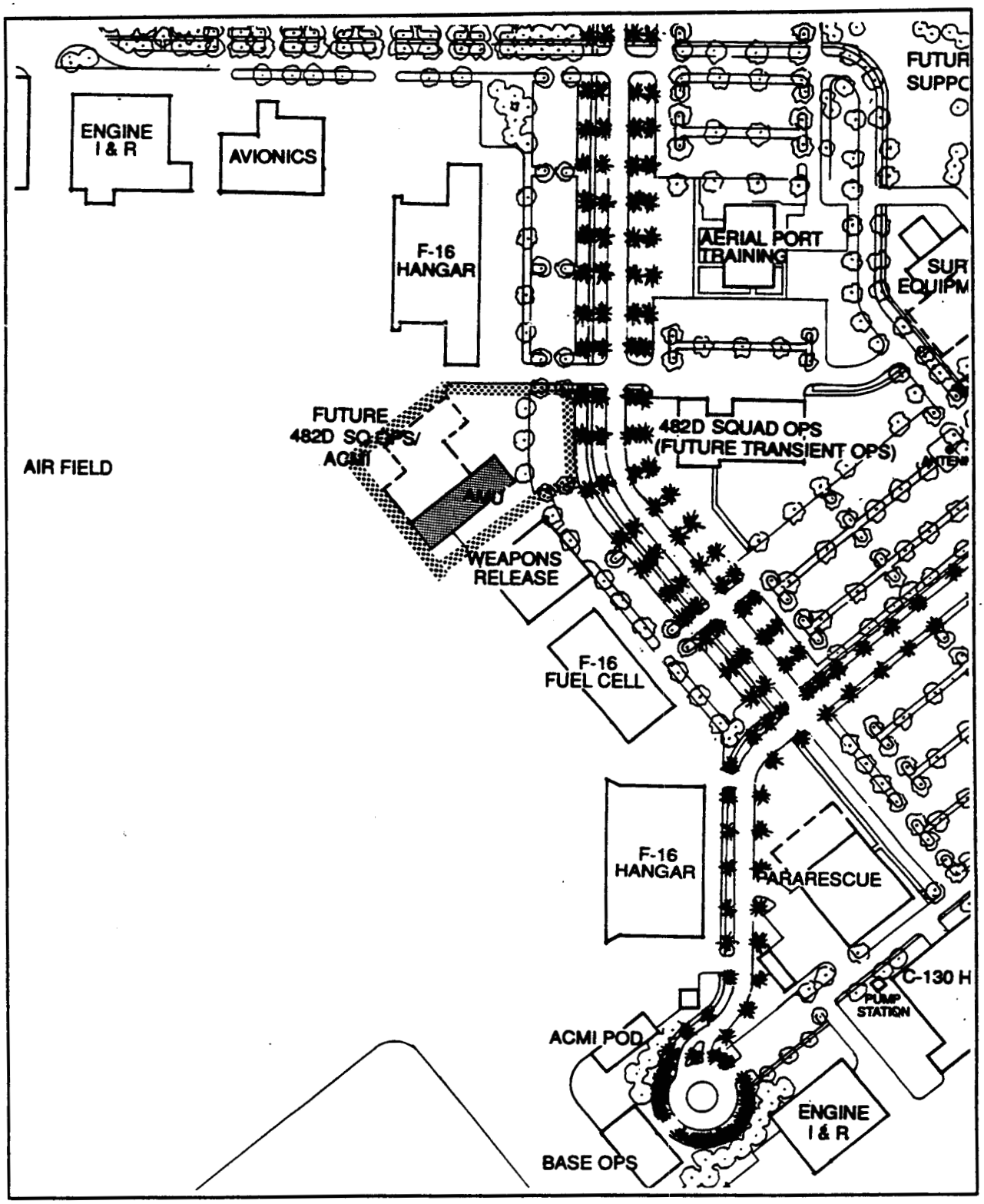


Figure 4.2-1 Area Development Plan for AMU

Table 4.2-1 Rooms (by function) required by AMU

HOMESTEAD AIR RESERVE STATION AIRCRAFT MAINTENANCE UNIT (AMU)		
FUNCTION	GROSS SQ FT	REMARKS
Debriefing Room	250	
Tool Crib	250	Compressed Air
Administrative Flight Offices A, B, & C	600	200 Each
Briefing Area and Break Room	1,000	
Specilized Administration	400	150 each - Requires CAMS computer, LS office, weapons section office
Weapons Section	300	
Large Bay Area	2,200	Rollup door, compressed aire, with AGE storage 12' ceilings in storage
Bench Stock	1,000	

4.3 LOX FACILITY

This is approximately a 482 square foot area enclosed by a concrete block wall with access to storage area for liquid oxygen, nitrogen and hydrazine. The LOX facility will be located in the POL complex, however, the exact siting will be determined after further information regarding tank sizes is available (see figure 4.3-1). Currently there is a need for two oxygen and two nitrogen tanks, each 2,000 gallons. Hydrazine needs may also be incorporated. Provide a storage area for LOX carts. Three grounding points shall be provided. Install explosive-proof lighting inside of the enclosure. Double gates on two sides of the facility will provide access for trucks (see figure 4.3 -2 for functional diagram). The concrete block facility shall be designed and detailed to comply with HARS Installation Design Guidelines.

Program Requirements:

Project Number:	HACC 943058
Category Code:	442-258
Building Size:	482 square feet
Building Type:	One story, concrete block wall enclosure, no roof
Parking:	truck access on two sides of enclosure with double rolling gates.
Landscape:	screening

explosive proof lighting is required

Cost: **$1,000,000**

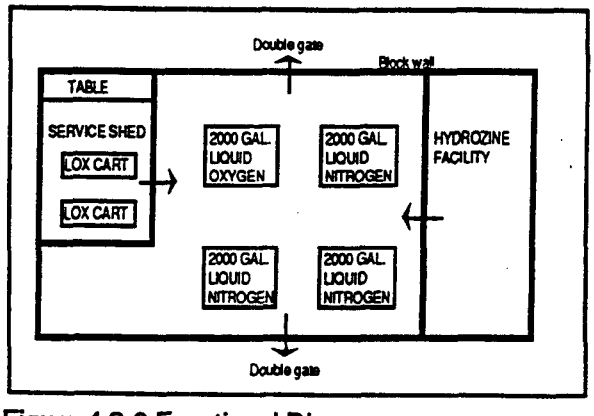


Figure 4.3-2 Functional Diagram

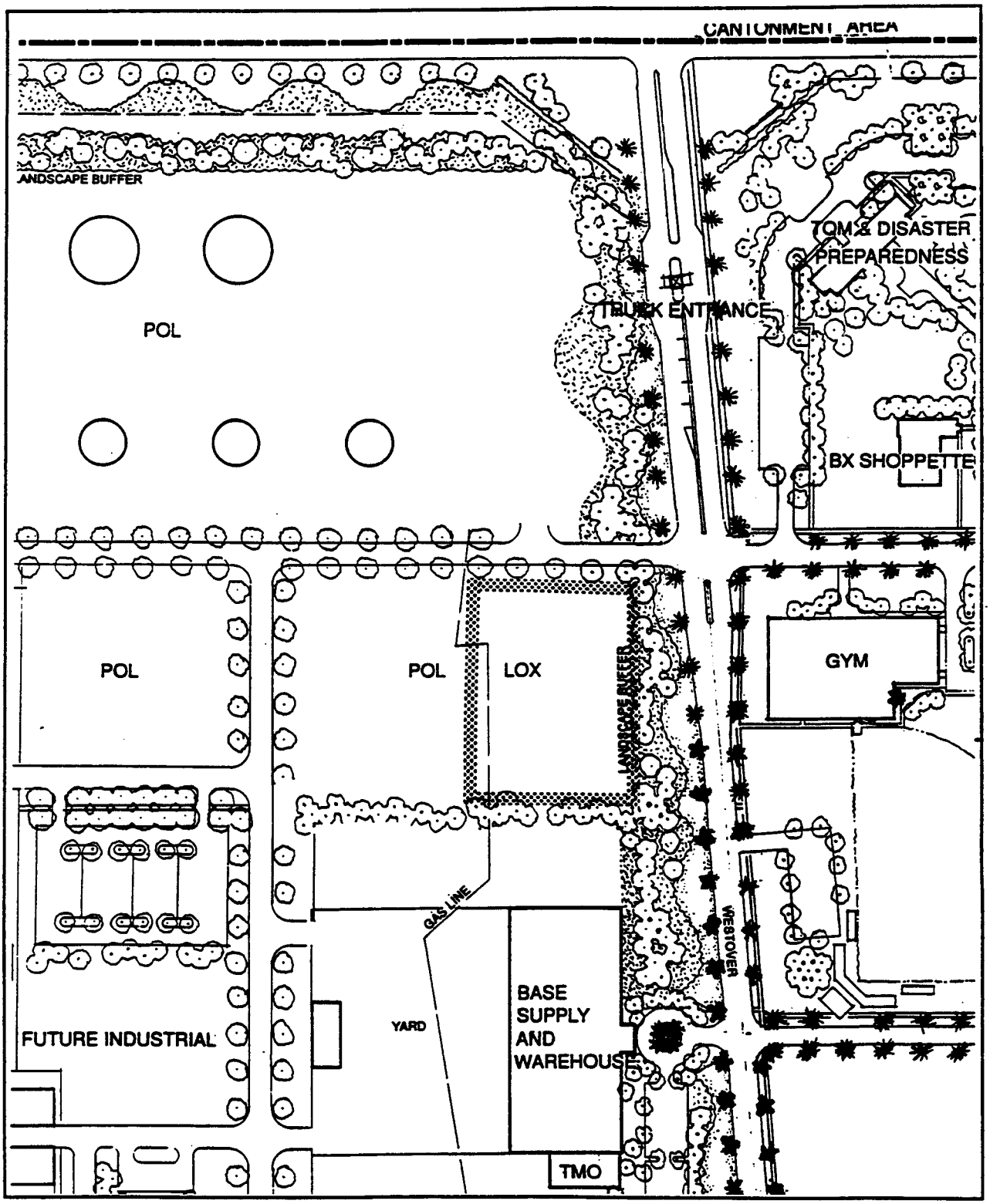


Figure 4.3-1 Area Development Plan for LOX Facility

4.4 SURVIVAL EQUIPMENT SHOP

The mission of this facility is to maintain parachutes, life rafts, LPU's and fabrication of materials. This new building will be located near flight line activities east of Coral Sea Boulevard, but away from the control tower to avoid view conflicts with the facility's parachute drying tower (see figure 4.4-1). The 72 foot high tower will provide space to hang 120 parachutes at one time. The associated building will be 7,000 square feet, jointly used by the 301st and the 482d (see figure 4.4-2 for functional diagram). It will have 220 volt and 110 volt electric capability and an environmentally controlled parachute and rubber packing area and tower. Table 4.4-1 lists each room by function and special requirements. The facility requires a rollup door at the fabric shop and double doors at maintenance. The architecture for the building shall comply with the HARS Installation Design Guidelines (see chapter 6.0). Special architectural attention to the drying tower should be taken to assure compliance with the design intent for HARS.

Program Requirements:

Project Number:	HACC 943059
Category Number:	218-852
Building Size:	7,000 square feet
Building Type:	One story with adjacent tower, precast concrete panels, metal standing seam roof, flight line colors
Parking:	13 POV spaces, 2 step vans, 2 pickup trucks
Cost:	**$970,000**

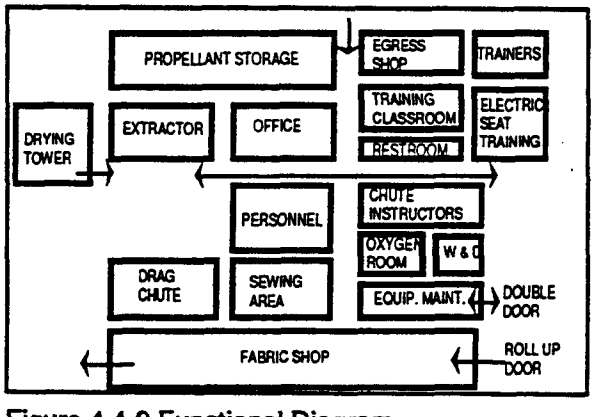


Figure 4.4-2 Functional Diagram

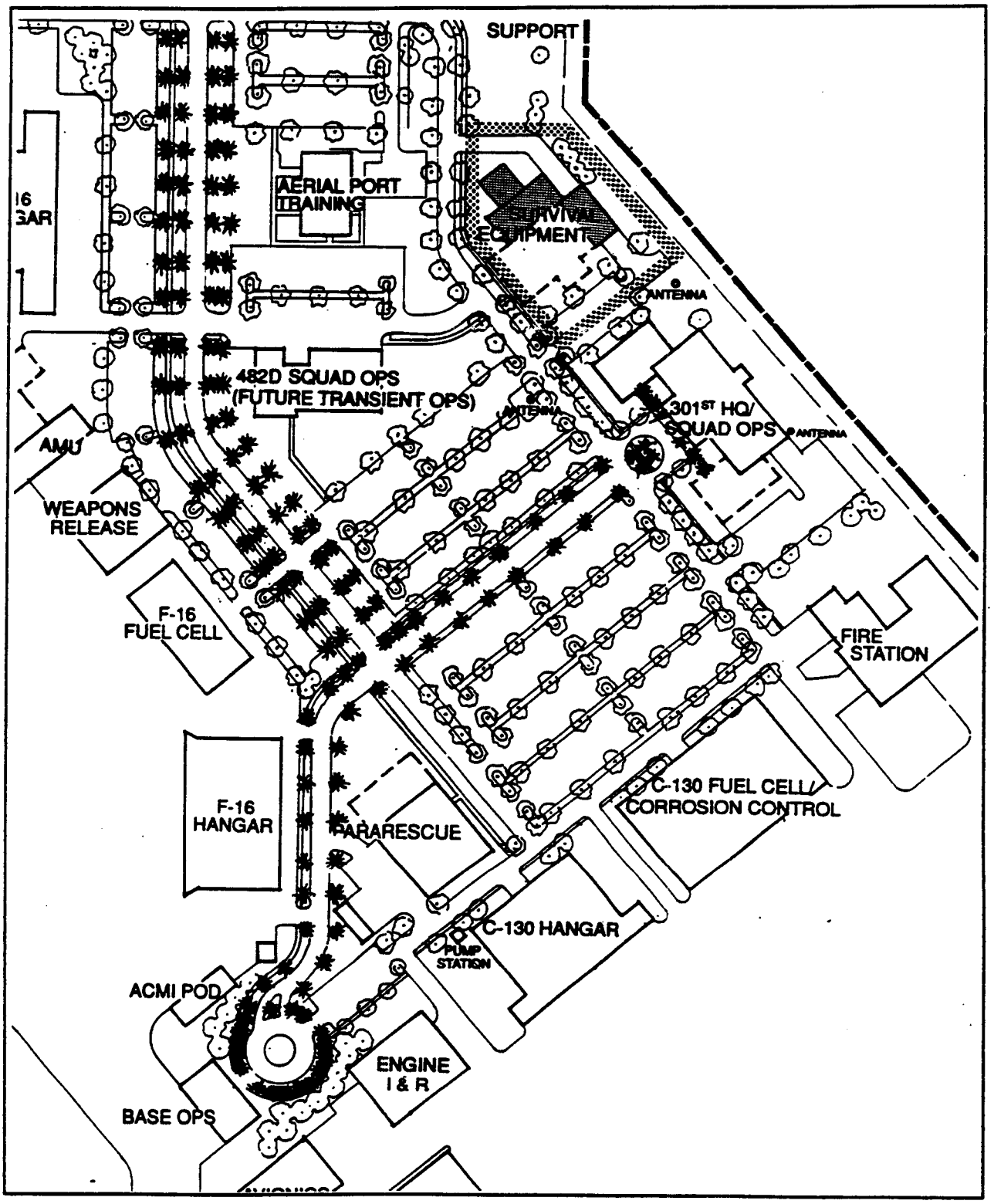


Figure 4.4-1 Area Development Plan for Survival Equipment Shop

Table 4.4-1 Rooms (by function) required by the Survival Equipment Shop

HOMESTEAD AIR RESERVE STATION THE SURVIVAL EQUIPMENT SHOP		
FUNCTION	GROSS SQ FT	REMARKS
Tower		40'x40'x70' height, 5'x20' washing tub
Round Parachute	3000	
Ram Air Parachute	4800	Carpeted 10'-12' ceiling
Rubber Products	4200	Compressed air 10'-12 ceilings
Total	12000	

4.5 MEDICAL TRAINING FACILITY

This facility serves to dispense and manage medical assets and personnel assigned to the 482d Medical Squad Det. 3, 11th USAF Contingency Hospital and the 21st APSS. The mission for Det. 3, 11th USAF Contingency Hospital is to manage the day-to-day administrative functions such as developing future budget allocations for projects; determining training needs for staff, preparing SORT's Reports, UTA, After Action Reports, maintaining medical records, and preparing orders for TDY travel.

The medical training facility is a critical support function to mission operations and the HARS community in general. The facility requires a prominent location for easy access. The Master Plan has sited the 10,500 square foot facility adjacent to Bougainville Boulevard at the northern terminus of the pedestrian/golf cart spine (see figure 4.5-1). This location allows for future expansion of the facility while creating a strong community image at the "front door" of HARS.

The building shall be constructed of precast concrete panels with a metal standing seam roof and metal doors and windows (see Chapter 6.0 Installation Design Guidelines).

The new facility shall provide adequate space to accomplish all required medical readiness training and storage for medical training equipment. The functional relationship diagram illustrates the facility (see figure 4.5-2).

The medical training facility will have vehicle access from Elmendorf with service loading on the west side of the building. The courtyard and dropoff area shall be landscaped according to Chapter 6.0 Installation Design Guidelines and shall terminate the pedestrian spine.

Program Requirements:

Project Number:	HACC 943060
Category Code:	510-001
Building Size:	10,500 square feet
Building Type:	One story, precast concrete with metal standing seam roof.
Parking:	200 (UTA)
Paved Courtyard:	Concrete pavers at main entrance to building
HVAC	
Requires 120 volt electrical	
Cost:	**$1,900,000**

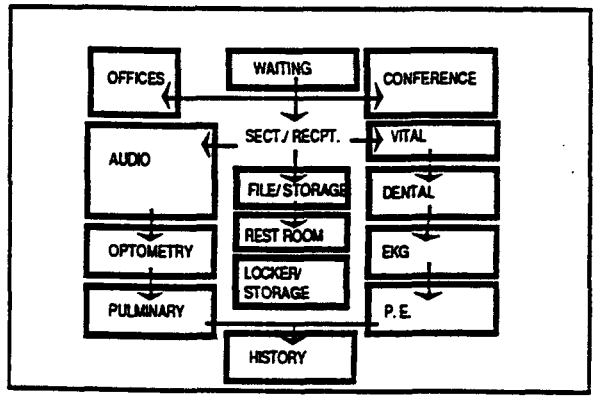


Figure 4.5-2 Functional Diagram

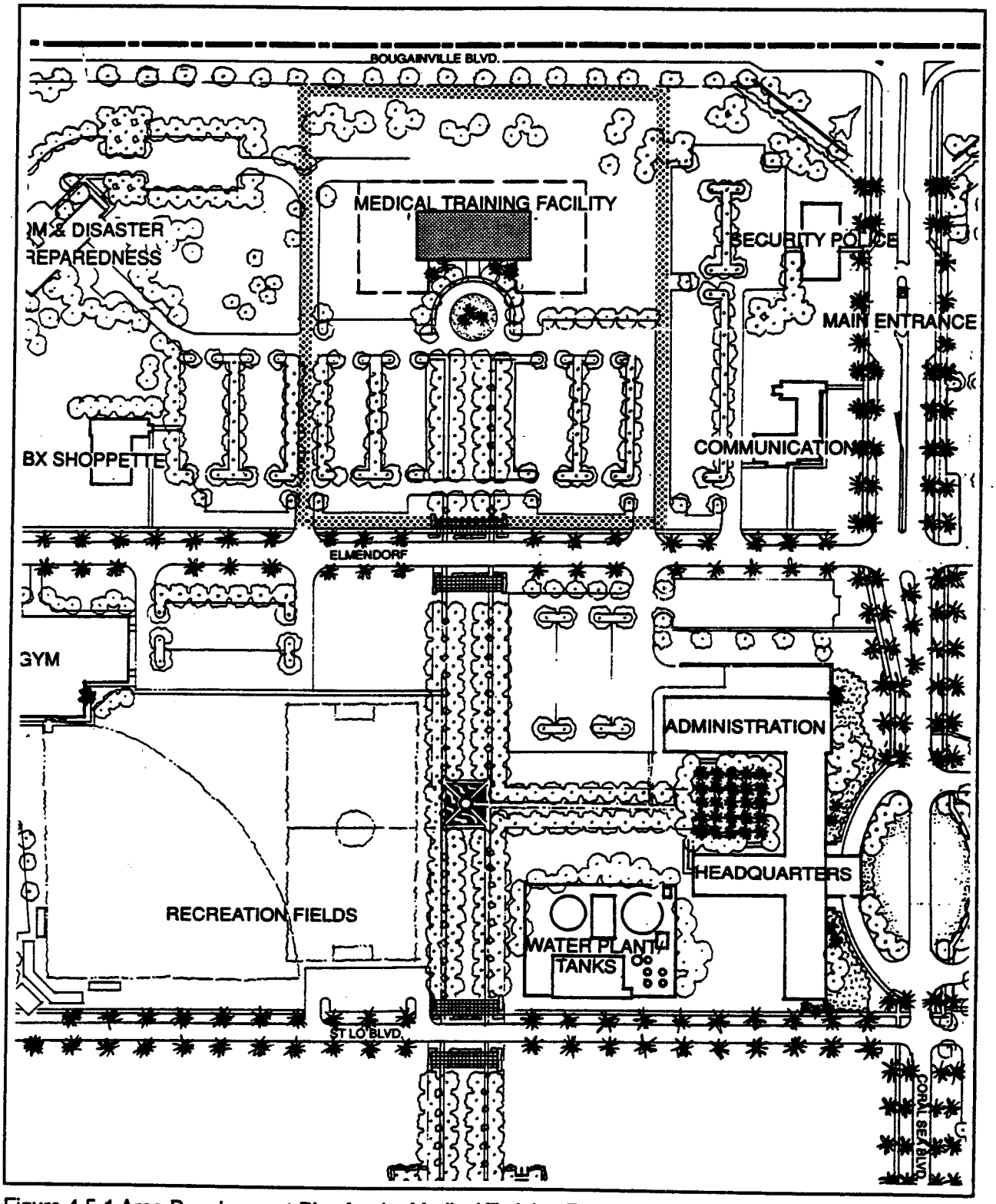


Figure 4.5-1 Area Development Plan for the Medical Training Facility

Table 4.5-1 Rooms (by function) required by the Medical Training Facility.

HOMESTEAD AIR RESERVE STATION MEDICAL TRAINING FACILITY	
482d MEDICAL GROUP	
Secretary	125
Commanders Office	300
Senior Art	150
Conference Room	300
Reception Area	200
Storage	250
Medical Supplies	250
Secured Medical Records Room	100
Det. 3, 11th USAF CH	
Commander	250
ART	125
Medical Records Technician	125
GS-5	550
Training Room	500
Conference Room (2)	600
Rest Rooms (M&F)	1,200 (600 each) adequate service for 30 people
Section Chiefs Offices	1,600 1st Sgt., Admin Chief Medical Svg. and Chief NV
Physicians Offices (3)	450
Administration	125
Medical Records	200
Reception Area	500
Computer Filer Service	100
Medical Readiness	1,100 various training equipment
Medical Supplies	1100
Orderly Room	300

Special Requirements:

- 120 volt electical
- Hazardous disposal
- Paging system
- Dedicated modem line
- 3DSN FTS lines
- Dedicated fax line
- Secured room for drug testing and sensitive medical data

HA RS MASTER PLAN

4.6 COMPOSITE MAINTENANCE

This facility will provide for aircraft maintenance and associated equipment maintenance and storage; engine component repairs; structural maintenance, inclusive of sheet metal fabrication and corrosion control; metals technology; general purpose aircraft maintenance shops; and maintenance item inspections. Other facility functions will include administrative areas and offices; training class rooms; break room; restrooms with showers; mechanical and electrical rooms; telephone room; and circulation space. This 20,700 square foot new building will be shared by the 482d and 301st. It will be located east of Coral Sea Boulevard in the aviation support area to provide access to the equipment and airplanes that are under repair (see figure 4.6-1). This facility shall comply with Federal, State and local regulations governing hazardous waste materials. An oil separator drain shall be located for separation of oil products.

Figure 4.6-2 illustrates the functional diagram of the following uses. Sheet metal shop will include a composite shop and a special welding exhaust system with exhaust hoses serving welding stations. This shop maintains a large supply of various metals required to manufacture/repair components for assigned aircraft and equipment and several pieces of shop equipment to facilitate repairs and manufacturing processes (metal lathes, milling machines, drill presses, bench saws, powered hack saw, welder, and metal grinding machines). Tech author library and a CAMS terminal shall be provided.

The composite shop, included in the metal shop, will provide an area to store shop tool kits during non duty hours and between uses. This area will also provide for central storage and control of all shop bench stocks. Storage space is needed in each shop, to give additional control over items and to comply with policy for storing and safe guarding tools.

Electro environmental shop (EVEL) supports both on and off equipment troubleshooting and repair of electrical and environmental systems and components for C-130 aircraft. The shop maintains an assortment of supply bench stock to support aircraft on and off equipment repair actions. Performs functional check on electrical/environmental components as requested and trains assigned Reserve personnel. The shop maintains a base battery repair shop for Ni-Cad and Lead acid for assigned aircraft and all other on-base functions. The battery shop will have an exhaust system separate from other exhaust systems and interlocked with the charging systems. The battery shop area must comply with OSHA, AFOSH and EPA requirements. The shop requires a concrete floor and an emergency deluge shower with eyewash, guide wire and an audible alarm when used. This shop has four 301st staff assigned to it.

Pneudraulic shop (Pneu) supports both on and off equipment troubleshooting and repair for hydraulic systems and components for assigned C-130 aircraft. Performs functional checks of all hydraulic items as requested. Maintains an assortment of supply bench stock parts to facilitate on/off equipment repair actions. Trains assigned Reserve personnel. Overhead hoist with rated capacity of 2,000 pounds minimum to facilitate the movement of heavy parts and equipment throughout the shop. This shop has four 301st staff working on a daily basis.

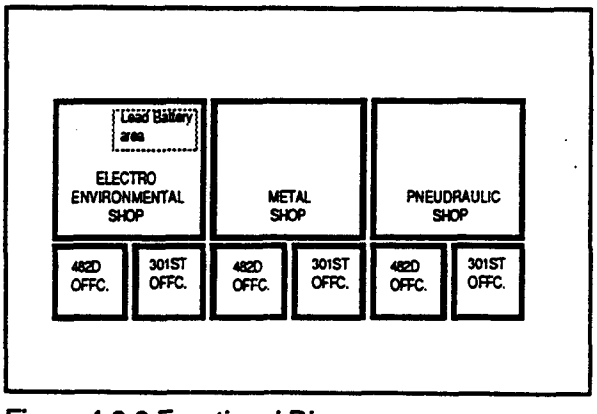


Figure 4.6-2 Functional Diagram

Non-Destructive Inspection Area. The NDI will have a separate HVAC system.

Overhead doors will be located outside the Pneudraulic and metal shops to allow large items requiring repair to be loaded/unloaded in the shops.

24 POV parking spaces and 3 military vehicle truck spaces related to the building are needed. Access and parking for 2 truck spaces at the rear of the building shall also be provided.

Program Requirements:

Project Number:	HACC 943061
Category Number:	211-153
Building Size:	20,700 square feet
Building Type:	One story, precast concrete panels, metal standing seam roof, flight line colors
Parking:	24 POV parking spaces, 5 military vehicle truck spaces
Landscape:	Screen truck access from Coral Sea Boulevard
Cost:	**$3,250,000**

HOMESTEAD AIR RESERVE STATION COMPOSITE MAINTENANCE	
ROOM	GROSS SQUARE FEET
Maintenance SQ NCOIC	360
Aerospace Systems Office	200
Electro-Environmental Shop	2200
Pneudraulic	3300
Metal Technology Shop	3600 welding machine
Training Room	900
Combine Break Room	900
Composite Tool/Benchstock Storage Room	900
Parts Cleaning Room	650
Circulation Space	1850 (corridors, halls, entries)
Rest Rooms	300 (150 each)
Mechanical Room	150
Electrical Room	125
Janitorial Closet	50
Battery Shop	400 (NICAD, 400 (LEAD)
NDI	2500
Egress	200

Table 4.6-1 Rooms (by function) required by Composite Maintenance

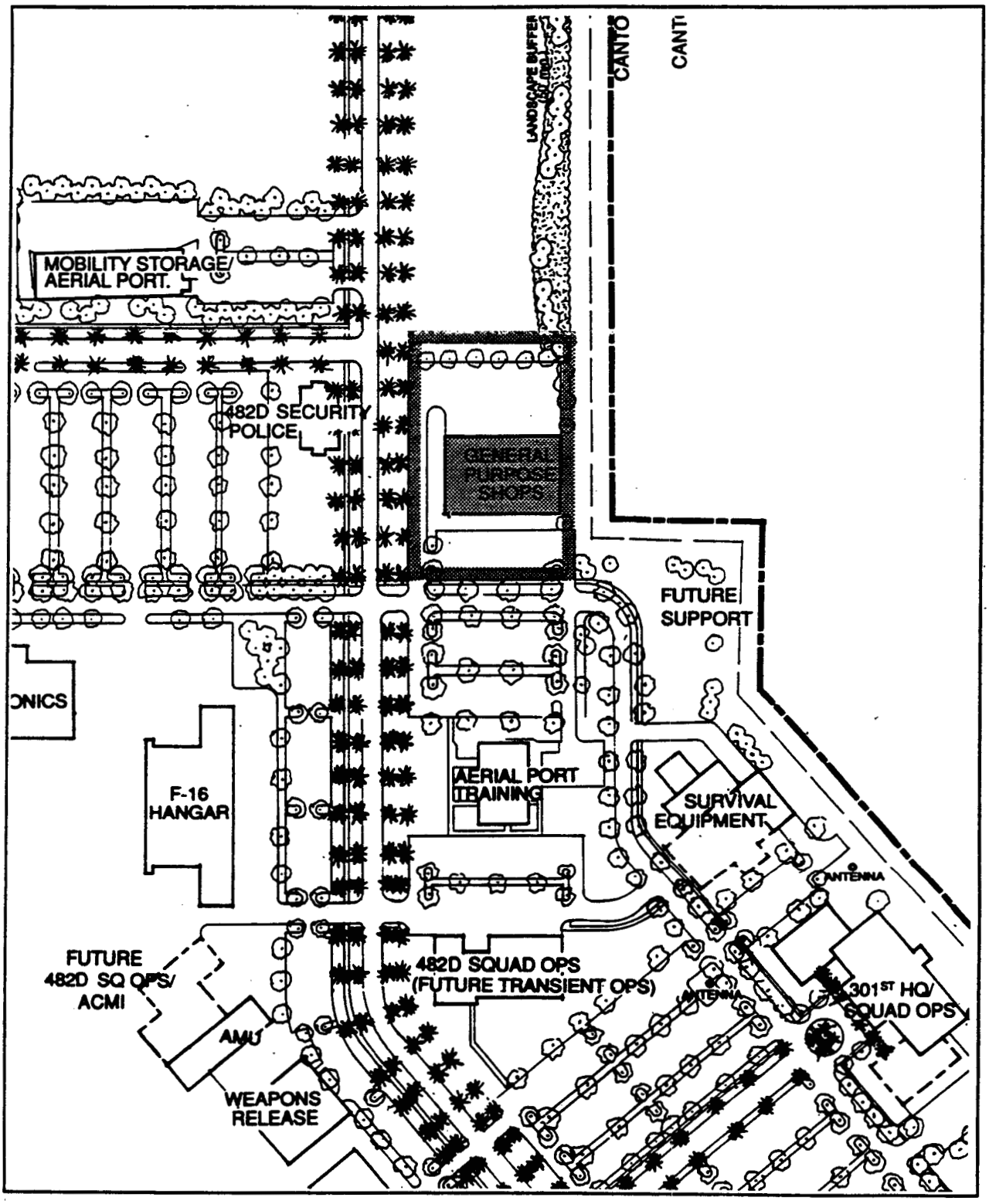


Figure 4.6-1 Area Development Plan for Composite Maintenance

4.7 BASE SUPPLY AND WAREHOUSE

This building provides a central clearinghouse for office supplies, equipment and tools for base operations. This new building is located in the industrial park at the south end of Westover Street, at the west end of St Lo Boulevard (see figure 4.7-1). Administration and store uses are in the front of the building and the warehouse and loading facilities are in the back (see figures 4.7-2 and 4.7-3 for functional diagram). POV parking is located in the front for easy access to the store and offices. Four loading docks are required. A ramp from the storage yard to the loading dock is needed for forklift access. Parking spaces for 3-5 military trucks and a 1/2 ton truck will be provided. A fenced 5,000 square foot storage yard in the rear is needed. A pre-engineered 3,100 square foot hazardous materials storage area shall occur within the fenced area (see 4.8 Hazardous Material Storage). In the base supply offices, two secured vaults are required which are climate controlled. In addition, a classified properties vault is needed, with climate control. The architecture shall comply with the HARS Design Guidelines (see Chapter 6.0).

Program Requirements/Base Supply:

Project Number:	HACC 943062
Category Number:	442-758
Building Size:	50,000 square foot building, 5,000 square foot storage yard
Building Type:	Two stories, precast concrete panels, standing seam metal roof, accent color on roof
Parking:	10 customer parking spaces, 3-5 military trucks, 1 1/2 ton truck
Cost:	**$2,900,000**

A 4,500 square foot TMO area will be co-located with the base supply and warehouse. Of the total square footage, 4,000 square feet is shop space and 500 square feet is office space. The office will have an open floor plan and have access to base supply administration via a secured door controlled by base supply. TMO has 13 staff people, 4 in the administration office. Views are required from the office to the storage yard and into the workshop area. Ten customer spaces are needed in the POV parking lot in front to the building (see figure 4.7-3 for functional diagram). An exhaust fan system will be mounted outside. Table 4.7-2 shows a list of the rooms and their requirements. The architecture shall comply with the HARS Installation Design Guidelines (see chapter 6.0 and figure 4.7-4).

Program Requirements/TMO:

Building Size:	4,500 square feet
Building Type:	One story, to match base supply
Parking:	23 POV spaces
Other:	exhaust fan system, open floor plan, views to yard

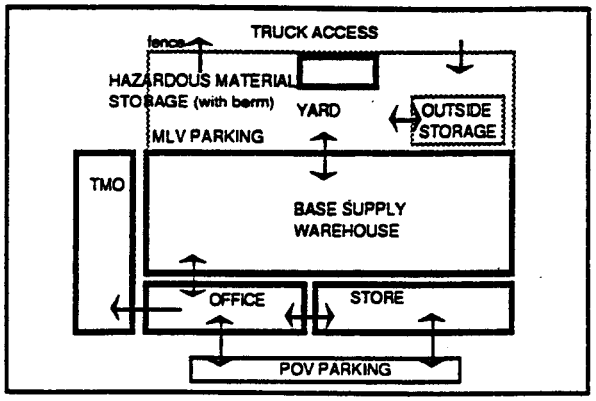


Figure 4.7-2 Functional Diagram

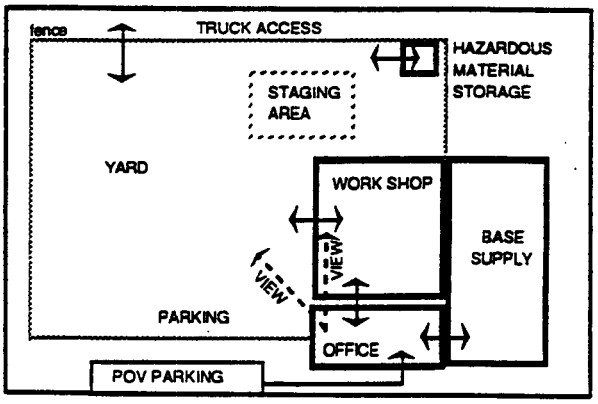


Figure 4.7-3 Functional Diagram

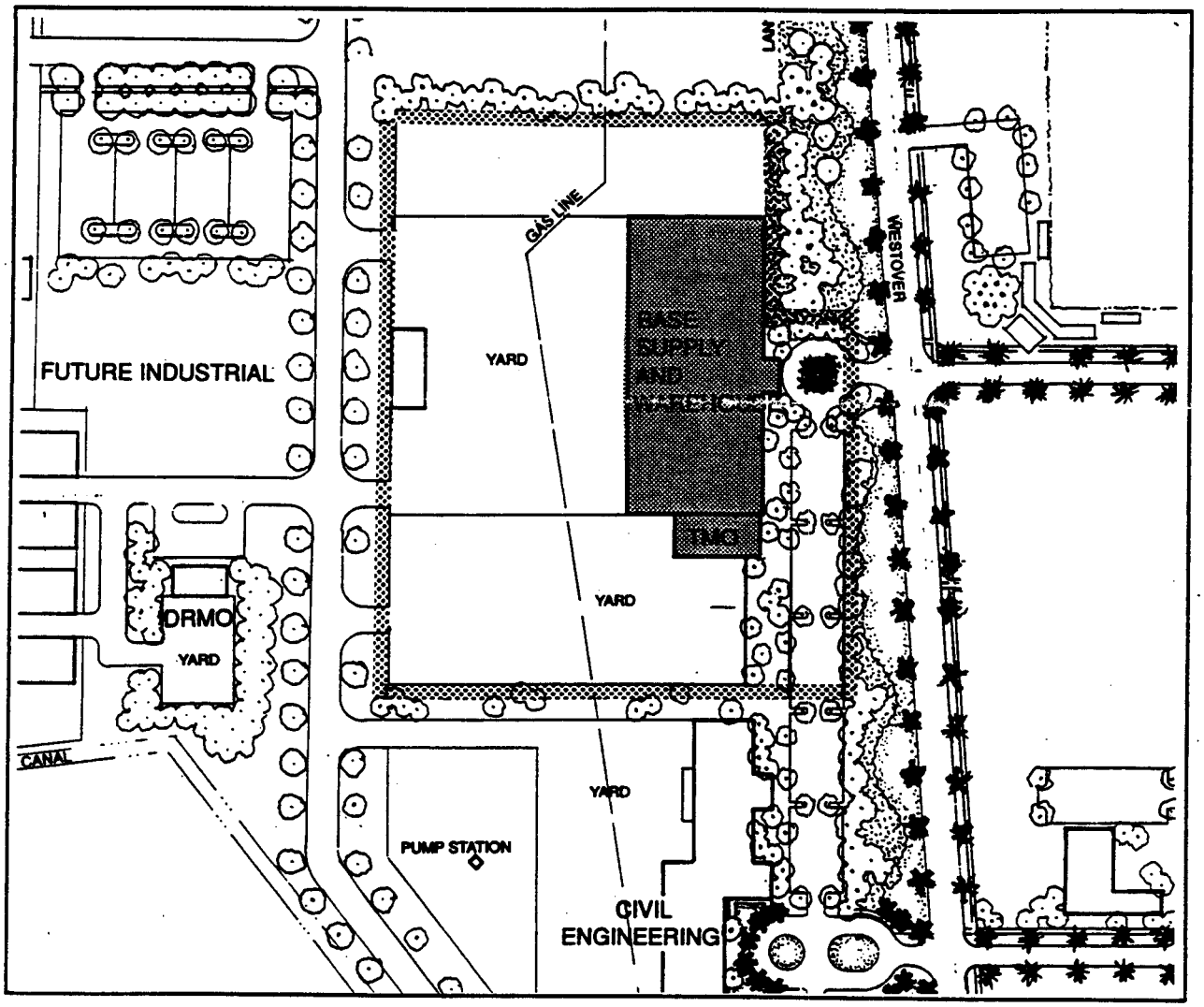


Figure 4.7-1 Area Development Plan for Base Supply and Warehouse

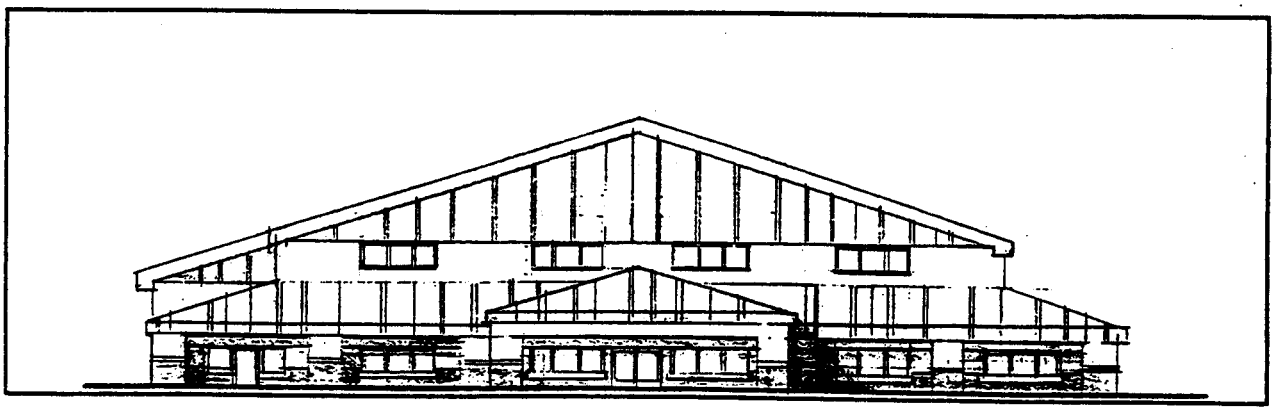


Figure 4.7-3 Conceptual Building Elevation

Table 4.7-1 Rooms (by function) required by the Base Supply and Warehouse

HOMESTEAD AIR RESERVE STATION BASE SUPPLY AND WAREHOUSE		
FUNCTION	GROSS (SQ) FT.	REMARKS
Administration Supply	1000	
Tool Issue	500	Base Supply store area
Equipment Issue	500	Base Supply store area
Clothing Area	500	Base Supply store area
Administration Offices	600	Two offices, provide access via secured over between TMO and Base Supply office
Storage	46900	
Building Total*	50000	
Storage Yard	5000	Exterior space enclosed with fencing

* Hazardous material storage facility (see 4.8) is co-located with the base supply and warehouse yard area.

Table 4.7-2 Rooms (by function) required by TMO

HOMESTEAD AIR RESERVE STATION TMO		
FUNCTION	GROSS (SQ) FT.	REMARKS
Office	500	4 computers with printer, views into open floor and storage yard
Open Floor	4500	Forklift operation
Staging Area	3600	
Loading Dock	70 (LF)	With spring ramp, ramp from storage yard to dock for forklift
Restrooms	250	2 (M&F)
Storage Yard		Fenced area with rolling gates
Hazardous Storage		25 storage sheds

4.8 HAZARDOUS MATERIAL STORAGE

This facility stores hazardous material produced by HARS. This 3,100 square foot pre-engineered facility will be located in the industrial park within the base supply and warehouse facility parcel (see figure 4.8-1). The facility is laid out with POV parking in the front and a fenced-in storage yard. The entrance to the yard and service doors is via the warehouse storage yard. Due to the nature of the facility, a facility buffer around the development parcel is required to screen views of the storage yard and the pre-engineered metal building. The storage yard shall be designed to allow for tractor trailer loading and unloading from the DRMO 90 day storage area and the bulk storage area. The structure shall be painted to match the HARS approved color scheme (see Chapter 6.0 Installation Design Guidelines). The functional relationship diagram (figure 4.8-2) illustrates the basic layout of the hazardous material storage site. See 4.7 Base Supply to review site layout of the hazardous material storage in relationship to Base Supply and Warehouse

This facility will require spill containment curbs with a properly sized ventilation system in the building. Environmental permits will be required. Floors in storage areas shall be back sloped from doors for spill containment.

Program Requirements:
Project Number: HACC 943062
Category Code: 422-257
Building Size: 1,250 square feet
Building Type: Pre-engineered metal structure to be assemble on site.
Parking: 5 POV, 2 trucks
Minimal electrical and HVAC required
Cost: $103,000

Special Requirements:
- Building mounted flood lights for security
- Requires environmental construction and operation permits, and associated permits for monitor wells from SFWMD.
- Governmental Hazardous Waste Notification Form is required from FDEP annually (see 3.7-8 Hazardous Materials).
- Eye Wash in all areas
- Containment system: curbs
- Rigid conduit
- Slope storage area floors to contain spills

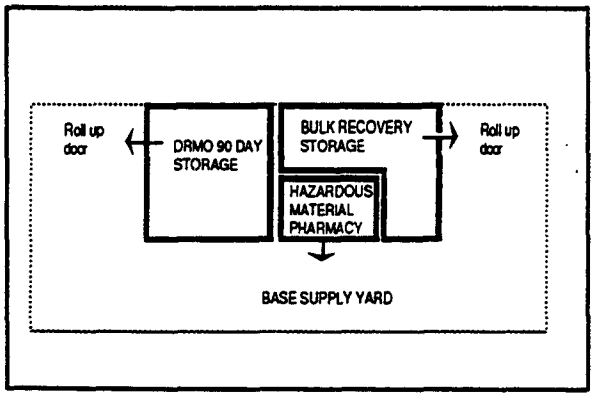


Figure 4.8-2 Functional Diagram

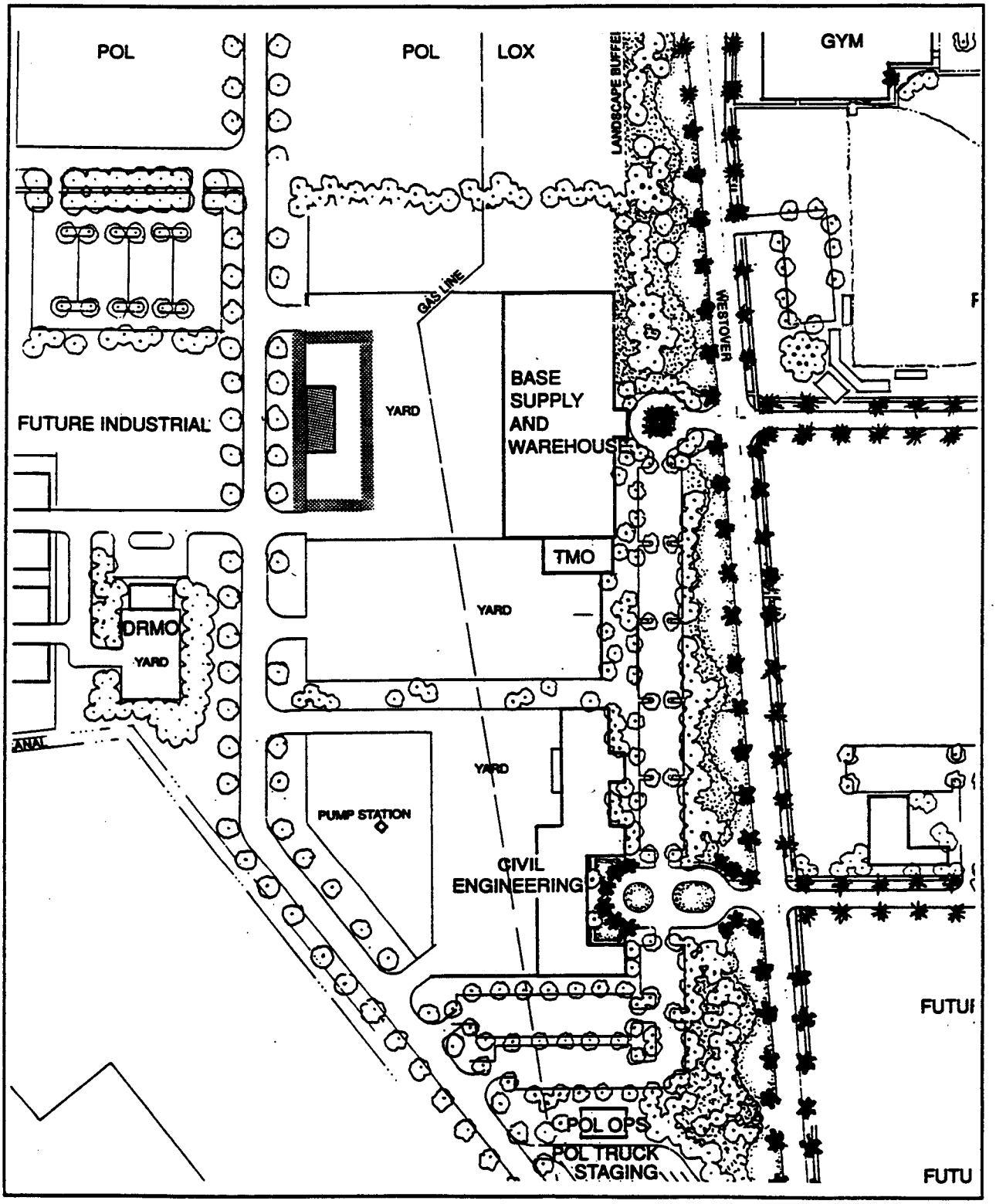


Figure 4.8-1 Area Development Plan for Hazardous Materials Storage

4.9 VEHICLE MAINTENANCE

This 27,000 square foot vehicle maintenance and motor pool area provides repair work to the 212 military vehicles at the station. The buildings in this facility will not change substantially from their current configuration. However improvement shall be made to the exterior as major repairs and renovations are required in the facility to bring them in compliance with the Design Guidelines (Chapter 6.0). The vehicle maintenance facility is located on the west side of the station, in the industrial park (see figure 4.9-1) with convenient access from Elmendorf .

The existing Building 211 will be upgraded to include explosive proof wiring improvements. Other buildings in the vehicle maintenance area include: Building 307 - a refueler maintenance service; Building 312 is to be renovated; Building 310 - a wash rack and small shed. The vehicle maintenance complex will be fenced in with secured gates at the two access points. POV parking is provided outside of the enclosed complex area for safety, security, and space requirements.

20 parking spaces are needed during the week and 30 for UTA. Space must be provided for 20 military vehicles within the vehicle maintenance complex with visibility from the dispatch office. The entire lot must be fenced.

Program Requirements:

Project Number:	HACC 943063
Category Code:	214-425
Building Size:	27,000 square feet
Building Type:	Existing structures
Parking:	POV 30 (UTA), MILV 20
Cost:	**$2,550,000**

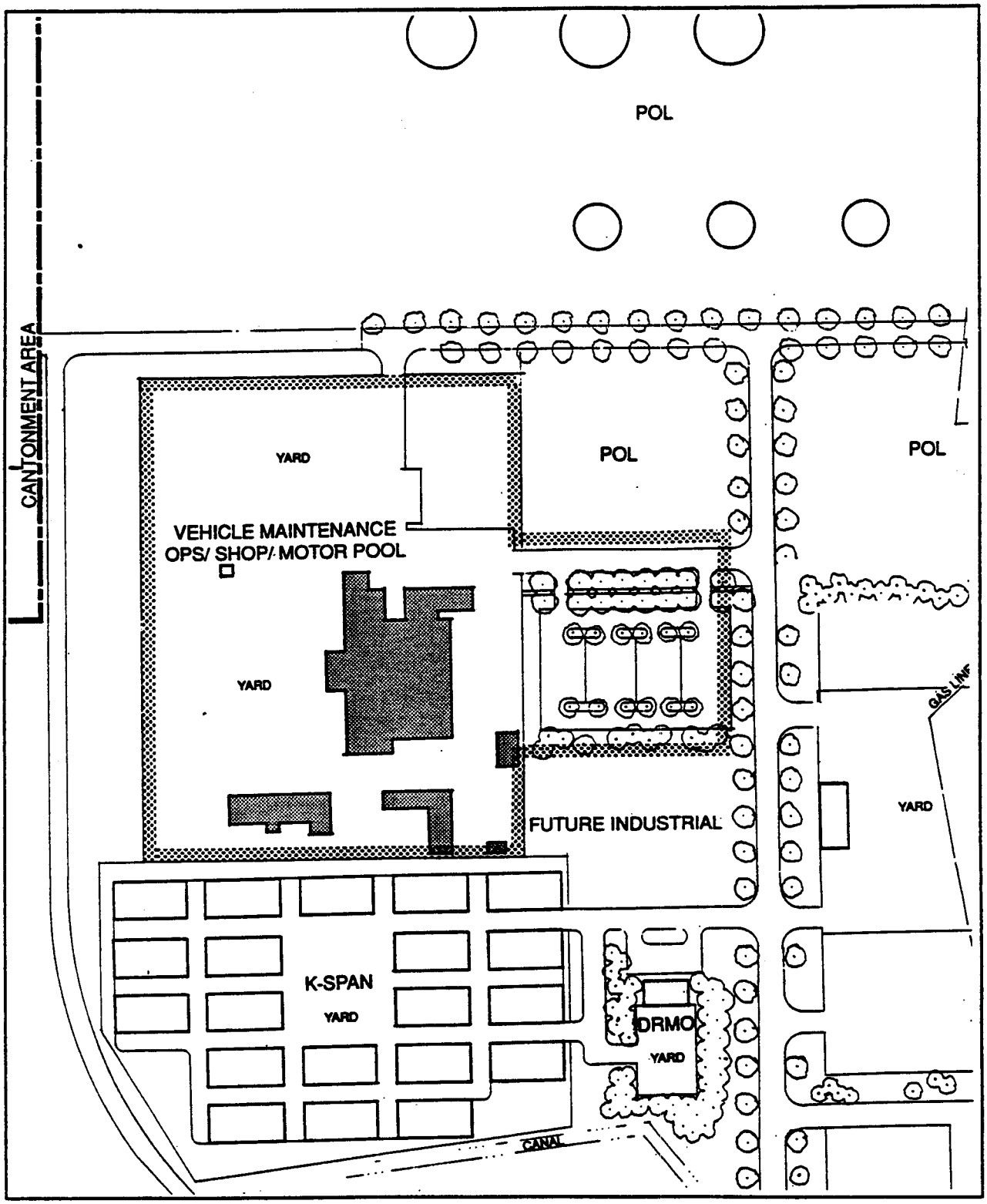


Figure 4.9-1 Area Development Plan for Vehicle Maintenance

4.10 COMMUNICATIONS

This building serves as the central location for phone and electronic equipment at the base. It will be a new building located on the same parcel as the previous communications center in order to reuse the underground vault system. The building is located to the south of the DoD Security building near the main entrance to the station on Coral Sea Boulevard (see figure 4.13-1). The building is 7,600 square feet and includes switching rooms, work center and administration.

Twenty-three staff people and six contracting staff work in the building. 32 parking spaces are required. The interior of the building shall include a work center with three work benches, a COMSAC vault next to COMCTR. The contractor (SouthBell) requires a work center with 3 desks and a small supervisor's office of 150 square feet, and a 6' x 3' tool and testing equipment storage closet. Four lockers are needed and adequate restrooms. The conduit will be provided on top of a primary feeder (see figure 4.13-2 for functional diagram).

The 485th EIG at Griffiths AFB will determine the exact building requirements after analyzing the base wide communications needs. The 485 E16 base communications study is pending. See Table 4.10 for a list of rooms by function and special requirements.

Program Requirements:

Project Number:	HACC 943064
Category Code:	131-111
Building Size:	7,600 square feet
Building Type:	One story, precast concrete panels, metal standing seam roof
Parking:	23 POV parking spaces, 6 contractor trucks and 4 military vans
Other:	locate on existing footprint
Cost:	**$1,201,000**

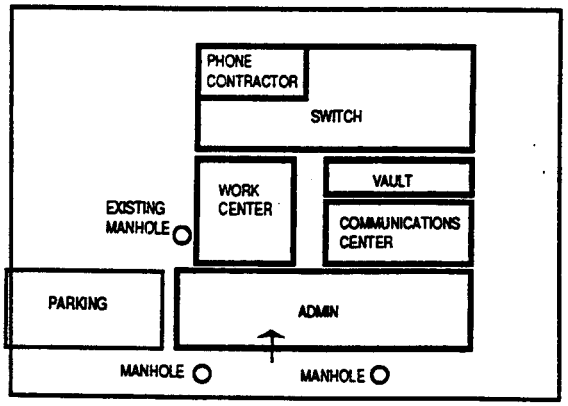


Figure 4.10-2 Functional Diagram

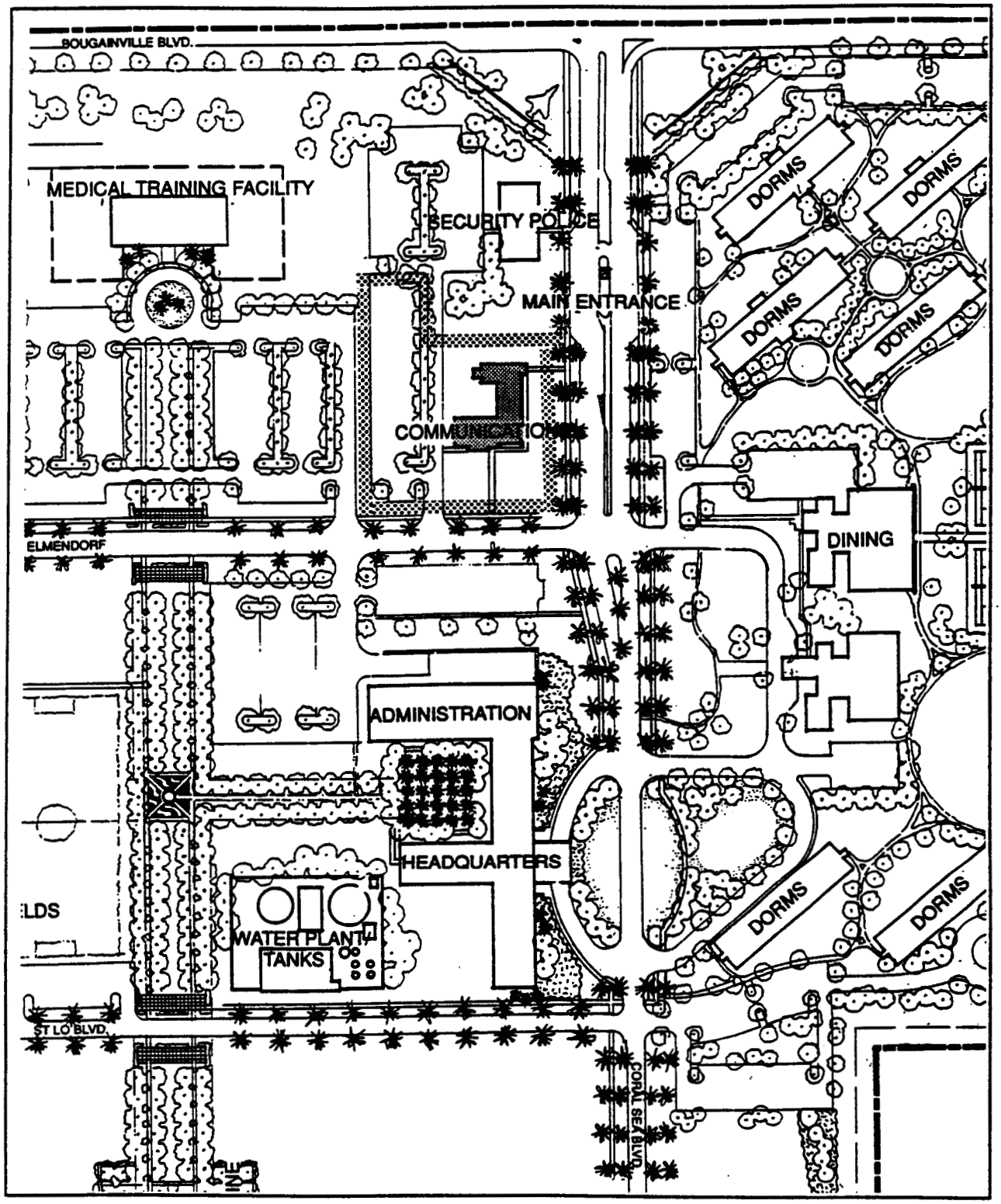


Figure 4.10-1 Area Development Plan for Communications

Table 4.10-1 Rooms (by function) required by Communications

HOMESTEAD AIR RESERVE STATION COMMUNICATIONS		
FUNCTION	GROSS SQ FT.	REMARKS
Communication Computer Systems Officer	200	
Secretary/Receptionist	125	
Communications Flt. Commander	200	
Full Time ART (Air Reserve Tech.)	150	
ADPE Manager	150	
Configuration Manager	150	
Programs Flight Superintendent	150	
Plans Management/Programs	200	
Commercial Communications	150	
Systems Flight Superintendent	150	
Support Flight Superintendent	150	
Comm Center/ADPE/Swbd. Opns	800	Area must meet TEMPEST
COMSEC Vault	200	
Conference/Meeting/Training Room	250	
Mobility/Storage	100	
Benchstock/Parts Storage	100	
Switch Area	2300	
Communication System Support	125	
Southern Bell Tech.	150	

4.11 SECURITY POLICE (DOD)

The primary mission of the Department of Defense Security Police is to provide security and protection of combat-ready weapon systems from sabotage, espionage, subversion and attack. In addition, the security police provide the following services: crime prevention, resource protection, traffic control, accident investigation, criminal investigation, information security, personnel security, and classification management, customs inspections, combat arms training, and maintenance.

Figure 4.11-1 shows the functional relationships of individual functions required by the Security Police (DoD). The diagram illustrates how the Security Police (DoD) Facility could be laid out.

The Security Police (DoD) building shall be located on the west side of Coral Sea Boulevard adjacent to the main gate and the new communications building (see figure 4.11-2 Site Plan). The one story 5,000 square foot building shall be constructed of precast concrete panels with standing seam roof and metal doors and windows (see Chapter 6.0 Installation Design Guidelines).

The new Security Police (DoD) facility will share a vehicular access drive with the communications building off of Elmendorf. Project designers shall coordinate the design and layout of the access drive and parking lots to eliminate design conflicts and assure program requirements are met. The Master Plan requires landscaping at parking lots and around the facility be coordinated with adjacent buildings and the established HARS community image (see Chapter 6.0 Installation Design Guidelines). The facilities prominent location and function requires special attention to the architectural detail of the building. This facility along with the entrance gate and gate house creates the initial impression of the base.

Program Requirements:

Project Number:	HACC 943065
Category Code:	730-837
Building size:	5,000 square feet
Building Type:	One story, precast concrete structure with standing seam roof
Parking:	50 parking spaces for personnel and visitors
Central cooling and heating	
Weapons clearing area:	exterior space
Cost:	**$840,000**

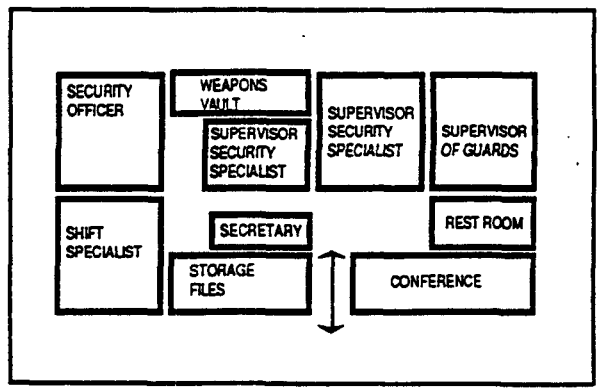


Figure 4.11-2 Functional Diagram

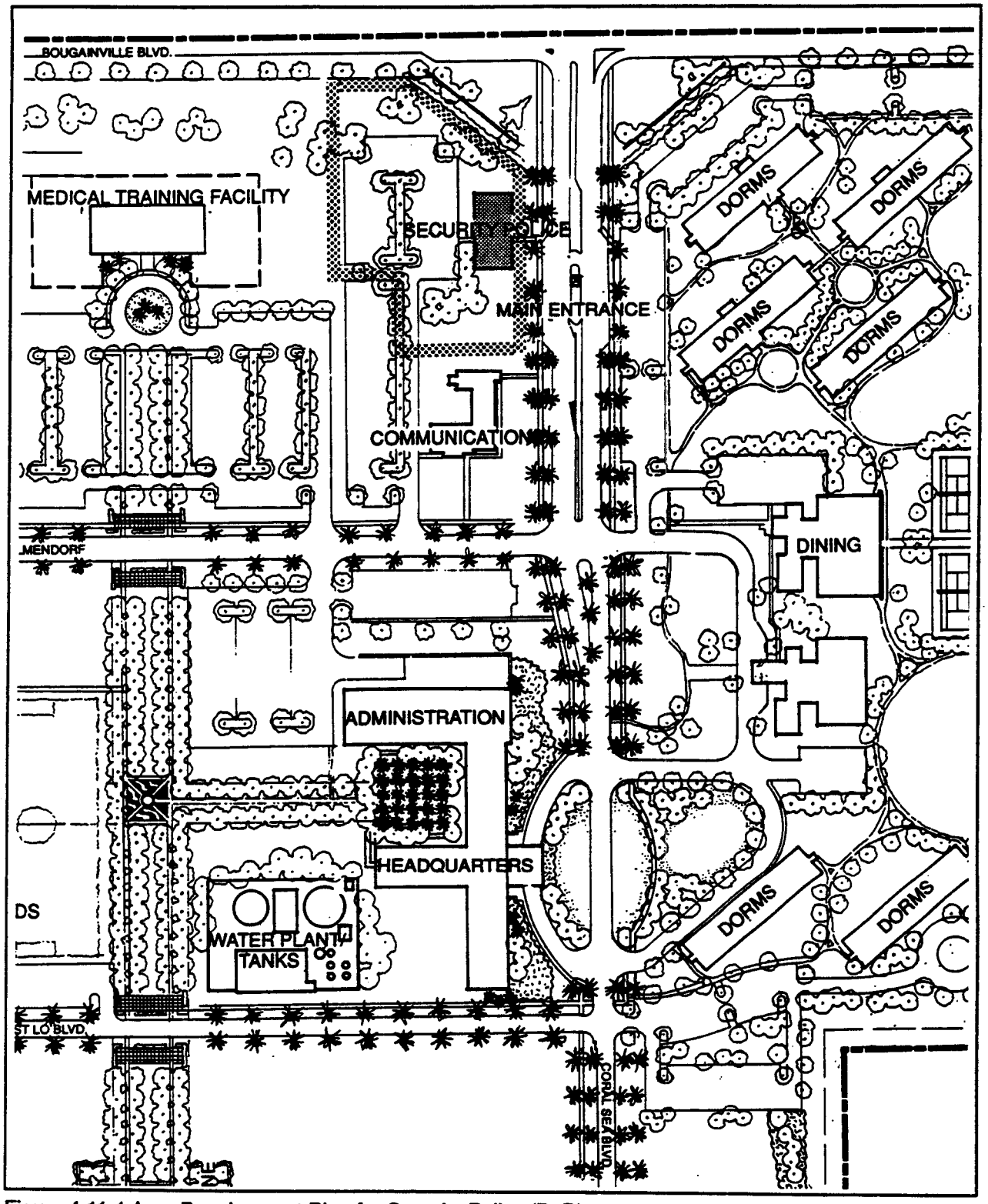


Figure 4.11-1 Area Development Plan for Security Police (DoD)

TAble 4.11-1 Rooms (by function) required by Security Police (DoD)

HOMESTEAD AIR RESERVE STATION SECURITY POLICE (DoD)		
FUNCTION	GROSS SQ FT	REMARKS
Reports & analysis	125	
SPA Branch Chief	200	
Chief of Police (CSP)	225	
Supply/Storage	150	
Mechancial Room	150	
Training/Briefing Room	400	requires 6" raised dias
CSP/OPS Administration Support	200	
Pass & ID Work Area	200	requires Storage area
Pass & ID Lobby	150	camera, seating for 12
Waiting Area	100	
OPS Branch Chief	200	
Officers Report Room	50	
Interview Room	75	
Learning Resource Room (LRC)	125	
Training Specialist	150	
Men's & Women's Rest Rooms	175 (ea)	
Law Enforcement Desk/CS	350	6" raised floor, bullet proof glass, electric Cipher Lock
Shift Supervisor	150	
SP Division Breakroom	300	
Women's & Men's Locker Rooms	300 women's 400 men's	
Armory	600	two issue windows, steel vault door
Training Specialist	150	
Weapons Clearing Room	50	
Weapons Clearing Area - Exterior*	300*	concrete pad with weapons claring barrels
Evidence	50	

*Weapons clearing area is an exterior space and is not included in the total building square footage

Special Requirements:

- Bullet proof window between Law Enforcement Desk and waiting area.
- Double door at front of building.
- Electric cypher lock doors with key pad for back entrance, law enforcement desk, hallway to armory, and hallway to administration/training.
- Armory requires two issue windows, heavy steel vault door.
- Provide handicap ramp at front door.
- Armory shall comply with AFR 125-537 (DoD S100.76M) regulations.
- 6" raised floor in Law Enforcement Desk room.
- 6" raised dais in Training/Briefing Room.
- Weapons clearing barrels at weapons clearing area.
- Provide exterior lighting at all doors, issue windows and corners of building for exterior security and safety.

4.12 HYDRANT REFUELING SYSTEM

This project includes a 200 linear foot black carbon steel pipe encased in fiberglass that extends the existing fuel line parallel from Taxiway Bravo to a hydrant refueling pit centrally located to serve the 482d aircraft parking area. In the future, when additional transient aircraft parking is provided, the line will be extended to the transient operations with fuel serviced from both sides of the hydrant refueling pit. Another pipe will be installed at a length of 1,500 feet starting north of the US Customs area with a type 40S nozzle. The Air Force will hook up the pantograph (portable refueling system) to this nozzle. This system requires cathodic protection and leak detection. The entire system may require cathodic protection. This issue should be addressed in the project definition stage.

Program Requirements:

Project Number:	HACC 943053
Category Code:	121-122
Size:	1,700 linear feet
Type:	Black carbon steel pipe encased in fiberglass
Cost:	**$2,000,000**

4.13 PHYSICAL FITNESS

This existing building will provide a centrally located physical fitness facility for the base personnel in an improved building. Near the headquarters wing and the Westover Street entrance, (see figure 4.13-1) the gym is well located to conveniently serve the HARS community. The pedestrian/golf cart spine will connect this community function to the rest of the base.

The 29,880 square foot building shall be renovated to match the color and treatment of the community buildings. The roof, gym floor, interior and the HVAC system will be replaced and the facility will meet AFRES standards (see figure 4.13-2). The facility will include two racquetball courts, a basketball court, storage and MWR offices. The gym will be used for Commander's Call.

Program Requirements:

Project Number:	HACC 943066
Category Code:	740-674
Building Size:	29,880 square feet
Building Type:	Existing structure
Parking:	Existing parking to remain with some reconfiguration
Cost:	**$2,750,000**

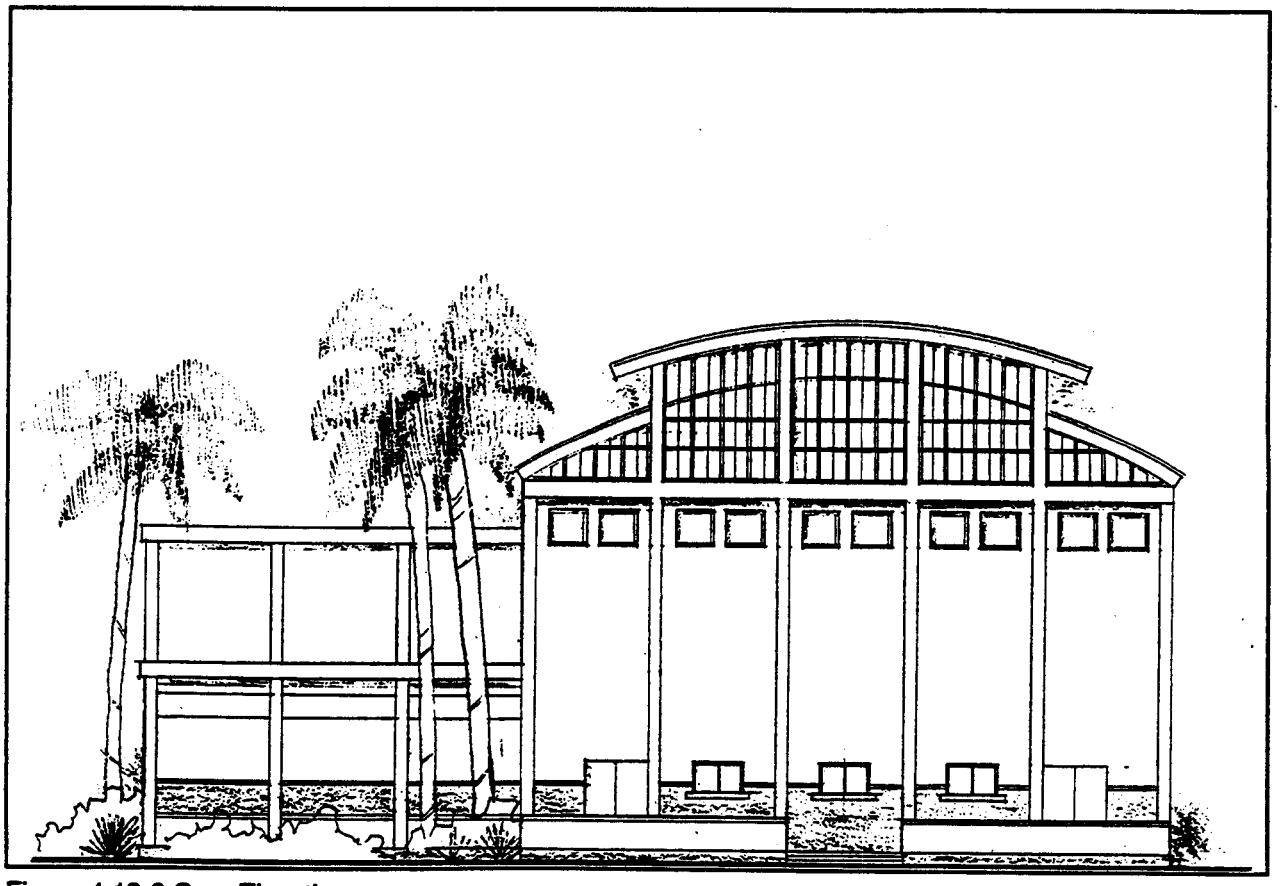


Figure 4.13-2 Gym Elevation

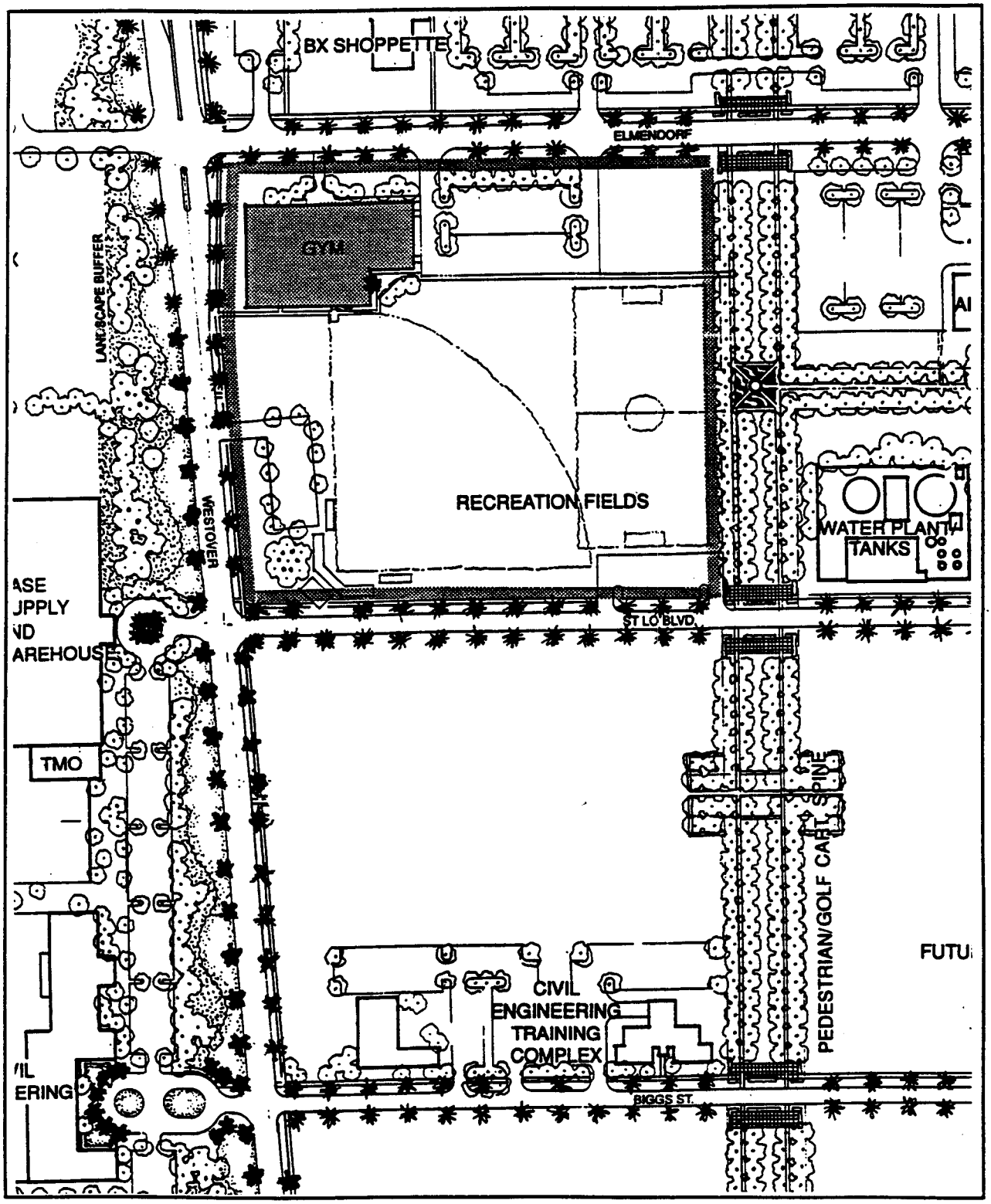


Figure 4.13-1 Area Development Plan for Physical Fitness

4.14 PARARESCUE

The 301 RQS pararescue team trains for combat rescue operations, supports and deploys from H60 helicopter and C-130 aircraft. The pararescue team also provides civilian search and rescue (SAR) and Space Shuttle support. The team deploys RAMZ packages, personnel and maintains pararescue equipment. They routinely load RAMZ packages onto C-130's. They are built inside the pararescue building and rolled to the loading ramp. The pararescue facility is located near the flightline just north of 301 RQS Hangar for easy access to aircraft. The 13,000 square foot facility requires a boat storage area with overhead canopy, a 9x12 pyro storage shed (50' from building), two engine racks, and a wash rack. The parking boat storage area shall be designed to provide for loading and unloading of Boston Whalers, Zodiacs, and pararescue equipment at the water craft storage area. The wash rack area requires a concrete pad with adequate drainage to support two concrete wash tanks for corrosion control. The parking area shall be fenced in with a masonry wall to provide security for boat storage and to screen views from base ops and squad ops. The wall shall comply with the Design Guidelines for HARS. The development area allows for future expansion of this facility.

The facility requires a rollup door at the water craft storage area with a loading ramp. The facility requires storage capabilities for mobility bins on aircraft pallets and medical mobility equipment (one pallet per UTC). The equipment requires a climatically controlled facility. Figures 4.14-2 and 4.14-3 functional diagrams show the functional layout of the pararescue building. The facility is a one story precast concrete panel structure with standing seam metal roof (see Chapter 6.0 Installation Design Guidelines). Windows and doors shall be anodized bronze aluminum with bronze tint glazing.

Program Requirements:

Project Number:	HACC 943067
Category Number:	171-753
Building Size:	13,000 square feet
Building Type:	One story, precast concrete panel building with standing seam metal roof.
Parking:	2 suburban, 2 ATV stored inside, 2 truck, ("six packs"), POV 40 UTA
Engine Rack:	2 engine racks 24' long - 8' wide - 8' in height
Boat Storage:	2 Boston Whalers (maximum length 25')
	10 Zodiacs (maximum length 12')
	15 engines
Cost:	**$1,850,000**

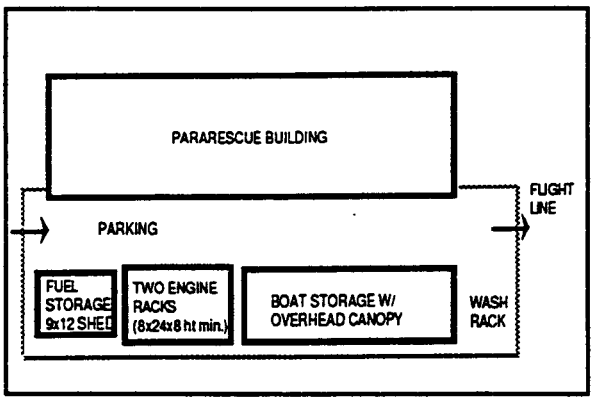


Figure 4.14-2 Functional Diagram

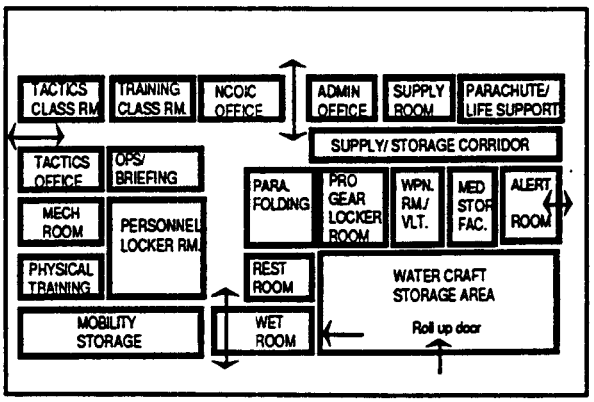


Figure 4.14-3 Functional Diagram

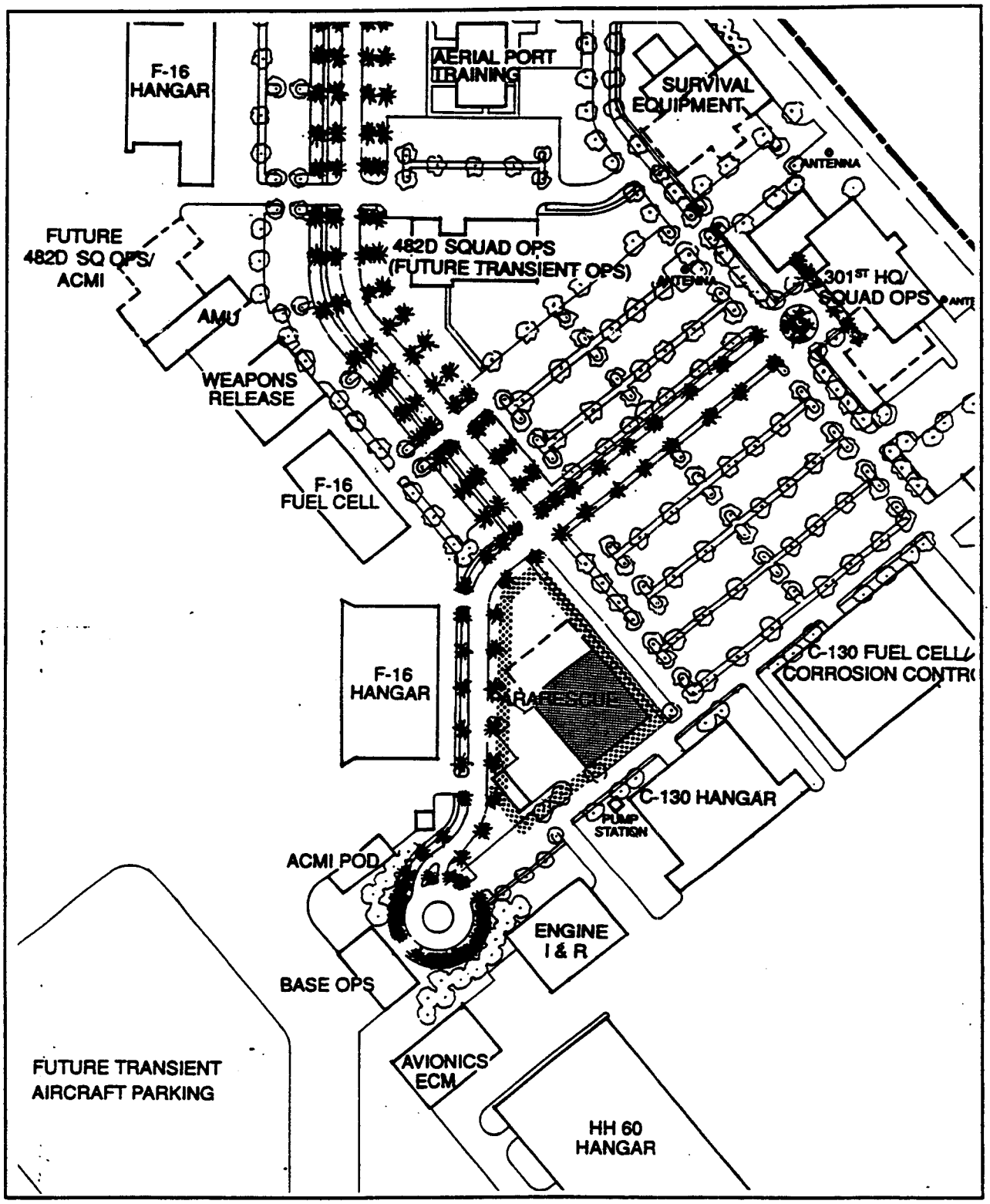


Figure 4.14-1 Area Development Plan for Pararescue

Table 4.14-1 Rooms (by function) required by Pararescue

HOMESTEAD AIR RESERVE STATION PARARESCUE	
ROOMS	GROSS SQUARE FEET
Operations/Briefing	400
Mission Planning/Alert	400
Parachute Maint. & Storage	720
Scuba Maint & Storage	720
Individual Issue Professional Equipment	1080
Individual Clothing & Personal	1080
Supply Recieving & Storage (Equipment)	1200
Medical Supply, Storage & Issue	1280
Physical Training Area	800
Latrine/Showers/Laundry	660
Latrine (women's)	60
Class Room Area	800
Weapons Room with Vault	400
Tactics/Area	400
Mission Alert Equipment Area	800
Mission Alert Equipment Area	800
Secure Washrack & Drying Area	800
Water craft & Bulk storage (covered & secure)	2400
OFFICE AREA	
NCOIC	200
Admin/Supply	160
Scheduling	160
Training	160
Operations	160
Tactics	160

Special Requirements:

- Access from all sides of buildings
- Two access points into parking area
- Covered Storage of Boats
- Fuel Storage Area
- CAMS
- Masonry wall around parking area with gates
- Easy access to flightline

The project scope for this project for this facility varies from the operational requirements and interview with the user. This facility may require additional space to allow for warehouse and storage yard. This conflict shall be resolved during the project definition stage.

4.15 301ST SQUAD OPS

This new 22,500 square foot building is the central office supporting the mission of the 301st Rescue Squadron. This unit trains for combat, contingency and humanitarian rescue operations in harsh environments, day and night, worldwide, using five HC-130 tankers and eight HH-606 air-refuelable helicopters. This building will house functions such as budget, finance, social actions, judge advocate, public affairs, chaplain, information management, logistics, personnel, operations and maintenance sections.

This facility is key to the functions of the 301st and therefore is located in a prominent place near the flight line (see figure 4.15-1). The building is on axis with the main street that serves it and is linked directly to the base operations facility, where VIPs will arrive. The building is conveniently located to provide immediate access to the flightline and Coral Sea Boulevard. The building's importance and role as a frequent host to VIPs is further emphasized with a vehicular drop off and landscaping.

The first floor of the building is separated into four main functions - operations, life support, C-130 support and HH-60 support. (see figures 4.15-2 and 4.15-3 for functional diagram) Near the entrance of the building current operation and mission management functions will occur. The north side of the building will house C-130 functions such as load masters, communications specialist, flight engineers, NAUS and pilots. On the south side will be HH-60 pilot offices and aircrew brief rooms. In the back of the building will be a double door to provide immediate access to the ramp for the life support equipment. This area will have a navigation room, test/repair room, classroom and storage. Central to the first floor will be a training center with a projection room that can be divided into three classrooms or used as one large space.

The second floor has the command section and intelligence/tactics support. The stairs are located near the front of the building near the main entrance doors. Visitors will arrive at the information management offices. Command offices, personnel and support are located behind these functions. On the south side of the building are the intelligence offices, tactics offices and a tactics briefing room.

The building will be concrete slab on grade, precast concrete panels, metal roof, and complete HVAC systems and adequate fire protection. Two antennas will be located outside of building. These shall be coordinated with the control tower to eliminate conflicts. One is a dipole antennae which can be located near the building. The LP antennae is 50' in height. The 100 foot high dipole antenna shall be spaced 240 feet apart from each other. Table 4.15 lists rooms by function and special requirements that are needed.

Program Requirements:

Project Number:	HACC 943068
Category Code:	141-753
Building Size:	22,500 square feet
Building Type:	Two stories, precast concrete, metal standing seam roof, flight line colors
Parking:	100-150 POV spaces, 7 military vehicles, truck loading access
Landscape:	Special entrance treatment at vehicular dropoff, screen truck loading areas
Cost:	**$2,405,000**

Special Requirements:

Back up power (generator/pad) for EOC/battle staff rooms.
Public address system to be provided throughout building.
LAN system throughout building connected to all 301 RQS buildings 482d headquarters (not part of MCP)
Parking at rear of building for approximately seven government vehicles.
CAMS

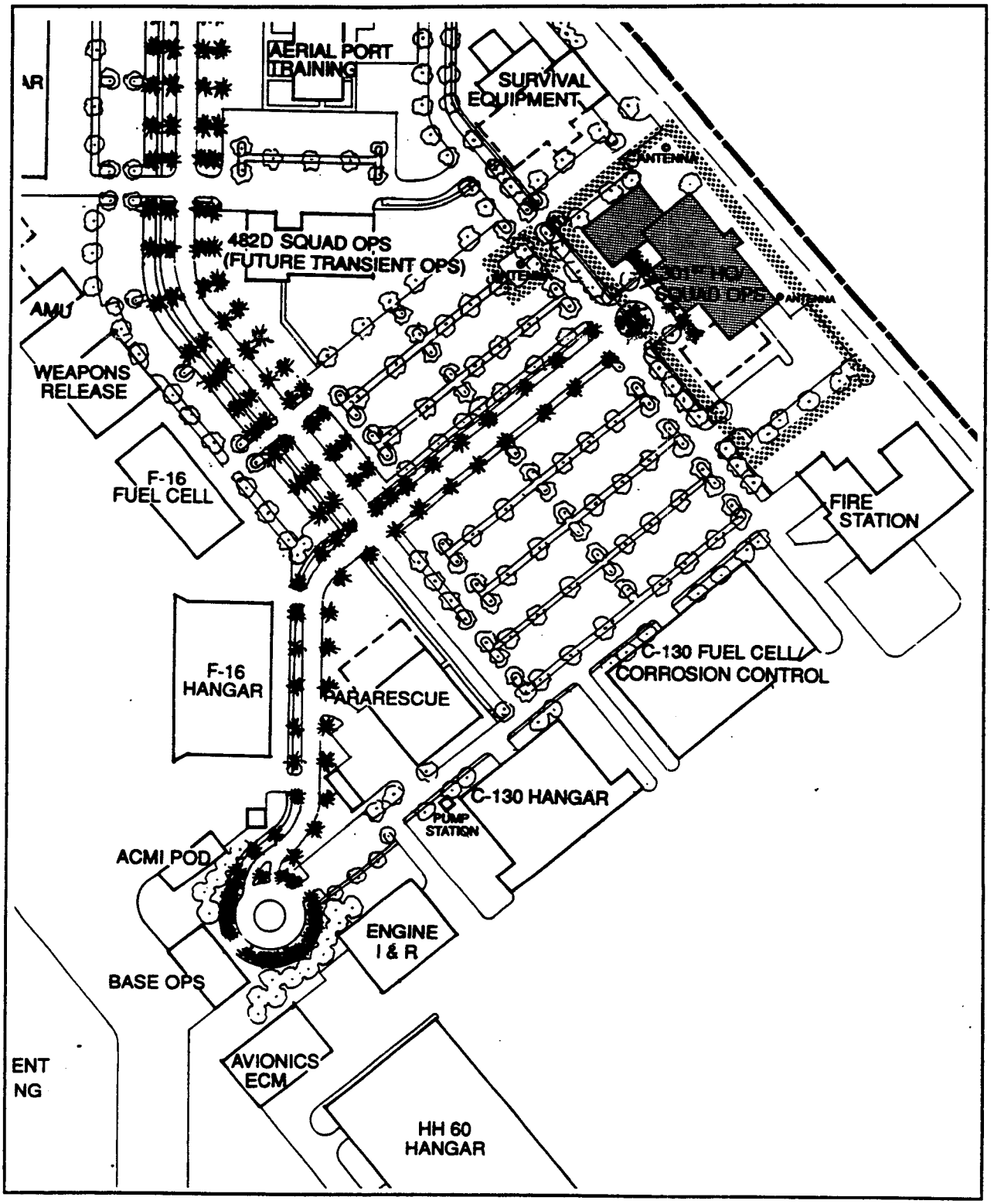


Figure 4.15-1 Area Development Plan for 301st Squad Ops

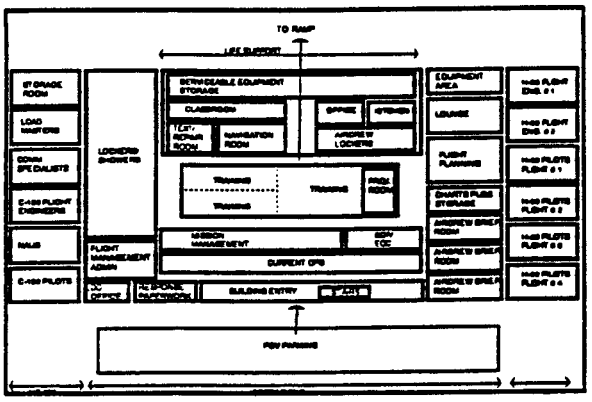


Figure 4.15-2 Functional Diagram

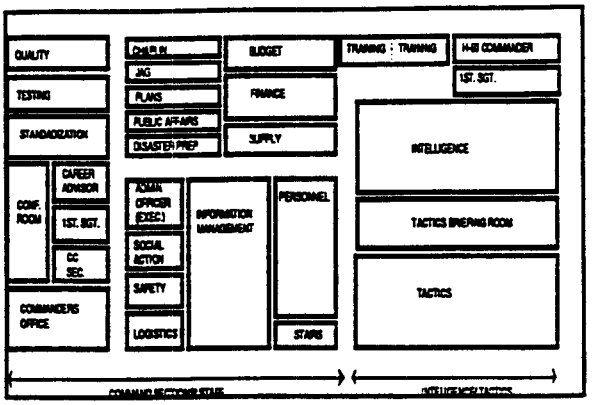


Figure 4.15-3 Functional Diagram

HOMESTEAD AIR RESERVE STATION 301st SQUAD OPS			
ROOM	GROSS SQUARE FEET	ROOM	GROSS SQUARE FEET
COMMAND SECTION			
Commander	250	Stand/Eval	500
Commander Scretary	75	Testing	250
1st Sgt.	100	Career Advisor	100
Conference Room	300	Administration Officer	100
Budget	150	Plans	125
Personnel	300	Information Management	500
Supply	75	H-60 Commander	200
Public Affairs	100	H-60 1St Sgt.	75
Social Actions	175	Finance	150
JAG	200	Disaster Prep	150
Chaplin	200	Training Rooms	300
Logistics	200	Crisis Action Room	200
Safety	200	Storage Room	150
Quality	200	COMMAND TOTALS	5325
OPERATIONS COMMON			
Flight Management	150	Aircrew Lockers	1500
Administration Office	500	Aircrew Lounge	300
Operations Officer	200	Aircrew Flt. Planning	350
Life Support	5000	Aircrew Brief Areas	1000
Emergency Ops Area/SOF	200	Flight Pubs Charts Area	250
Aircrew Equipment	500	OPERATIONS TOTAL	9950

Table 4.15-1 Rooms (by function) required by 301st Squad Ops

HOMESTEAD AIR RESERVE STATION 301st SQUAD OPS cont.			
ROOM	GROSS SQUARE FEET	ROOM	GROSS SQUARE FEET
HC-130			
Training	300	Flt. Eng.	375
Pilot	600	Loadmasters	375
Nav	420	Comm Sys. Spc	375
		HC-130 TOTALS	2445
HH-60G			
Training	450	Flt. Eng.	600
Pilot	800	HH-60G TOTALS	1850
INTEL/TACTICS			
Intel Plans/Briefing	400	Intel Staff	400
Safes/Reference	200	Tactics H-60	250
Intel/Tactics	200	Tactics C-130	300
Intel OIC	200	INTEL/TACTICS TOTAL	1950

4.16 HH-60 HANGAR

The purpose of this facility is to house 3 helicopter aircraft with blades extended, during repair and maintenance. This is a new 30,000 square foot facility for 301st aircraft. The proposed HH-60 hangar is located on the ramp in the southwest corner of the 301st hangar area (see figure 4.13-1). The hangar will house personnel and equipment necessary to conduct aircraft maintenance, inspections, repairs and modifications on the MH606 helicopter. The new facility at HARS will provide a three position maintenance bay, shop space, training, a 4,000 square foot secured armory and fuel bladder storage.

Project Requirements:

Project Number:	HACC 943069
Category Code:	141-185
Building Size:	30,000 square feet
Building Type:	Hangar
Parking:	5 Military, 20 POV
Cost:	**$3,050,000**

Special Requirements:

- Minimum electric and HVAC
- Overhead hoist for removal of engines and transmissions
- Low air compressor with air lines in walls
- Aqueous Fill Forming Foam (AFFF)
- Sky lights
- Retractable light sockets
- Trackless doors
- Flow nose door for tow vehicle exit
- Water/fire hose for floor cleaning
- Fire alarm
- PA system, computer lines, phone lines
- Latrines with locker rooms, male and female
- Emergency showers with eye wash
- Ground receptacles
- Oil/water separator
- Grating around main doors for drainage
- Anti skid concrete floors
- Yellow tow striping lines
- Outside ramp flood lights
- Separate access to secured armory, without entry to inside of hangar
- CAMS
- Provide conduit for future Local Area Network (LAN)

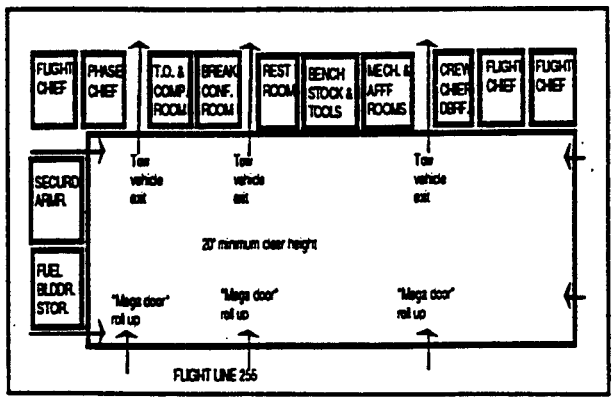


Figure 4.16-2 Functional Diagram

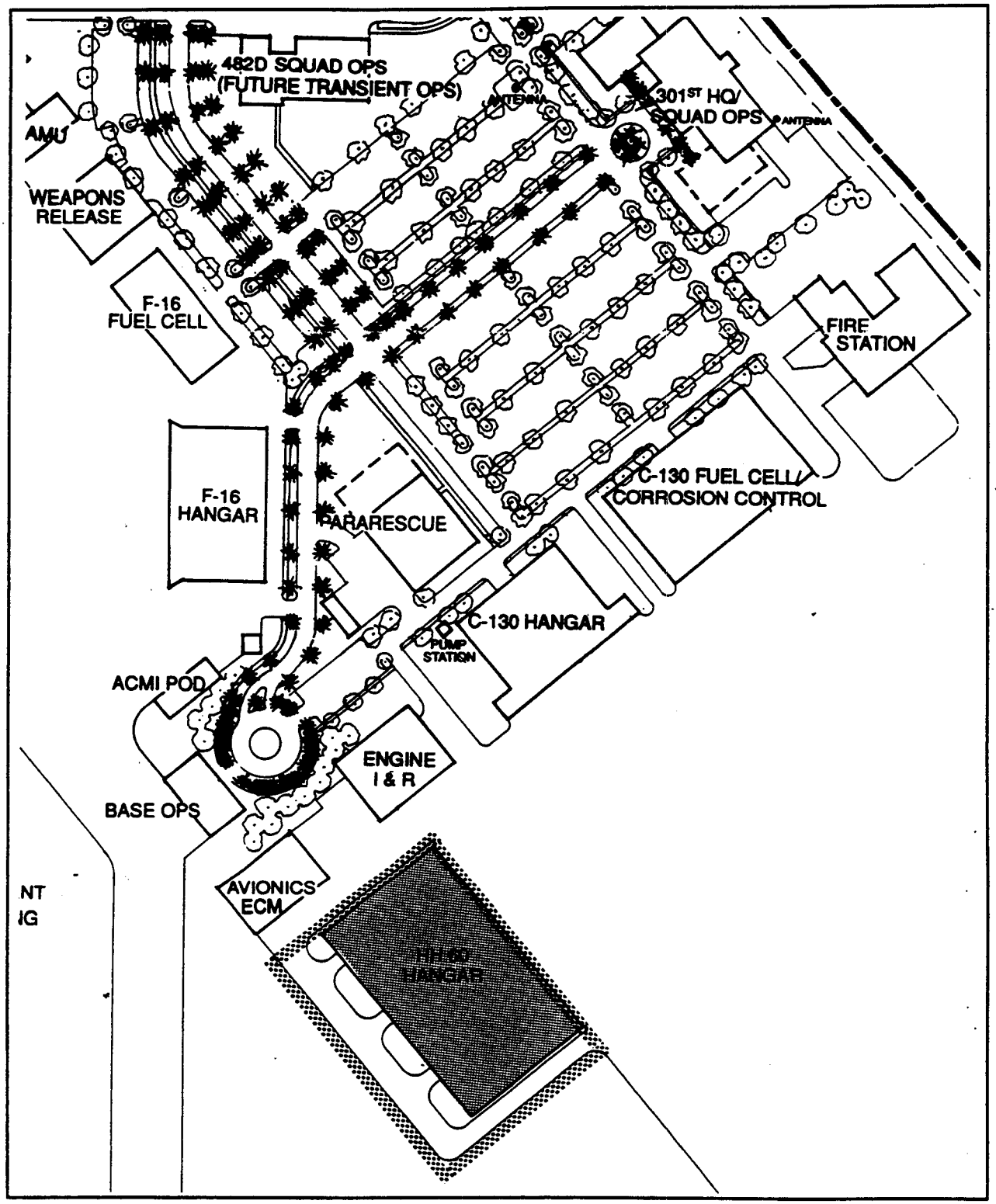


Figure 4.16-1 Area Development Plan for HH-60 Hangar

Table 4.16-1 Rooms (by function) required by HH-60 Hangar

HOMESTEAD AIR RESERVE STATION HH-60 HANGAR	
ALLOCATION	GROSS SQUARE FEET
Maintenance	21,310 - 3 helicopters
Secured Armory	4,000
Fuel Bladder Storage	400
Flight Chief (3)	360 (120 each)
Phase Chief	120
T.O. & Comp Room	500
Conference Room	750
Restrooms & lockers	1,325
Benchstock & tools	500
Mechanical & AFFF Rooms	1,125
Crew Chief/Debriefing Room	2,200
TOTAL HH-60	32,300

The project scope for this facility has been identified as 30,000 square feet. After review of operational requirements and interviews with the user this facility may require additional space to allow for the secured armory.

4.17 C-130 HANGAR (WITH DCM)

The C-130 Hangar provides maintenance and support to C-130 aircraft. The DCM will be located on the second floor in the back of the hangar. The C-130 Hangar is located adjacent to the ramp within the 301 RQS Hangar operations area (see figure 4.17-1). Parking will be provided across the access drive in a large parking lot provided for the 301 RQS operations. The area development plan identifies the parking area this facility is responsible for constructing. The C-130 Hangar requires a tow vehicle door and circulation around the building. The structure shall be constructed of precast concrete panels and metal sheeting and standing seam metal roof. See Chapter 6.0 Installation Design Guidelines for HARS design standards. Figures 4.17-2 and 4.17-3 functional diagram illustrate the basic layout of the facility.

Program Requirements:

Project Number:	HACC 943070
Category Code:	211-179
Building Size:	22,000 square feet
Building Type:	Hangar type with administration on second floor, precast concrete panels and standing seam roof
Parking:	POV 80 UTA MLTV, 3 Stepvans, 5 trucks, tow vehicle
Cost:	**$2,992,000**

Note: Building 702 will be demolished before construction.

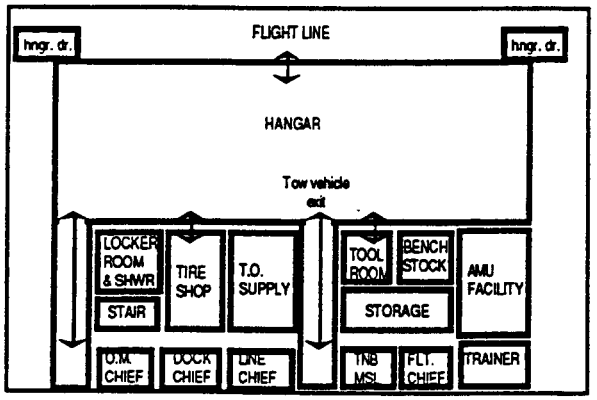


Figure 4.17-2 Functional Diagram

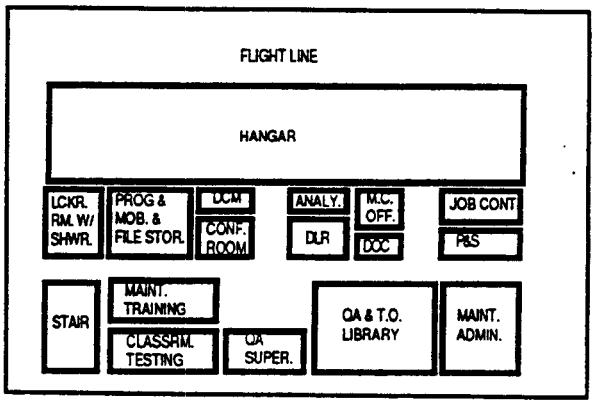


Figure 4.17-3 Functional Diagram

HARS MASTER PLAN

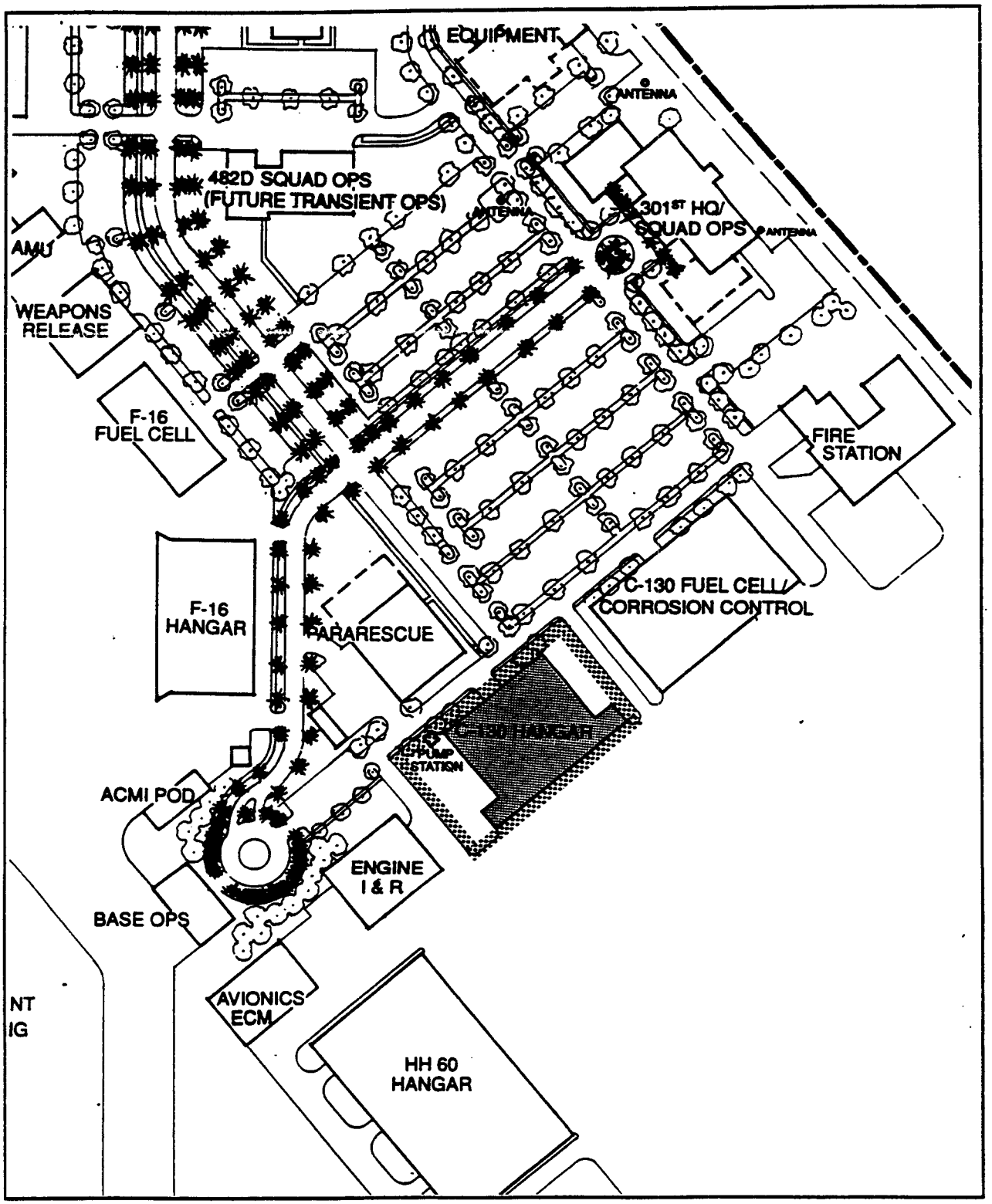


Figure 4.17-1 Area Development Plan for C-130 Hangar

Table 4.17-1 Rooms (by function) required by C-130 Hangar

HOMESTEAD AIR RESERVE STATION C-130 HANGAR		
[illegible]	[illegible]	[illegible]
Showers/Locker Rooms	800	(200M, 200F) - on each floor
Hangar Area		
Tire Shop		
Tool Room		
TNB MSL	1,000	
Storage		
AMU Facility		
Program & Mob File Storage	400	
DCM	300	
Conference Room	400	
Maintenance Training	300	
Classroom Testing	400	
QA Supervisor	150	
QA&TO Lobrary	1,000	
Analysis	300	
DLR		
C Office	150	
DOC		
Job Cont.		
P&S		
AMU		1 AMU for C-130
Maintnenace Administration	400	
Maintenance Control	2,000	
QA	800	
Dock Chief	200	
OM Chief	400	
Line Chief	200	
Flight Chief	200	

Special Requirements:

- C-130 AVA
- Requires tow vehicle
- Oil Water separators
- Ground receptacles/Striping
- AFFF
- Low air pressure
- Trackless door
- PA system
- Skylights
- Fire alarm
- CAMS
- Retractable light sockets
- Emergency shower/eye wash
- Overhead hoist
- 220/110 electrical
- Water faucet to rinse floor area
- Grating around main door for drainage
- Anti-skid surface on concrete hangar door
- Gas Generator to provide emergency 120,60 HZ power to maintenance control
- VHF & UHF Antenna; requires 3 STU for maintenance cont. and DCM office
- Yellow tow striping lines
- Outside ramp flood lights
- Provide conduits for future Local Area Network (LAN)

4.18 BENSON TANK STORAGE

The benson tank storage facility will be located within the C-130 Fuel Cell/Corrosion Control Hangar (see section 4.19). The facility is a 1,250 square foot pre-engineered facility that will store 18-20 fuel cells for the C-130 aircraft (see figure 4.19-2 for the functional diagram). The benson tank storage facility will require minimal electrical and HVAC.

Project Requirements:

Project Number:	HACC 943070
Building Size:	1,250 square feet
Building Type:	Located within C-130 Fuel Cell/Corrosion Control Hangar, pre-engineered facility
Cost:	**$69,000**

4.19 C-130 FUEL CELL/CORROSION CONTROL HANGAR

The C-130 Fuel Cell/Corrosion Control Hangar is located in the 301 RQS operations area adjacent to the fire station and the C-130 Hangar (see figure 4.19-1). This facility maintains and repairs C-130 and HH-60 aircraft fuel systems. The C-130 fuel cell requires a ramp with roll up doors at either end of the maintenance bay (see figure 4.19-2). The facility requires a bladder buildup, test room, foam drying and storage room, with air conditioning, ventilation and a benson tank storage. The tank storage is a 1,250 square foot pre-engineered facility that will store 18-20 fuel cells. The facility shall include wash rack capabilities and requires a rectifier.

Program Requirements:

Project Number:	HACC 943054
Category Code:	211-179
Building Size:	22,000 square feet
Building Type:	precast concrete panel structure with standing seam metal roof (see chapter 6.0 Installation Design Guidelines).
Parking:	8 POV
Cost:	**$3,190,000**

Special Requirements:
CAMS
Provide conduit for future LAN

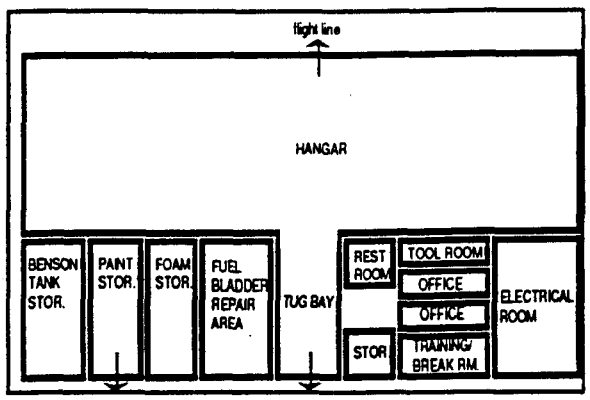


Figure 4.19-2 Functional Diagram

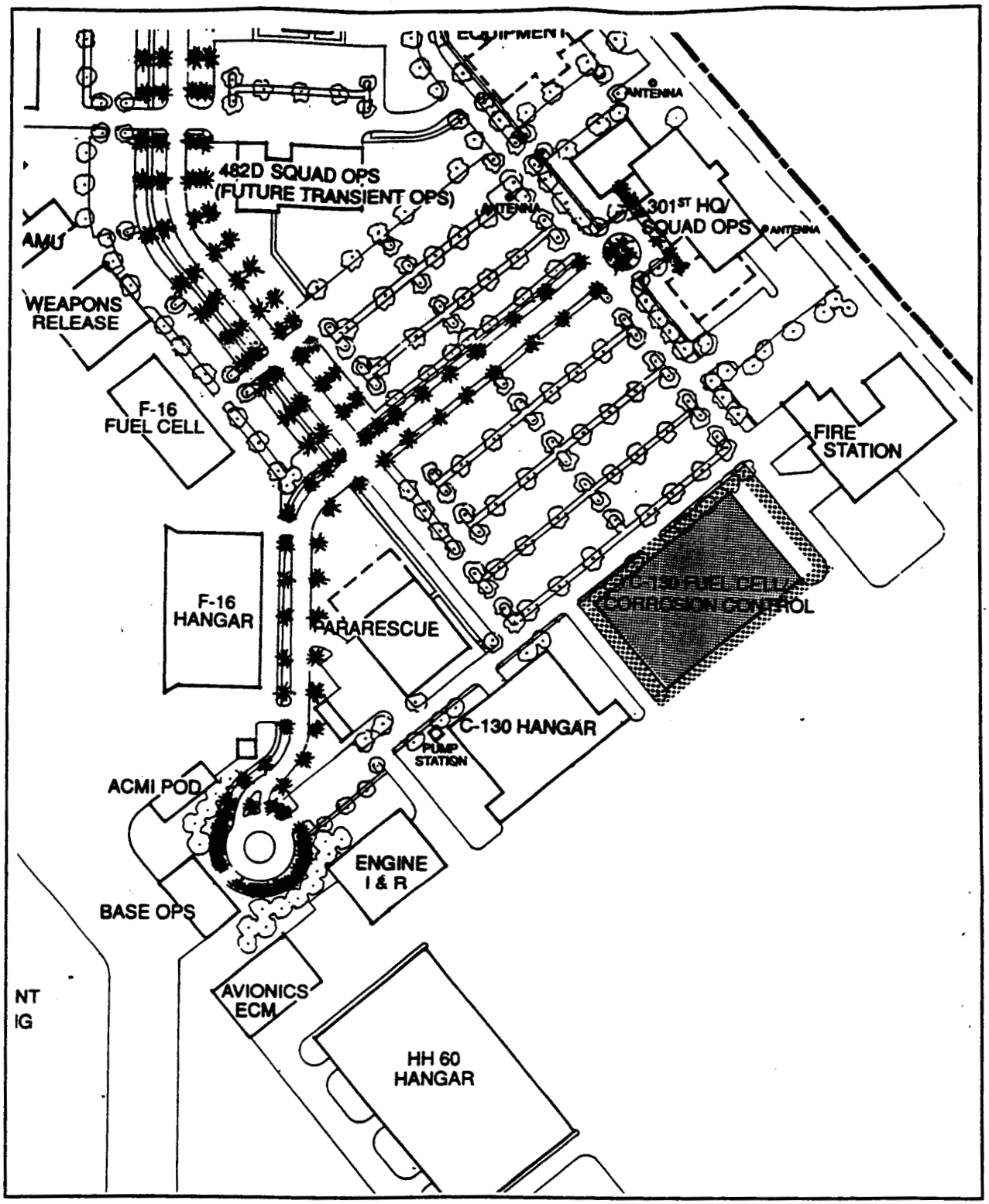


Figure 4.19-1 Area Development Plan for C-130 Fuel Cell/Corrosion Control Hangar

Table 4.19-1 Rooms (by function) required by C-130 Fuel Cell/Corrosion Control Hangar

HOMESTEAD AIR RESERVE STATION C-130 FUEL CELL/CORROSION CONTROL HANGAR		
ROOM	GROSS SQUARE FEET	REMARKS
Fuel Cell Office		
Bladder Buildup Test Room		
Foam Drying & Storage Room		
Eng Shop		
Pneudraulics Shop		
Electo Eng Shop		
Power ACFT Equipment		
Survival Equipment		
Fuel Shop		

The project scope for this project for this facility varies from the operational requirements and interview with the user. This facility may require additional space to allow for warehouse and storage yard. This conflict shall be resolved during the project definition stage.

4.20 HANGAR APPROACH

The new 301 RQS hangars will be built at the flightline will require an additional 7,000 square yards of ramp paving to provide access from the flightline to individual hangar facilities. Paving will meet Air Force standards for cargo plane and helicopter parking needs. See figure 4.20-1 for location of new pavement. Grading in front of hangars shall be designed to allow rinsing operations to drain to oil/water separators

Project Requirements:

Project Number:	HACC 943054
Category Code:	112-211
Size:	7,000 square yards
Type:	12 inch concrete slab
Cost:	**$1,125,000**

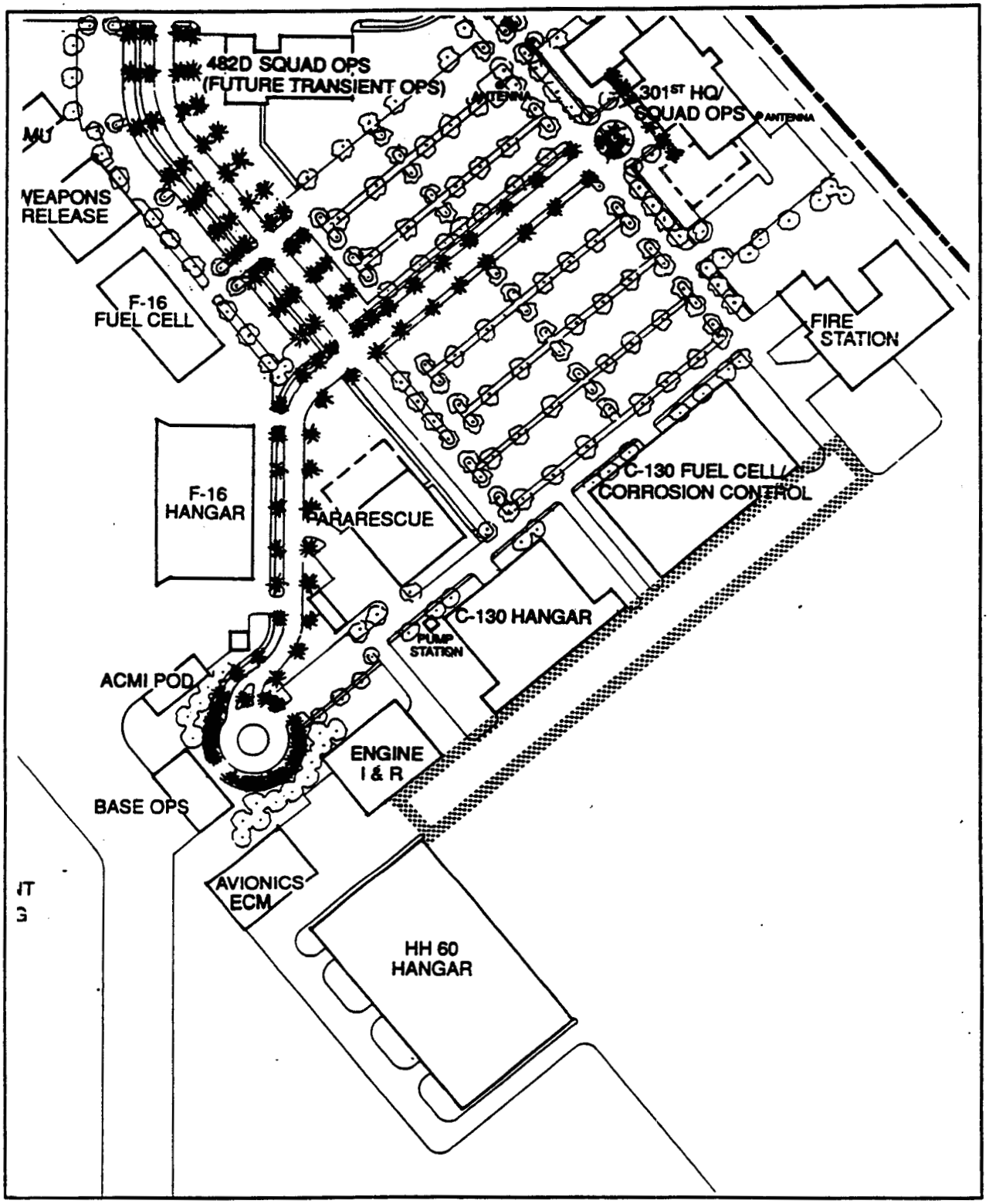


Figure 4.20-1 Area Development Plan for Hangar Approach

4.21 AVIONICS/ECM

The mission of the avionics/ECM facility is to provide repair and troubleshooting of airborne communications, Navaids, guidance and control and electronic countermeasures. The building is located on the flightline in the 301 RQS hangar area (see figure 4.21-1). Due to the limited amount of flightline area, project designers shall be fully aware of adjacent uses and potential conflicts when siting and designing this facility. The architecture shall comply with the HARS Installation Design Guidelines. The functional Diagram shows the conceptual layout (see figure 4.21-2). The facility requires a rollup door on one side with three double doors on the flightline side. The AGE readyline storage for 301st RQS operations will be co-located with this facility.

There are three shops within the facility: communications/navigations, guidance/control, and electronic countermeasures.

CONA requires a secured room inside a secure building for (CCI) equipment. ECM requires a secure work area for classified equipment. Power requirements for 115 VAC to 115 VAC 400 AC-3 phase. The facility requires air conditioning and an environmentally controlled area. Requires air compressor in CONA and G and C 0 - 150 psi, reduced to 15 psi in the work bay areas.

440/220 single phase	ECM - 2,000 sf Air pressure	CONA/ECM 0-150 psi
CONA - 2500 sf	Environmentally controlled air	G/C - 1500 sf

Program Requirements:

Project Number:	HACC 943071
Category Code:	217-712
Building Size:	8,400 square feet
Building Type:	slab on grade, precast concrete panels, metal standing seam roof
Parking:	42 POV parking spaces, 2 military trucks
Other:	Space temperature to be maintained between 69° F and 79° F with a minimum relative humidity of 15%
	Air compressor will be used to supply 15 psi to two outlets
	A single point ground will be provided for the entire building
Cost:	**$1,150,000**

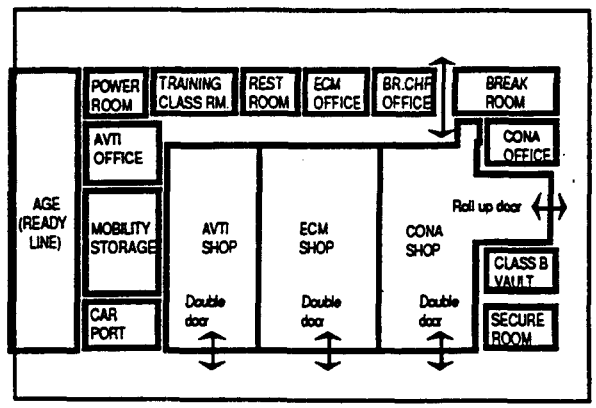


Figure 4.21-2 Functional Diagram

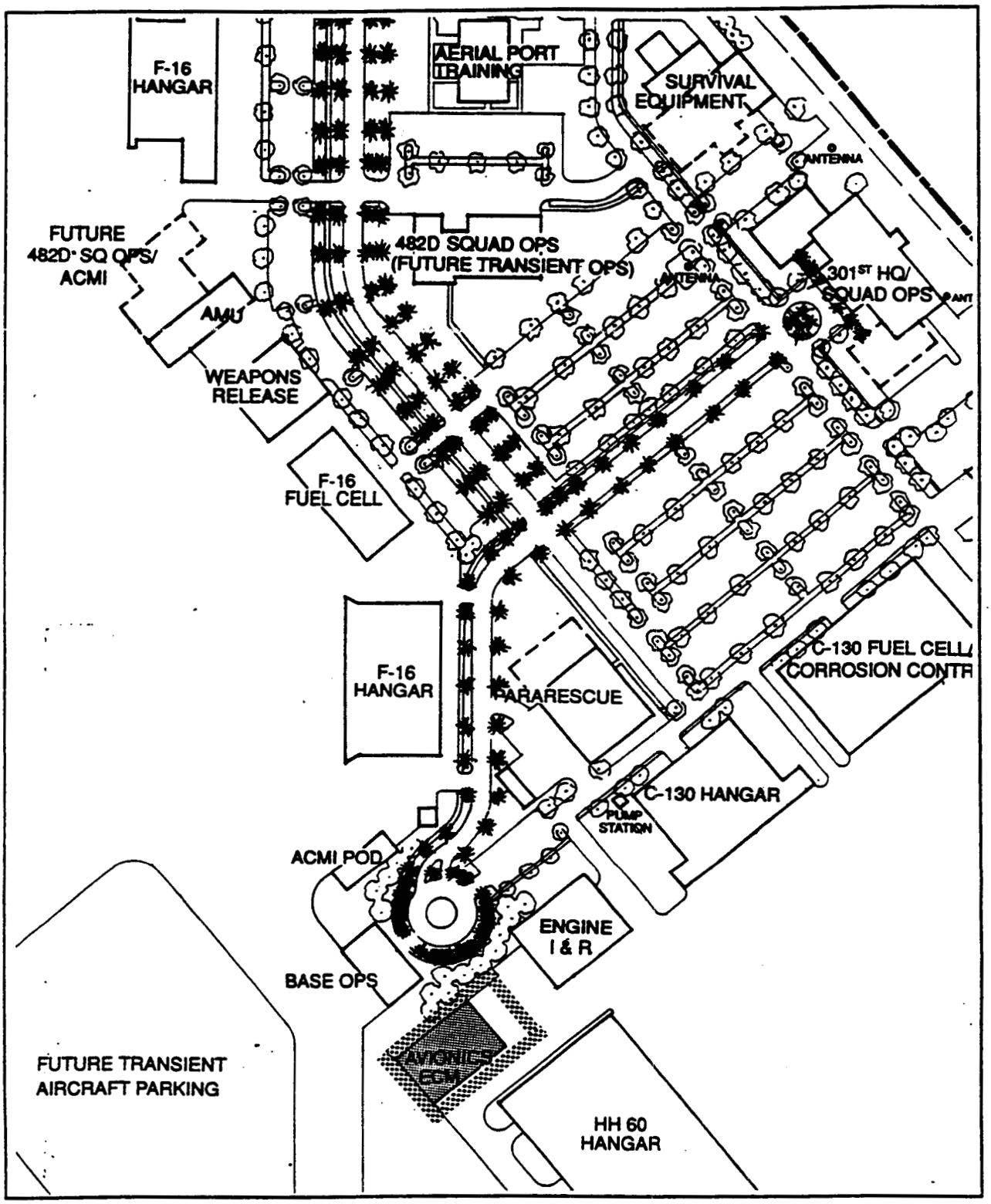


Figure 4.21-1 Area Development Plan for Avionics/ECM

Table 4.21-1 Rooms (by function) required by Avionics/ECM

HOMESTEAD AIR RESERVE STATION AVIONICS/ECM		
FUNCTION	GROSS SQ FT	REMARKS
Break Room	250	
Branch Chiefs Office	200	
ECM Office	150	
Restrooms M&F	300	(150 each) - two shower stalls (ea)
Training Room	225	
Power Room	120	sound insulation
AUTI Office	125	double doors
Mobility Storage	200	roll up doors
Covered vehicle Parking	360	
Class B Vault with Secured Room	250	
CON A office	125	
CON A Shop	2,575	Roll up doors
ECM Shop	900	double doors/shop to be class B vault
AUTI Shop	1,375	
Age (readyline)	1275	

Special Requirements:

- Space temperatures to be maintained between 69# F and 79# F with a minimum relative humidity of 15%.
- A compressor will be used to supply 15 psi in work by area
- A single points ground will be provided for the entrance building
- Air compressor in CONA and G&C 0-150 psi
- 115 VAC 400 HZ - 3 phase
- ECM requires a secured work area: class B vault for entire space
- Sound insulation in Power Room
- CONA shop: secure room will be inside class B vault, screen to prevent RF radiation
- 28 VDC wiring and exterior lights on SE and NE sides

4.22 ENGINE I & R/301ST

The Engine I&R provides maintenance and repair of the engine and prop assemblies for 301st's HH-60 helicopters and HCC-130 aircraft and equipment. This new 8,000 square foot building is located on the flight line between the C-130 hangar and the HH-60 hangar. It is adjacent to the avionics facility (see figure 4.22-1).

The major work area is the maintenance area, which should be rectangular in shape for flexibility. This large, open-bay type area will be broken down functionally into engine repair bays, a propeller work area, an engine wash bay and spare engine storage. The user shall be interviewed by the designer to determine the best functional layout (see figure 4.22 - 2 and figure 4.22-3). The work bays and areas are not separated by partitions or walls, but are denoted by painted lines on the floor. The engine wash bay will require screening by either a CMU low wall, or a curtain. The user should be consulted for his choice. Shop ventilation should also be included.

Shop compressed air outlets will be required for all areas. The designer shall consult with the user concerning the tools needing compressed air, and will apply reasonable diversity factors for sizing the air compressor. The air compressor should be physically located in the mechanical room. Include refrigerated air dryer on the system. The designer should interview the user concerning the requirements for electrical receptacles for the work bays. The entire maintenance area should be illuminated with industrial HID type lighting. The general illumination should not exceed 50 footcandles.

The maintenance area shall be accessible via both large motorized rollup doors and personnel doors.

The floor shall be concrete and essentially flat except at the wash bay. The floor thickness should reflect the engine and transporter weight expected.

The wash bay floor shall slope to a floor drain. This drain shall connect to an oil/water separator. A pretreatment facility may be used to collect oil and run off spills. This will be determined at the project definition stage. The user can provide the designer the type of soaps cleaners and frequency of washing and expected water usage for sizing the separator. Hot and cold water should be provided at the wash bay. 14 (UTA) stalls are anticipated to be assigned to this facility.

Program Requirements:

Project Number:	HACC 943072
Category Code:	211-157
Building Size:	8,000 square feet
Building Type:	Two stories, precast concrete panels, metal standing seam roof, flight line colors
Parking:	one tow truck and one step van
Landscape:	screen roll up doors from Base Ops and VIP arrival
Cost:	**$910,000**

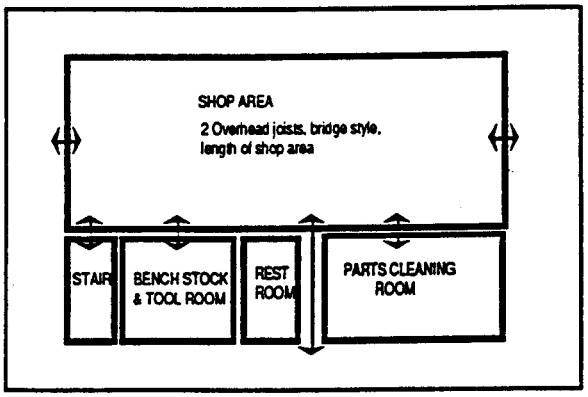


Figure 4.22-2 Functional Diagram

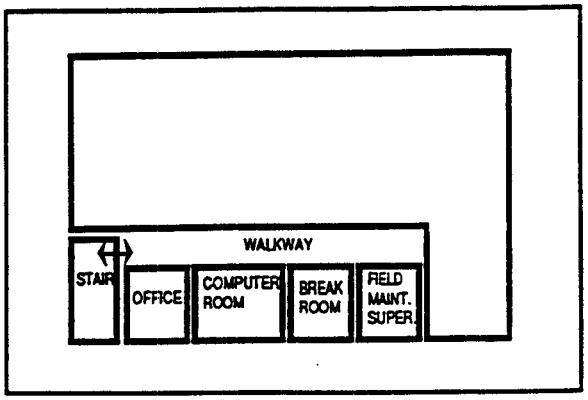


Figure 4.22-3 Functional Diagram

HOMESTEAD AIR RESERVE STATION ENGINE I & R/301st		
ROOM	GROSS SQUARE FEET	REMARKS
Shop Area	6700	
Office	300	
Computer	300	
Break Room	400	
Parts Cleaning	420	
Bearing Room	48	Located within parts cleaning
Bench Stock and Tools	480	
Rest Rooms	400	(M&F)
Field Maintenance Super	150	

Table 4.22-1 Rooms (by function) required by Engine I&R/301st

Special Requirements:

- Computer room with CAMS terminal and climate controll
- Anti-skid floor surface
- 20' ceilings
- 220/110 volt
- 12' wide drive way to the roll up doors on opposite ends of shop area
- CAMS
- 1 hoist system, bridge style with two hoists spanning the length of the shop and engine bay areas.
- 150 psi air capabilities along with all other AFM 86-2 requirements
- Provide conduit for future LAN

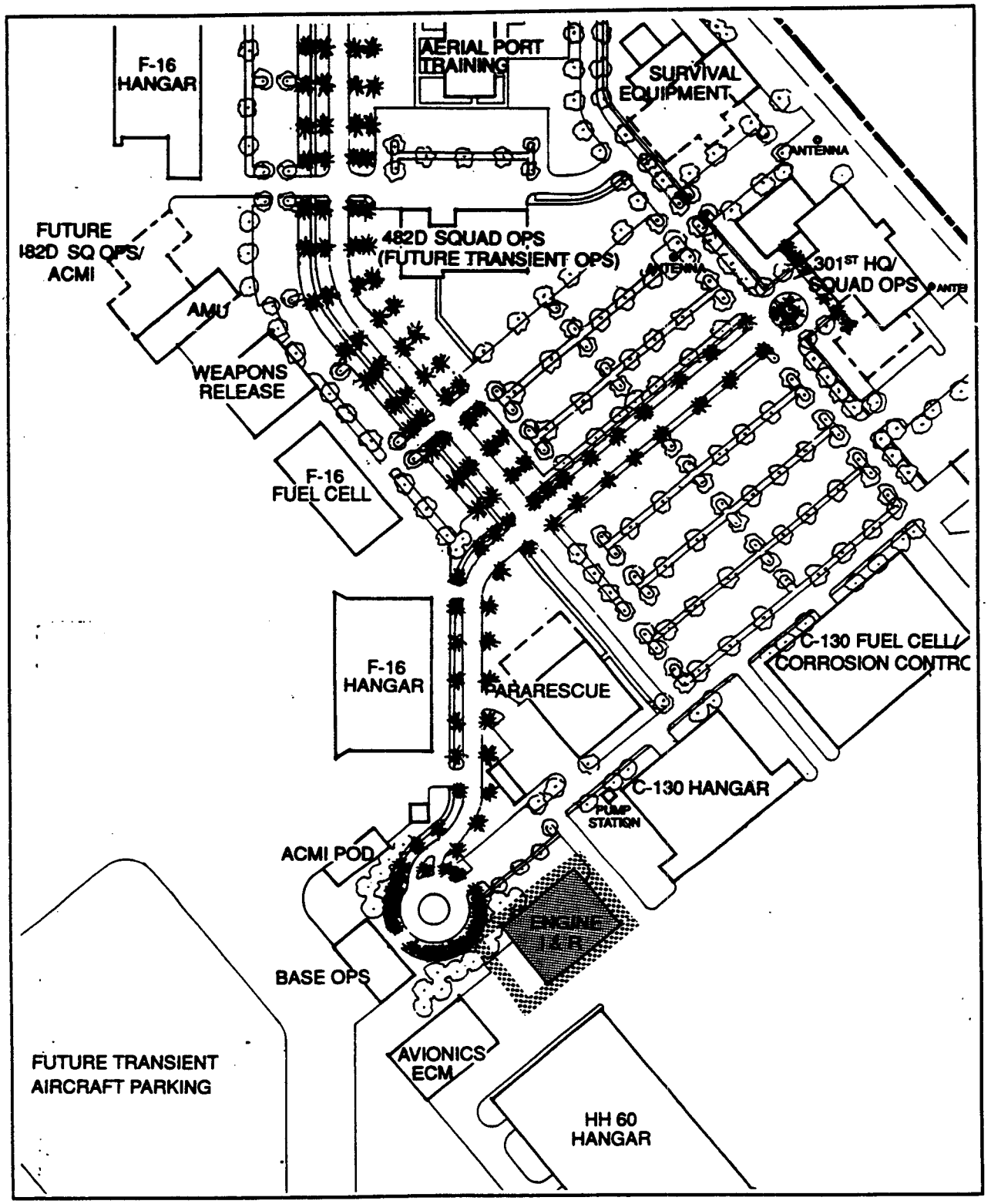


Figure 4.22-1 Area Development Plan for Engine I&R/301st

4.23 AIRCRAFT RINSE RACK

Rinse operations are necessary to help control corrosion for all types of operations. This area features the most undesirable salt corrosion conditions experienced in the continental United States. The 5,000 square foot area for the new rinse rack will have recessed lights, high pressure nozzle, underground low psi nozzle and air conditioning flow. Timer is set for 2 1/2 minutes with automatic shut off. The facility shall be operated by radio control.

Project Requirements:

Project Number:	HACC 943073
Category Code:	116-672
Building Size:	5,000 square foot area
Cost:	**$300,000**

4.24 SMALL ARMS FIRING RANGE

The small arms firing range facility provides the station personnel with a classroom and practice facility and a means of meeting fire arms regulations. The 2,100 square foot new building is located on the west side of US Customs away from habitable buildings and areas that could sustain property damage (see figure 4.24). The safety arc for the facility is 3,000 feet. It is easily accessible at the south end of Westover Street from the rest of the station. Although the location of the firing range should have been closer to the grenade range, the lack of water and sewer lines in that area of the site made the proposed location more cost effective.

The building will have three classrooms and an administrative area near the front of the building with access to parking (see figure 2.24 for functional diagram). The rear of the building provides access to the firing range, maintenance, ammunition and equipment storage. The back of the facility will have truck access for deliveries to the storage room. Roll up doors and a roof overhang will be provided at the loading area.

The range will have 21 shooting positions with an adjacent vault, cleaning area, storage and unisex lavatory.

Program Requirements:

Project Number:	HACC 943052
Category Code:	179-475
Building Size:	2,100 square feet
Building Types:	One story, precast concrete panels, metal standing seam roof, flight line colors
Landscape:	screen truck loading area
Cost:	**$1,100,000**

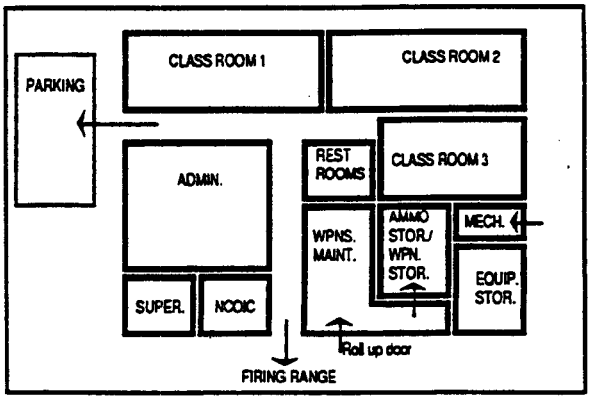


Figure 4.24-2 Functional Diagram

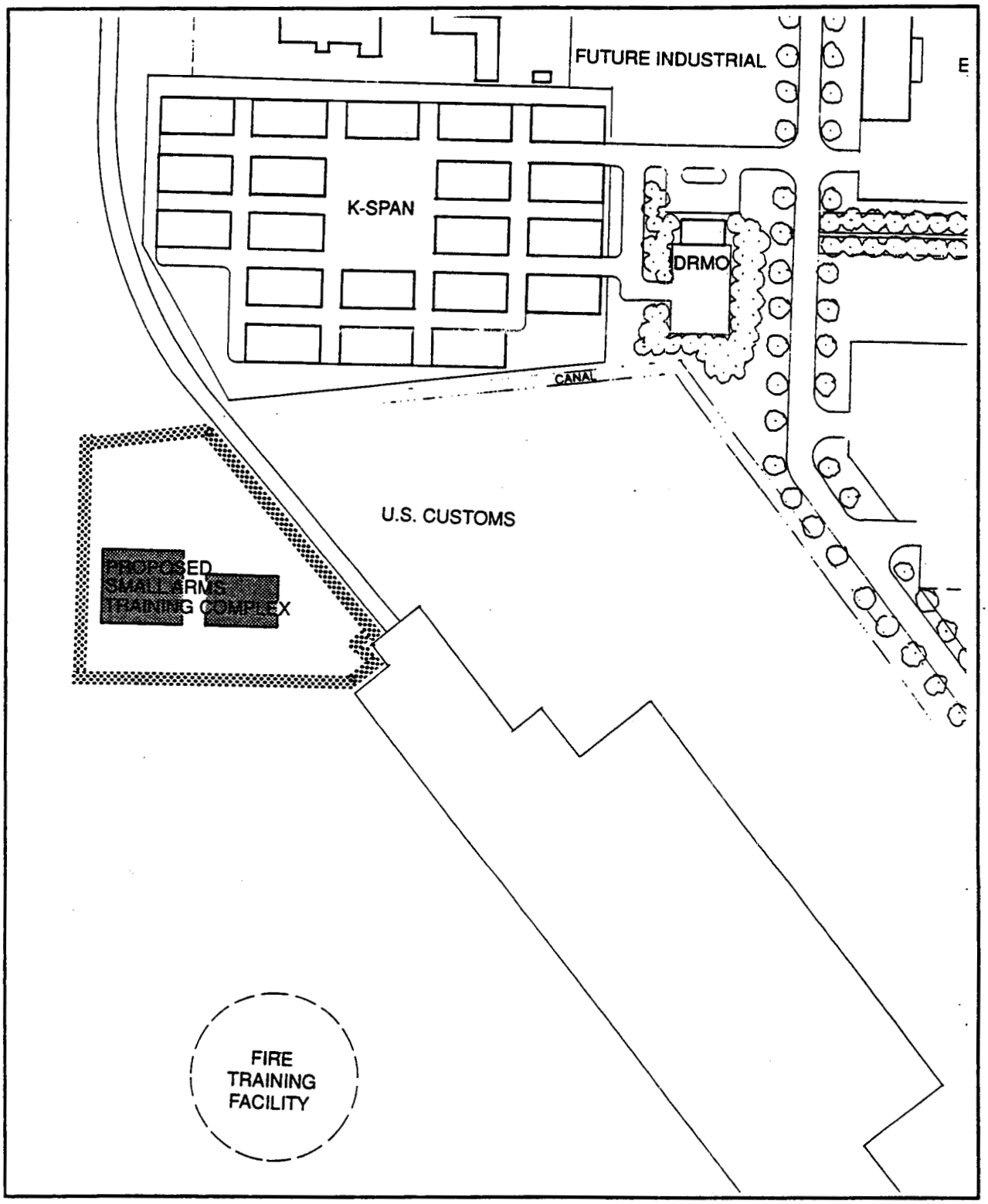


Figure 4.24-1 Area Development Plan for Small Arms Firing Range

4.25 INFRASTRUCTURE

The total improvements to the infrastructure will be $24,200,000. A summary of the road and utility improvements follows (see section 3.4 for more details):

Road systems on the base will be substantially reused. Coral Sea Boulevard and Westover Street will be widened to provide adequate entrances into the base and airside and air support area will be reconfigured (see 3.3 Circulation).

Electric service will be provided by Florida Power and Light, underground, and using the existing substation adjacent to Mystic Lake (see 3.4-1 Electrical Distribution).

Water distribution is being evaluated to determine whether the system will be operated by AFRES or by the Miami-Dade Water and Sewer Authority (WASA). Water pressure may need to be boosted on the station (see 3.4-2 Water Distribution).

Stormwater management will address the two different over land flow drainage patterns within the cantonment area. Because additional drainage ditches for the new stormwater system would be needed, security is an issue. Therefore, on-site retention basins are being considered (see 3.4-3 Stormwater Distribution).

The agency who will operate the sanitary sewer collection systems is also being determined. Whether WASA or AFRES will take over the system, the system will be an extension of the existing gravity sewer collection and transmission system. The new lines will be within the wellfield cone of influence. This will need to be monitored (see 3.4-4 Sanitary Sewer Collection).

One of the existing two parallel 8 inch fuel lines will be used. The other will be preserved for possible use by the civil airport operators (see 3.4-5 Fuel Distribution).

The placement of communication lines will be coordinated by the Military Communications Group. A common trench will be used where electric and communication lines coexist (see 3.4-6 Communications).

Project Requirements:
Project Number: HACC 943074
Category Code: 100-000
Project Cost: $24,200,000

4.26 BASE OPERATIONS/TRANSIENT MAINTENANCE

This facility co-locates base operations, transient maintenance and the weather area in one facility next to the ramp.

Base operations mission is to insure that proper maintenance is accomplished on runways, taxiways, airfield lighting, navigational aids, and the surrounding grounds. They are responsible for filing flight plans and "flight following" with the FAA. In addition, base operations maintain DoD flight information publications for base flying units. Transient maintenance is responsible for servicing, inspections and maintenance of transient aircraft (IAW T.O. 00-20-5).

The base operations/transient maintenance facility has been sited along the ramp to provide direct access to the facility for VIP arrivals and transient operations. The development site for the project provides for a VIP drop off area and direct access to Coral Sea Boulevard (see figure 4.26-1). Additional landscaping shall be provided along the access drive and adjacent to the main entrance. Parking is adjacent to the facility for easy access. The facility shall be a single story precast concrete panel structure with a standing seam roof and metal doors and windows. Due to the coordination requirements of base operations and weather, the new facility will provide direct access between the base operations and the weather area. Figures 4.26-2 and 4.26-3 functional diagram illustrate the functional layout of the facility. The project requires coordination of Navaids/weather cabling between the control tower and this new facility to reduce/prevent system downtime.

Project Requirements:

Project Number:	HACC 943075
Category Number:	141-453
Building Size:	6,750 square foot
Building Type:	one story, precast concrete panel building with standing seam roof on concrete slab
Parking:	23 POV, 4 (3 truck, one sedan)
HVAC	
Secured storage	
Roll up doors at garage	
VIP entrance from flightline and drop off area	
Cost:	**$1,100,000**

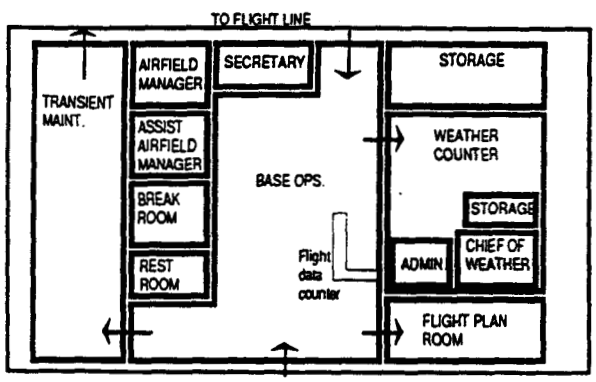


Figure 4.26-2 Functional Diagram

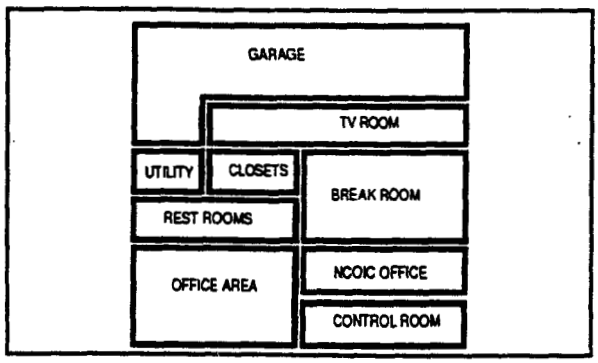


Figure 4.26-3 Functional Diagram

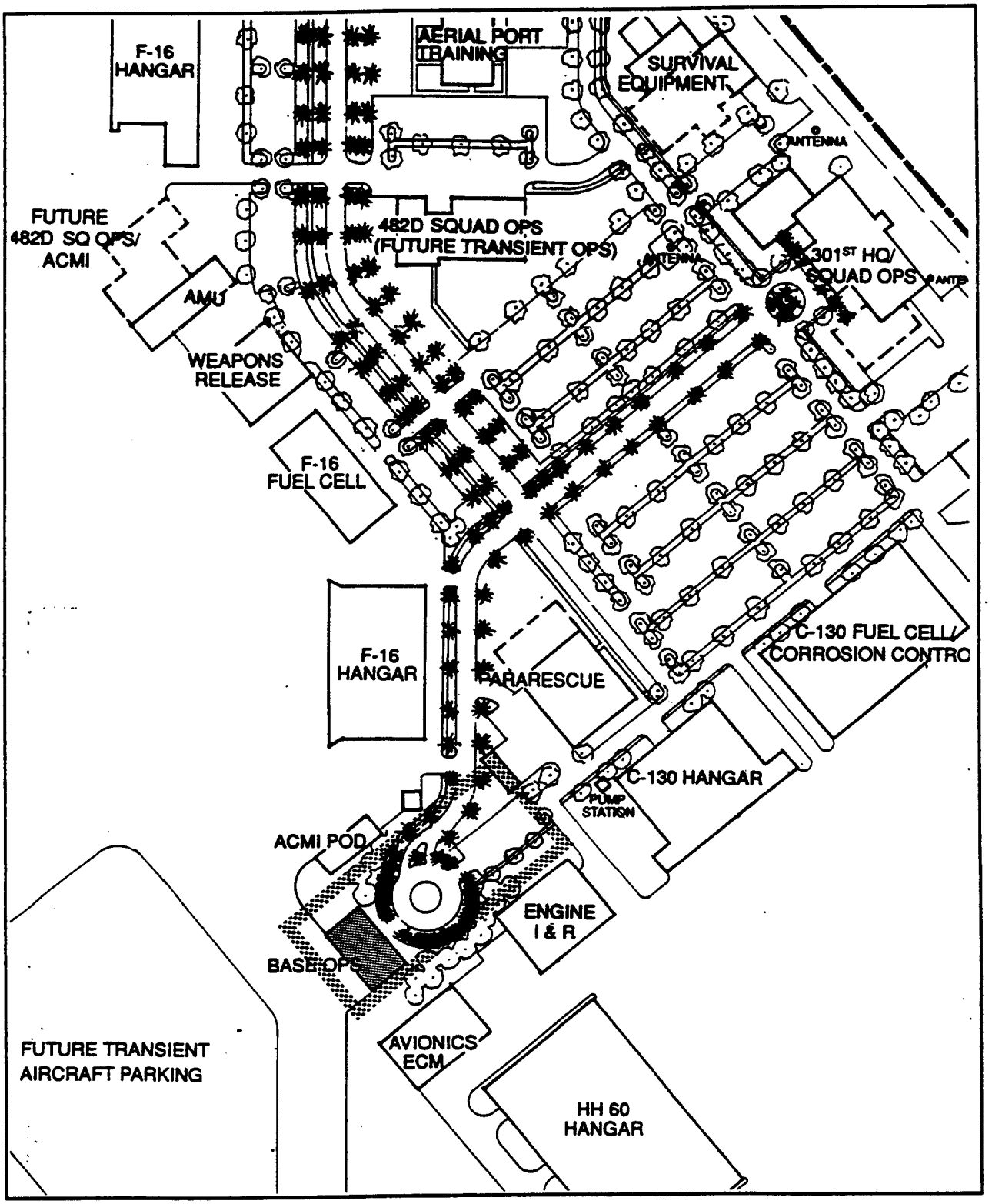


Figure 4.26-1 Area Development Plan for Base Operations/Transient Maintenance

Table 4.26-1 Rooms (by function) required by Base Operations/Transient Maintenance

HOMESTEAD AIR RESERVE STATION BASE OPERATIONS/TRANSIENT MAINTENANCE	
BASE OPERATIONS	
Airfield Manager	200
Assistant Airfield Manager	150
Flight Planning Room	250
Flight Data Counter Area	500
Storage Area	200
Break Room Lounge	250
Rest Room	300
Secretary	125
WEATHER	
Chief of Weather	150
Storage Area	200
Administration Area	200
Forcast Counter Area	500
TRANSIENT MAINTENANCE	
NCOIC Office	150
Control Room	150
Offices	250 Open floor plan
Rest Rooms	150
Utility	50
Break Room	175
TV Room	200
Garage	1,500 (5) 110 VAC, 12F Doors for staircase trucks
Storage	1,100

Special Requirements:

Base Operations:

Communications:
- VHF/UHF radio and telephone lines
- AWDS computer
- SPARCS computer
- Direct access to the ramp
- VIP dropoff at the main entrance to the facility.
- Secured door between base operations and transient maintenance
- Secured Storage

Transient Maintenance:
Storage space shall be available for crash equipment, aircraft slings and skate dollies.

Weather Area:
Homestead Weather Station Equipment:
- Air Force Digital Fax Machine* (weather maps)
- Lightning detection indicator.
- 2 Comeds Terminals* and printers (send and receive weather teletype data)
- Satellite machine (2)
- Dial Up Radar.**

- HFRB broadcast set
- Weather Observation Rack (temp., dewpoint, wind, ceiling, etc. indicators).
- Personal computer and printer

* Can be replaced with Automated weather distribution system.
** Can be replaced by Next Generation Radar Equipment.

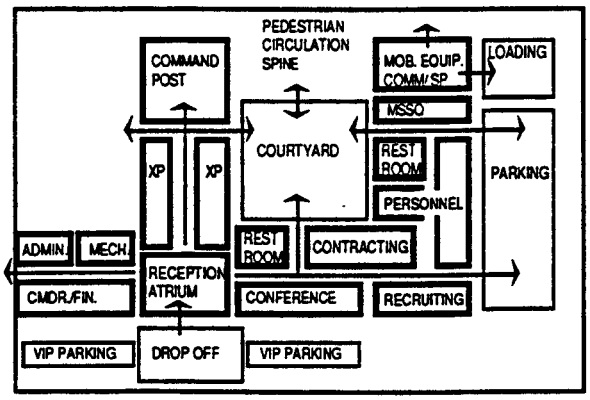
4.27 WING HEADQUARTERS

Building 360 is the central location for wing headquarters MSSQ, recruiting, command post and mobility. As the receiving point for all reserve personnel and visitors, it has a prominent location near the entrance to the base on Coral Sea Boulevard (see figure 4.27-1). A vehicular dropoff and special landscape treatment will be provided with limited VIP parking in the front of the building. Because of the importance of this building special attention shall be given to its renovation. The dropoff area shall have a port cochere and landscaped entrance courtyard. The treatment and detailing of the building shall reflect its role as the heart of the HARS community. The rear courtyard will provide a central gathering place for personnel. The courtyard shall provide a shaded, special paved plaza with outdoor seating and tables to accommodate lunch time activities by the personnel. It shall be designed with a strong relationship to the cross spine of the pedestrian/golf cart system. Pedestrian connections from the building to the rear courtyard and from the parking lot to the building need to be evaluated in more detail during project definition.

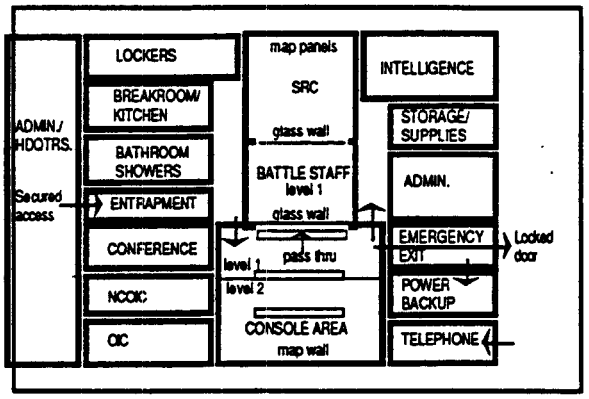
The 482nd MSSQ (see figure 4.27-2 for functional diagram) has six sections which are responsible for the administration of all programs and projects for reserve personnel. Personnel, information management, family support, social actions, MWR and orderly room. Each section requires its own area. Special requirements include: MWR pallets and equipment storage, personnel systems equipment, climate controlled, mail distribution, and publications and forms.

The headquarters command post (see figure 4.27-3 for functional diagram) is a highly secured area. It is located in the south wing of the building, on axis with the entrance/reception area. The wing operations center (WOC) is responsible for keeping the wing commander informed on current status of all assigned wing assets. The WOC is responsible is responsible for receiving, analyzing and distribution of sensitive, time critical information. The offices are oriented around secure battle staff rooms. The area includes intelligence offices, storage, power backup, telephone, conference, break room, bathroom with showers, OIC, NCOIC and an entrapment hall from the administration headquarters. The command post will require cameras in the hall and entrapment area.

The mobility and equipment storage is also in the wing headquarters building. It is located in the north wing of the building with truck loading access.



4.27-2 Functional Diagram - 482d MSSQ



4.27-3 Functional Diagram - Headquarters Command Post

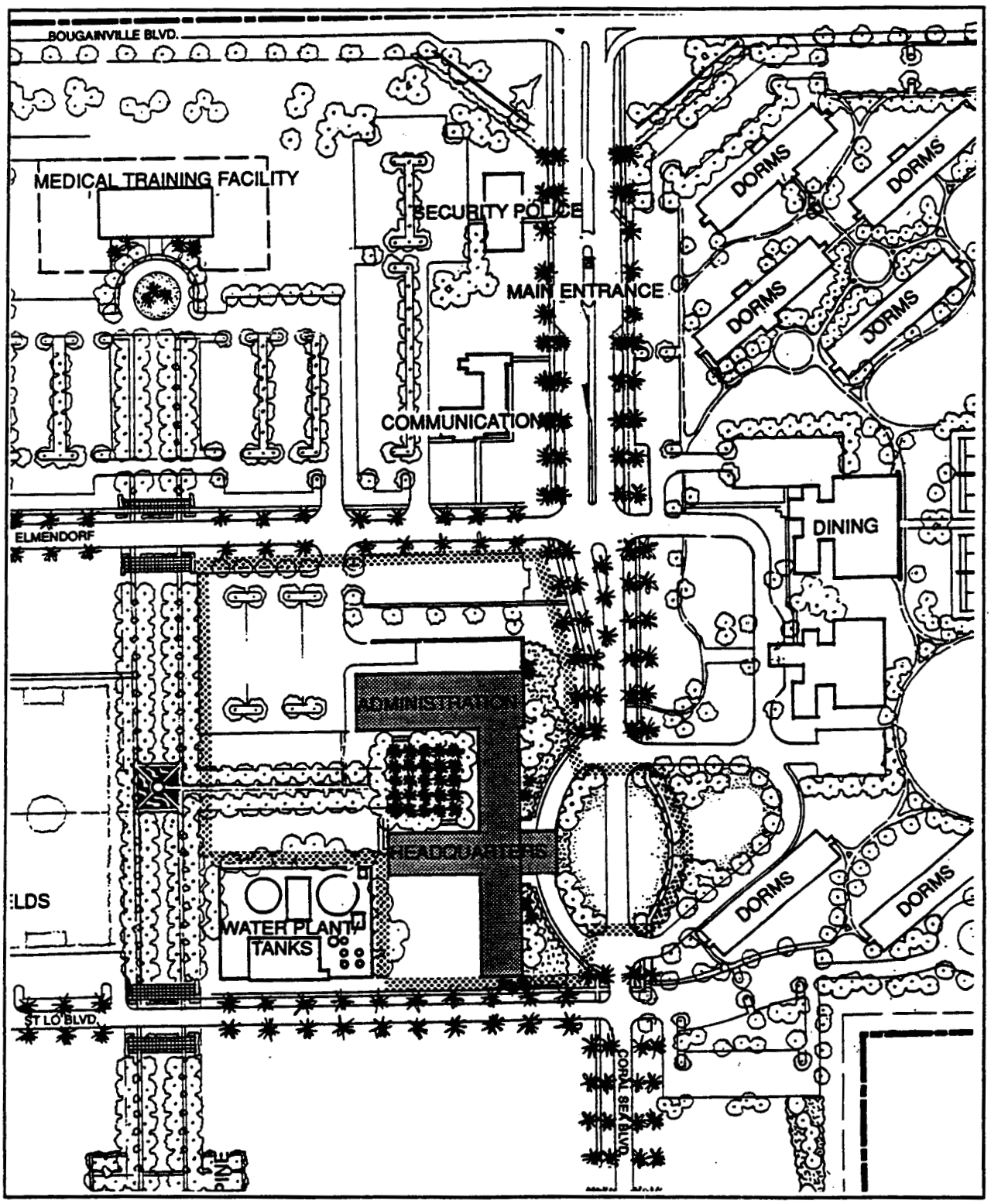
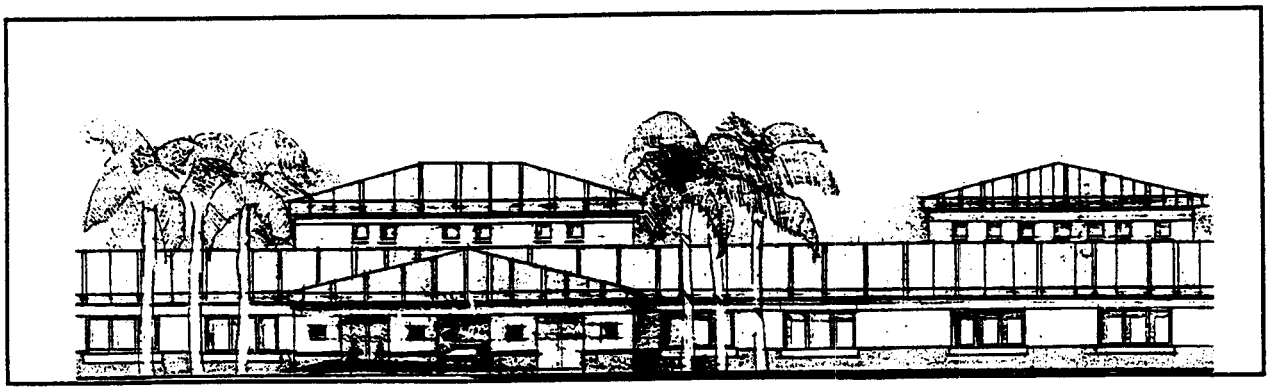


Figure 4.27-1 Area Development Plan for Wing Headquarters



4.27-4 Elevation

Program Requirements:

Project Number:	HACC 943076
Category Code:	171-445
Building Size:	43,000 square feet
Building Type:	masonry block with stucco finish, standing seam metal roof
Parking:	
Cost:	**$3,870,000**

Special Requirements Command Post:

- Cipher locks on both doors in entrapment hall, cipher locker into battle staff area, secured
- Camera in entrapment and hallway leading to command post
- Voice system in entrapment
- ID pass slot at second secured door in entrapment area.
- Battle staff and command post must meet Air Force standards for a priority B resource.
- All outside walls must extend from floor to ceiling.
- Separate AC with back up generator with transfer plate
- Intrusion Alarm
- Solid Ceiling
- Telephone circuit room
- Raised area (6") for battle staff
- SRC small two door vault
- Raised area for computer uses

Table 4.27-1 Rooms (by function) required by Wing Headquarters

HOMESTEAD AIR RESERVE STATION WING HEADQUARTERS	
COMMAND	
ALLOCATION	GROSS SQUARE FEET
Administration/Headquarters	128
Entrapment	72
Battle Staff	240
Lockers	91
Breakroom	117
Bathroom/Showers	72
Conference	80
NCOIC	80
OIC	80
Intelligence	120
Storage/Supply	80
Emergency Exit	40
Power Backup	50
Telephone	80
SRC	168
TOTAL COMMAND POST	**2200**
XP	4620
Reception	1800
Finance	3880
Administration	2785
Mechanical	675
Conference	3890
Restrooms	575
Contracting	4300
Recruiting	400
Circulation	4300
Restrooms	575
ADMINISTRATION	
MSSQ	**10810**

HOMESTEAD AIR RESERVE STATION WING HEADQUARTERS cont.	
MOBILITY EQUIPMENT STORAGE	
ALLOCATION	GROSS SQUARE FEET
Personnel	
MWR	
Social Action	
Orderly Room	
Family Support	
Information Management	
Mobility Equipment Storage	2190
TOTAL WING HEADQUARTERS	**43,000**

Exact room configurations to be determined at project definition.

4.28 DORMITORY

An existing dormitory (Building 476) located off of Coral Sea Boulevard near the main gate will be upgraded to provide adequate housing for Air Force Reserve personnel. Its location provides easy access to dining, headquarters and MWR facilities (see figure 4.28-1). The parking area, on the northeast corner of the site, will require modification to allow for a security fence along the cantonment line and a turnaround for the residence. Walkways and open space around the dormitories shall be reconfigured to provide usable courtyards and landscaped open space. The initial project shall reconfigure building 476 to increase room sizes and improve privacy. This will be accomplished by providing access to individual units from the outside via exterior stairwells and balconies and utilizing the central hallway to increase unit sizes (see figure 4.28-2 and 4.28-3). This dorm will include a billetting office. The architectural detail shall comply with the HARS Installation Design Guidelines (see Chapter 6.0). Other existing dormitories will be upgraded on an as needed basis to match. Designers shall review floor plains and conduct site analysis to determine room configurations They shall allow for fire truck access around the entire area via parking lots and lawn areas. Presently, the two dorms south of the dining facility (Building 402) are slated to be demolished within the next sixty days. They would cost approximately $5 million to renovate. Future projects will be renovating the remaining three dorms north of the dining facility to provide adequate billeting for UTA requirements.

- Upgrade Building 476
- Roof shall be standing seam metal. See Chapter 6.0 Installation Design Guidelines for exterior color and detail
- Provide exterior stairs and balconies
- Update HVAC, electrical and plumbing
- Provide common laundry room
- Provide community room
- Units shall have exterior access via balcony area
- Provide sprinkler system for fire protection in all rooms

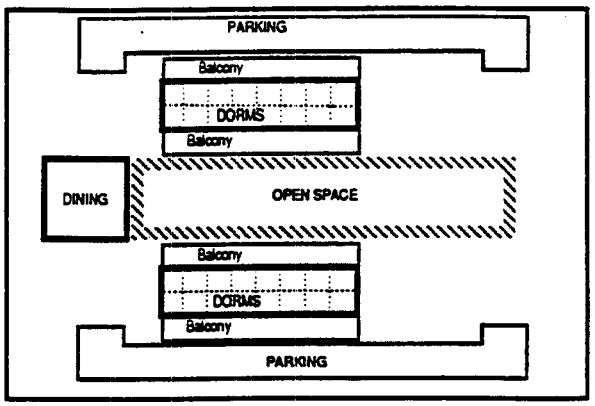


Figure 4.28-2 Functional Diagram

Program Requirements:

Project Number: HACC 943077
Category Code: 721-315
Building Size: 24,948 square feet
Building Type: Three stories, painted stucco, metal standing seam roof, HARS approved accent color on roof and other metal detailing.
Parking: 1 space per unit and 4 visitor parking and service parking spaces
Requires 120 volt electrical in laundry area
Cost: **$2,300,000**

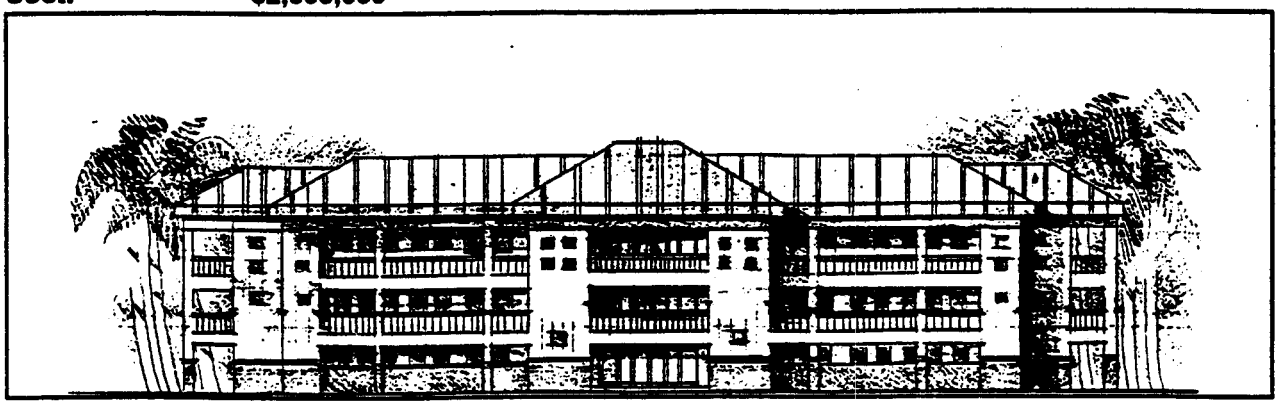


Figure 4.28-3 Elevation

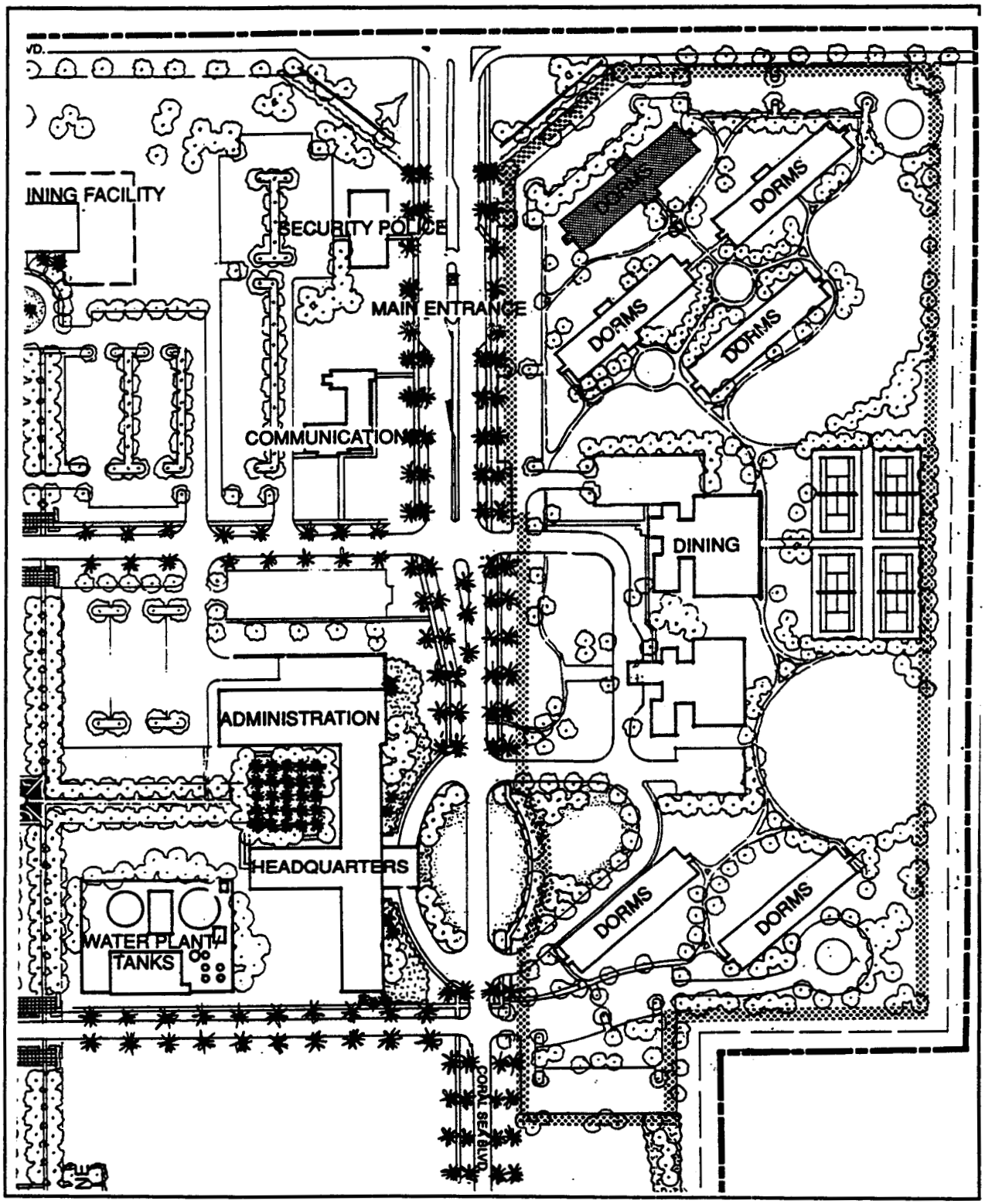


Figure 4.28-1 Area Development Plan for Dormitory (Building 476)

2.29 MOBILITY PROCESSING

The mobility processing facility is responsible for managing all cargo incoming and outgoing. The mission includes projecting all mobility tasking and deploying the 482d and 301st. Also included is maintaining war plans and OPLAN requiring mobilization. The new, 40,000 square foot, two story building is located at the south end of Westover Street, (see figure 4.29-1) on the flightline for easy loading of cargo and personnel. It is conveniently located near the AGE from where much of the cargo comes.

As missions are launched assigned personnel and cargo arrive from the shops for processing. A fenced yard with a controlled gate is used to collect and organize cargo. Initially, the cargo is weighed, sterilized, crated and wrapped. It is organized into a chalked area (simulating the silhouettes of the planes) in the order it is to be loaded on to the plane. An area for stressed cargo is adjacent, to allow for broken, spilling or incorrect cargo to be temporarily stored. Inside, personnel are being briefed on the details of the mission and obtain their equipment bags before walking out to the plane. Upstairs is the viewing area where the mobility control is conducted. The operator in this room must be able to see both the cargo processing yard and loading of cargo onto the plane. A separate viewing area where the operator can be observed but not interfered with is provided adjacent to this room. The sub-motor pool also needs a viewing area to support the mobility process by monitoring vehicle activity. (see figure 2.29-2 for functional diagram).

Table 2.29-1 lists rooms by functions and special requirements.

Program Requirements:

Project Number:	HACC943078
Category Code:	442-758
Building Size:	40,000 square feet
Building Type:	two stories, precast concrete panels, metal standing seam roofs
Parking:	21 spaces
Cost:	**$2,350,000**

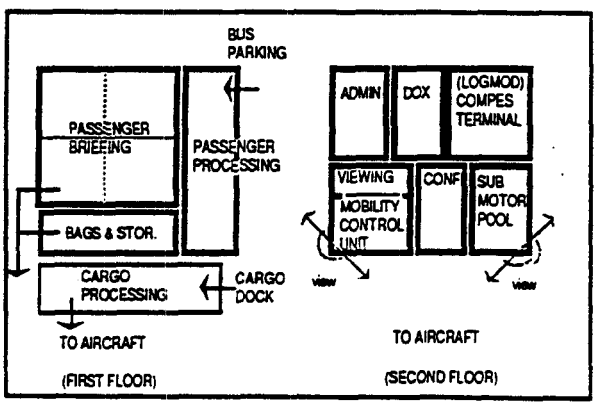


Figure 4.29-2 Functional Diagram

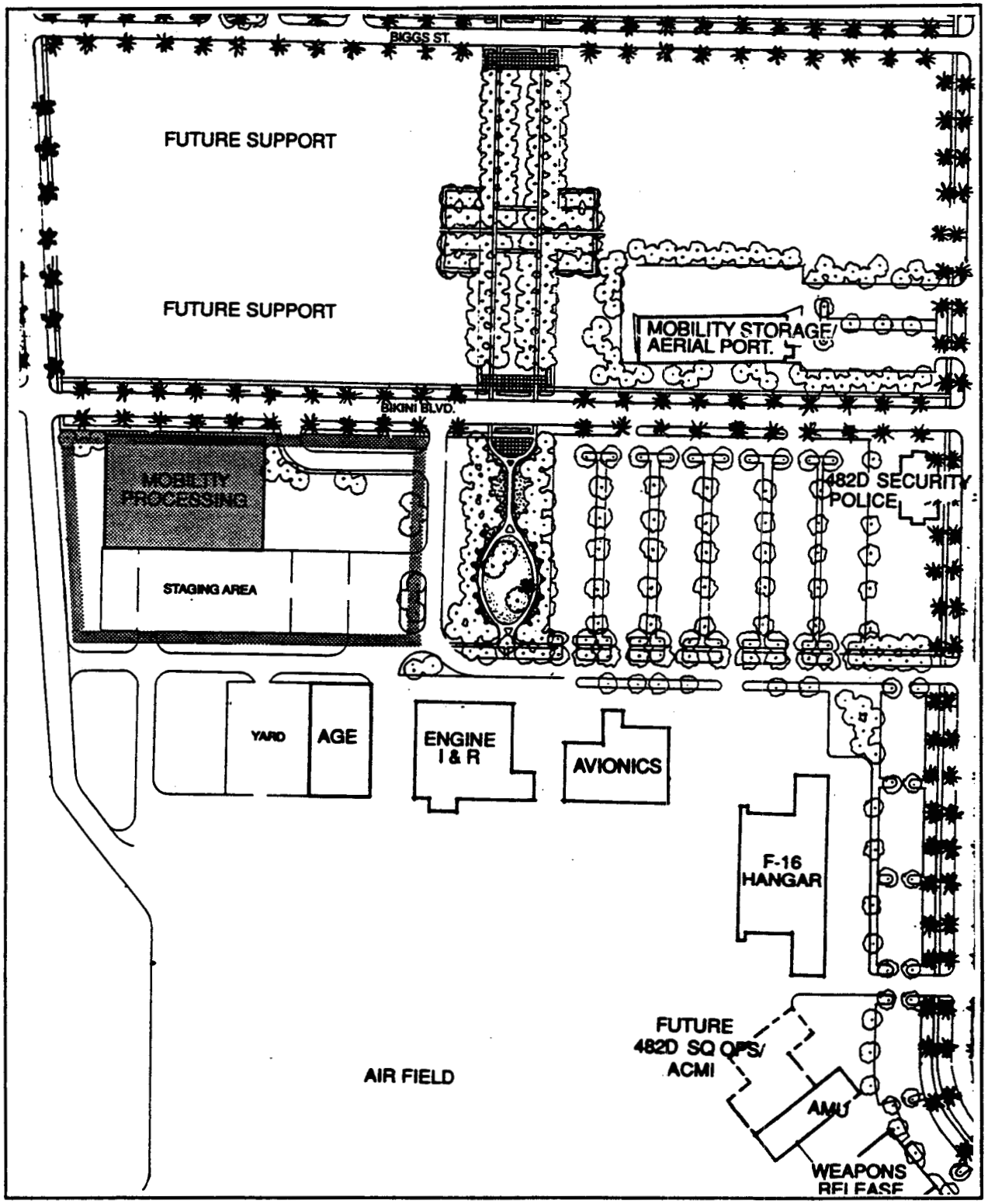


Figure 4.29-1 Area Development Plan for Mobility Processing

Table 4.29-1 Rooms (by function) required by Mobility Processing

HOMESTEAD AIR RESERVE STATION MOBILITY PROCESSING	
FIRST FLOOR	**32000**
Passenger Briefing	
Passenger Processing	
Bags and Storage	
SECOND FLOOR	**8000**
Mobility Control	
Sub-Motor Pool	
Conference	
Viewing	
LOGMOD	
Administration	
DOX	

Special Requirements:
Communication systems must satisfy requirements
Provide glass window between viewing room and mobility control
Mobility control unit room mush have clear visibility to flightline and cargo processing

4.30 AIRCRAFT COMBAT MANEUVERING INSTRUMENTATION (ACMI)/POD SHOP

The mission in this 2,400 square foot building is to store and repair simulation equipment auxiliary to aircraft combat maneuvering instrumentation (ACMI). The facility is located on the flightline, central to aircraft parking and hangars, at the south end of Coral Sea Boulevard adjacent to the base ops building (see figure 4.30-1). There are three staff people which is the same during UTA. The 12' by 6" POD's are brought into the storage area on racks. The storage area requires rollup doors on one end for POD rack access (see figure 4.30-2 for functional diagram).

Project Requirements:

Project Number:	HACC 943079
Category Code:	217-713
Building Size:	2,400 square feet
Building Type:	One story, precast concrete panel, metal standing seam roof, flight line colors
Cost:	**$283,000**

Special Requirements:

- Outside paint locker (10' x 6')
- Climate controlled in computer area
- Alarm system
- Outside electrical outlet (110v)
- Grounding at work benches
- Electrical 110/220
- Sprinkler system and fire detection system
- Outside faucet next to entrance ramp at POD storage

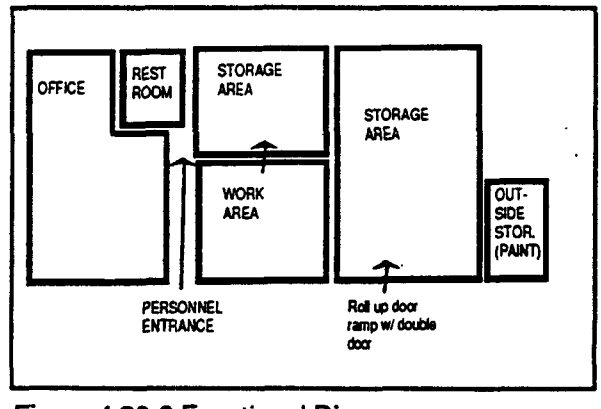


Figure 4.30-2 Functional Diagram

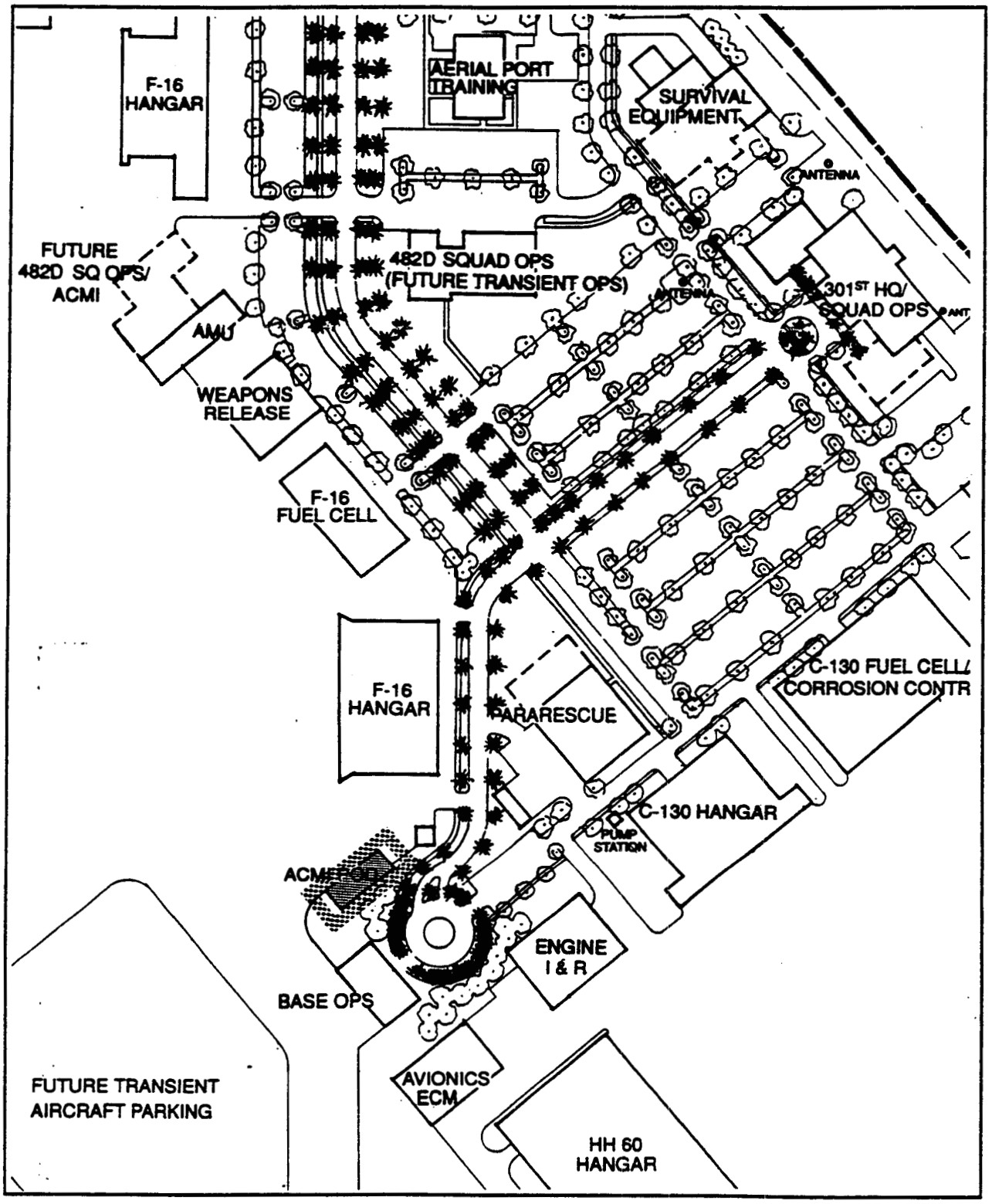


Figure 4.30-1 Area Development Plan for ACMI/Pod Shop

4.31 CIVIL ENGINEERING COMPLEX

The civil engineer has a mission to maintain and repair the station's real property, design and construct new work and manage environmental issues. The new facility will provide a central location for these functions which were previously separated into various buildings. The new 27,000 square foot building is located in the industrial area and has a prominent location on axis at the end of Biggs Street with easy access and a visual connection to the administration building (see figure 4.31-1). The importance of this building is emphasized with a vehicular drop off and special landscape treatment.

The complex includes three components, the main building housing administrative offices and workshops, a warehouse and yard. The offices are oriented around the entrance courtyard, with workshops in the rear of the building with access to truck loading. The warehouse is oriented with the loading docks away from the street. This creates a more pleasant image along the street. The yard is fenced with two rolling double gates for security. The yard is centrally located between the warehouse, the workshops and an outside storage area to allow for shared and efficient use of the yard (see figure 4.31-2 for functional diagram).

Designers should be aware of special requirements beyond the scope of this chart that would be needed to provide exhaust and climate control based on shop activities. Table 4.31-1 lists the functions and special requirements of the facility.

Program Requirements:

Project Number:	HACC 943051	
Category Code:	219-944	
Building Size:	Administrative:	27,000
	Warehouse:	21,700
	Outside storage:	20,250
Building Type:	One story, precast concrete panels, metal standing seam roof, accent color on roof	
Landscape:	Special entrance, screen views to loading	
Cost:	**$3,493,000**	

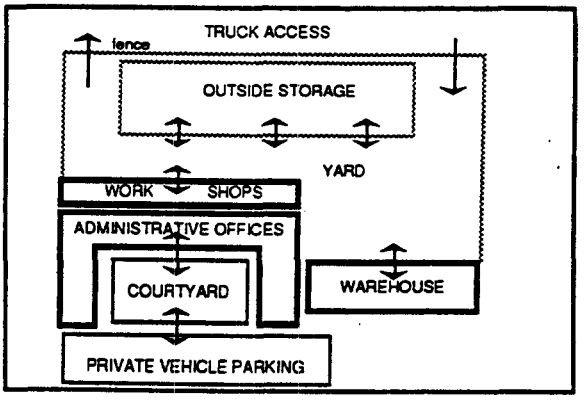


Figure 4.31-2 Functional Diagram

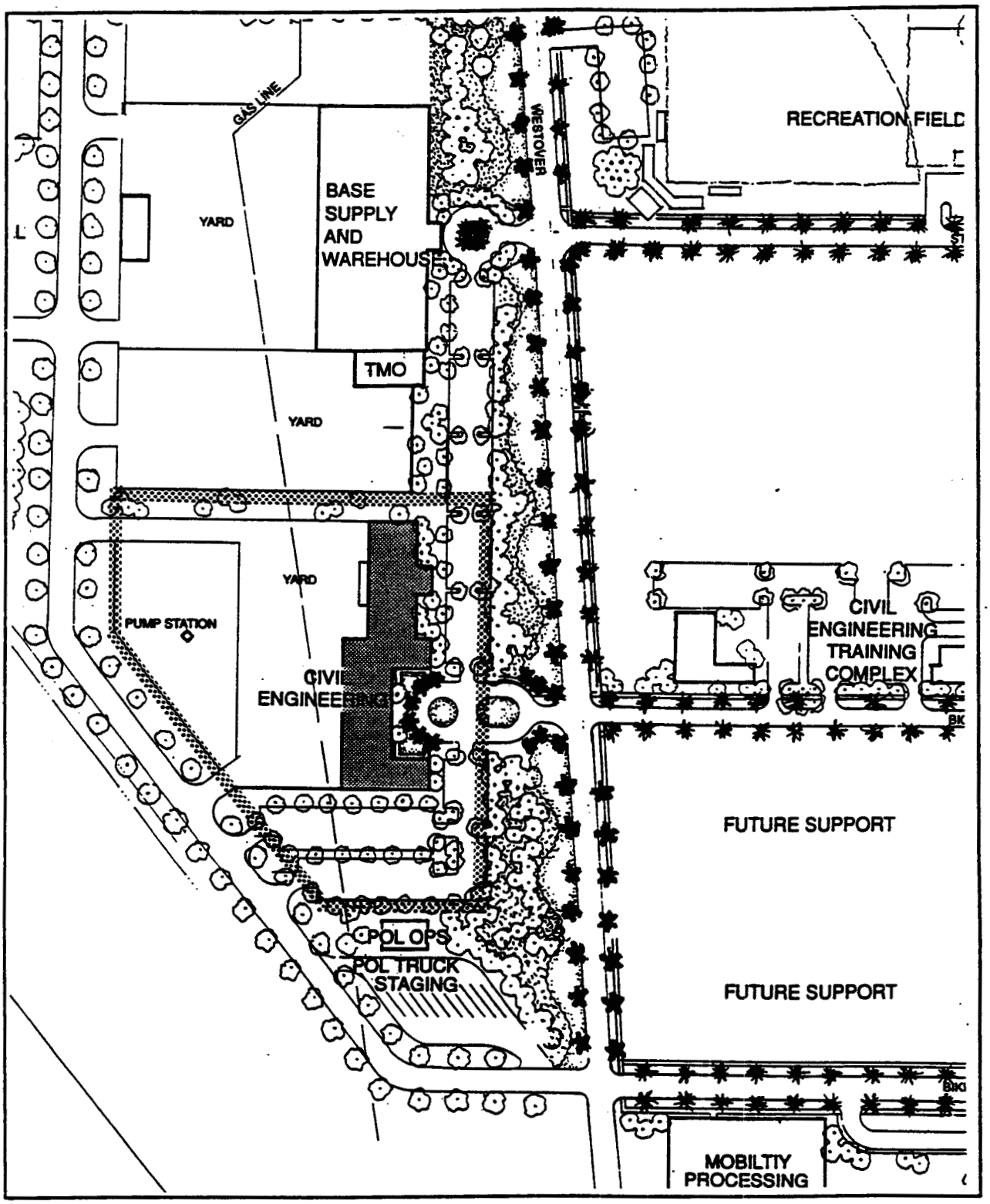


Figure 4.31-1 Area Development Plan for Civil Engineering Complex

Table 4.31-1 Rooms (by function) required by Civil Engineering Complex

HOMESTEAD AIR RESERVE STATION CIVIL ENGINEERING COMPLEX		
OFFICE	GROSS SQ FT	REMARKS
Commander's Office	360	1 office
Command Secretary	125	1 office
Administration (CCQ)	1150	8 offices
Management Control (CEOC)	1175	8 offices
Recovery (CEOR)	150	1 office
Pavement	2100	14 offices
Plumbers (CEORP)	1350	9 offices
Asbestos (CEORA)	450	3 offices
Water and Waste	1050	7 offices
Maintenance (CEOM)	150	1 office
Structures (CEOM)	1650	11 offices
Grounds (CEOMG)	1050	7 offices
Entomology (CEOME)	450	3 offices
Painters/signs	450	3 offices
Electronic Control Shop	300	2 offices
Liquid Fuels Shop (CEOUL)	450	3 offices
HVAC	2100	14 offices
Drafting and surveying	1800	4'x4' securible stroage closet, 30'x15' vault
Material Control	850	6 offices
Shop Work	400	plumbing, paint, carpenter
Asbestos Shop	250	2 offices
Disaster Preparation (CCO)	300	2 offices
Environmental (CEV)	900	6 offices
Engineering (CEE)	1775	12 offices
Controller (LEOC)	450	3 offices
Utilities (CEOU)	150	1 office
Fire Prof (CEF)	1950	13 offices
Operations (CEO)	425	3 offices
Interior Electric	1050	7 offices

Table 4.31-1 Rooms (by function) required by Civil Engineering Complex

HOMESTEAD AIR RESERVE STATION CIVIL ENGINEERING COMPLEX cont.		
FUNCTION	GROSS SQ FT	REMARKS
Exterior Electric	750	5 offices
Power Pro (CEOUP)	1050	10 offices
TOTAL OFFICE	27000	
Outside Storage:		
Repair office and storage	1500	
Material storage	10200	
Outside storage	20250	
TOTAL OUTSIDE STORAGE	31950	
Warehouse:		
TOTAL WAREHOUSE	21700	Free standing facility

The project scope for this facility has been identified as 27,000 square feet. After review of operational requirements and interviews with the user, the facility may require additional space to allow for warehouse and storage yard.

This conflict shall be resolved during the project definition stage.

4.32 MAIN ELECTRICAL DISTRIBUTION SYSTEM

In addition to the electrical service outlined in section 4.25, a new main electric feeder will be provided for $3,500,000. The connection will run from the main substation throughout the AFRES cantonment area.

Project Requirements:

Project Number:	HACC 933091
Category Number:	812-225
Cost:	**$3,500,000**

4.33 ALERT COMPLEX

The Florida Air National Guard (FANG) maintained an alert complex at the northeast end of the HAFB runway which is needed to accomodate aircraft, personnel and equipment in support of Aerospace Defense contingency plans for defense of the southeast United States coastal region (see figure 4.32 for location).

The crew readiness building must provide alert crew quarters for eight pilots plus operations and maintenance space for support and security personnel. The shelters must accomodate four alert fighter interceptor aircraft.

Program Requirements:

Project Number:	HACC 933085
Category Code:	141-185
Size:	57,000 square feet
Stories:	multi, metal skin, metal standing seam roof, flight line colors
Cost:	**$9,000,000**

4.34 HANGAR 741

This hangar will be used on an interim basis by HARS. It is on the AF BDA for eventual reuse by the community. It has been identified as a critical building for the successful civilian reuse of the base and will eventually be transferred to the County. It is located outside of the cantonment area, on the flight line (see figure 4.34-1 for the location).

This existing 180,000 square foot hangar will be repaired structurally and have a new outer skin built. The facility will have all new electric systems.

Project Requirements:

Project Number:	HACC 933086
Category Number:	211-111
Building Type:	180,000 square feet, multi, metal skin, flightline colors
Cost:	**$3,200,000**

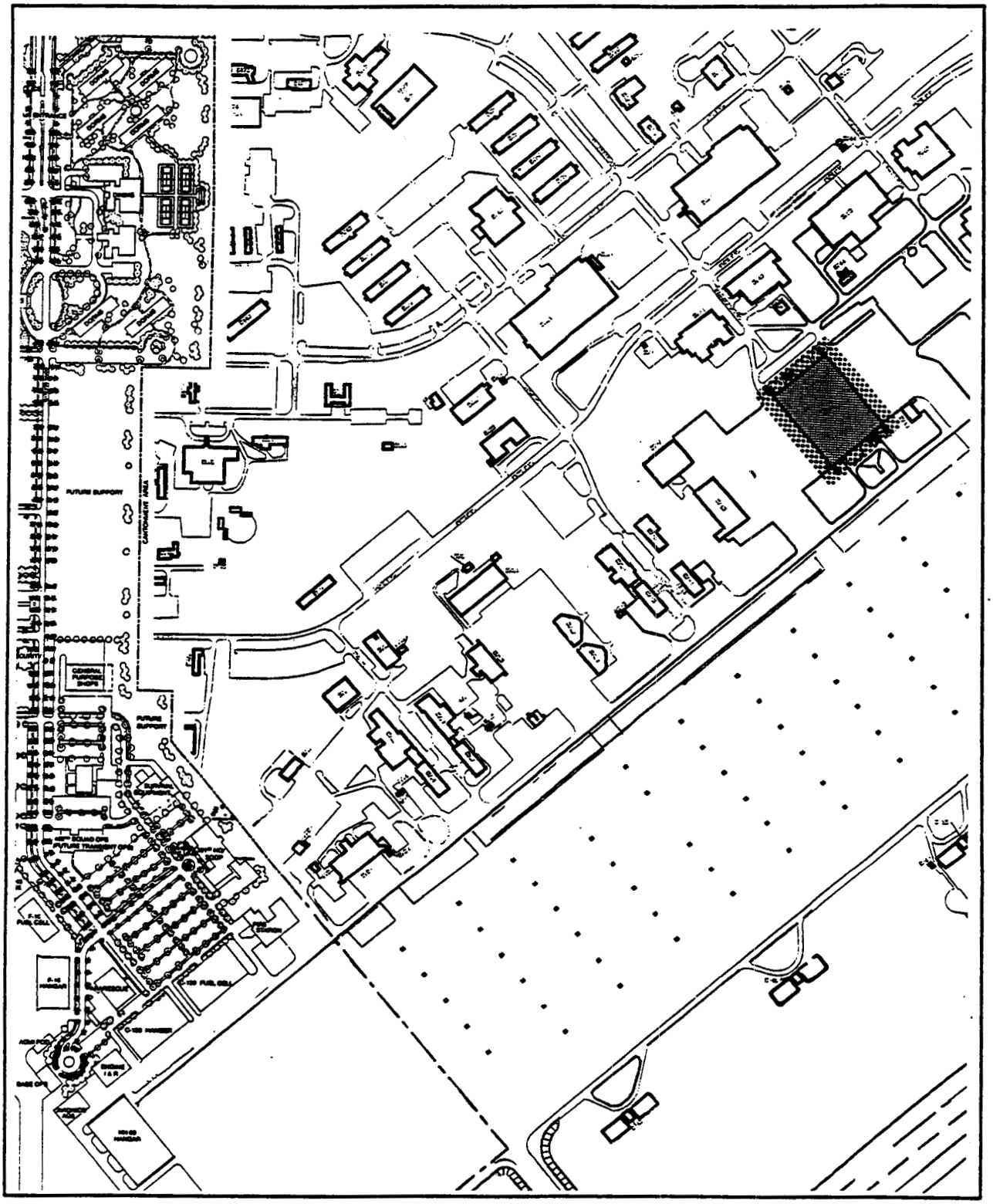


Figure 3.34-1 Area Development Plan for Hangar 741

4.35 CONTROL TOWER

The existing control tower was 60% damaged by the hurricane and the temporary tower does not provide a full range of services. To allow for a fully functional flightline operation, a new control tower, meeting FAA standards, will be rebuilt near its current location. The control tower will be shared with the civil aviation field.

The tower will be located adjacent to the fire station, just outside of the cantonment line (see figure 4.35-1). The control tower will be 135' high to the base of the cab, which was allows for views to Taxiway Bravo over the C-130 hangars. Clear views of all runways, trafffic patterns, alert and parking areas are needed to ensure adequate and safe air and ground traffic control on and around the airfield.

The tower will include space for air traffic control operations, crew briefings, electronics, radio and telephone equipment and controller management functions. Fire protection systems, backup power, air conditioning at 20 tons and other necessary support will be provided.

Project Requirements:

Project Number:	HACC 933084 A - Control Tower
	HACC 933084 B - Equipment
Category Code:	149-962
Cost:	**$2,700,000 - Control Tower**
	$1,500,000 - Equipment

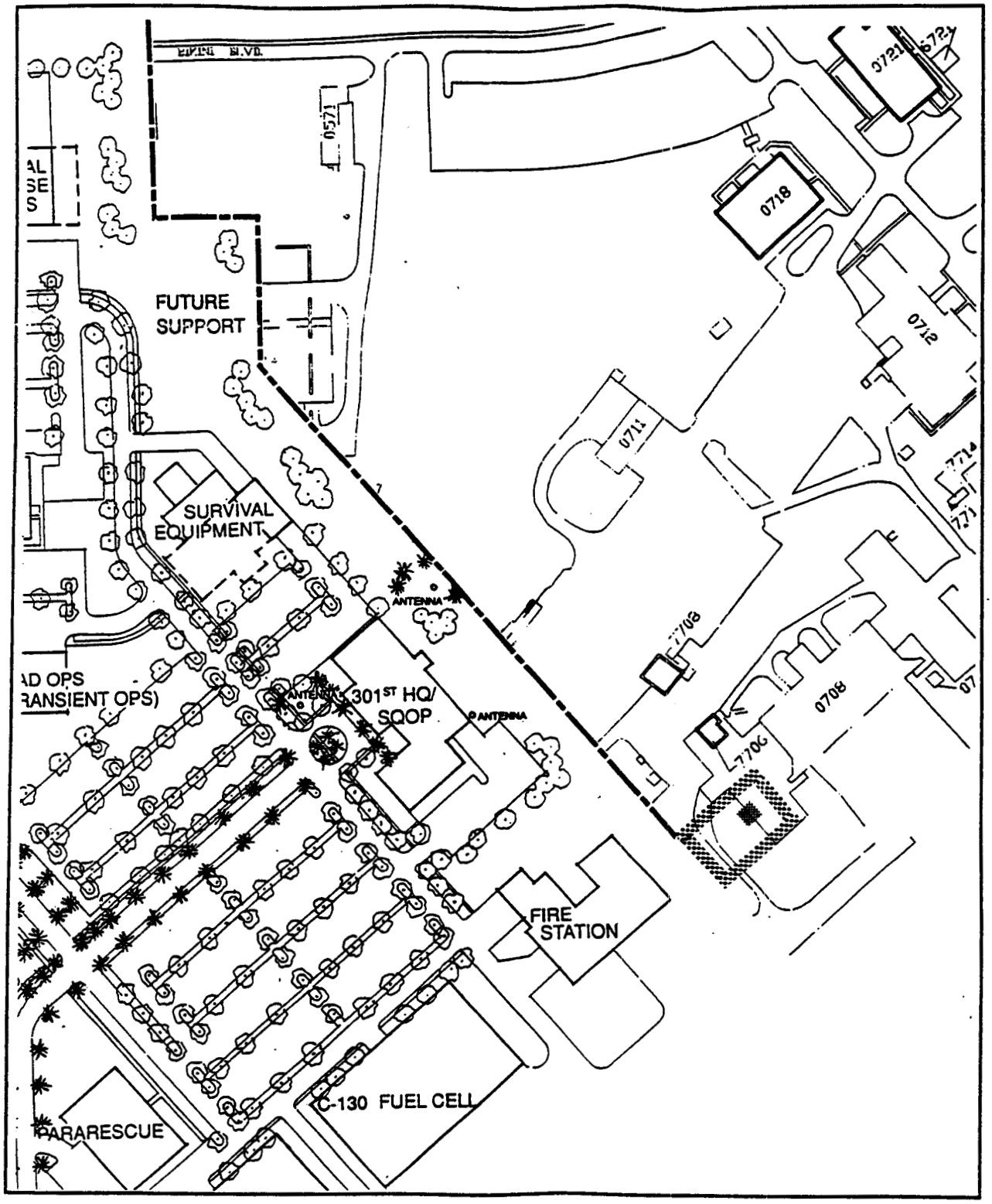


Figure 4.35-1 Area Development Plan for Control Tower

Document Separator

greater
miami
chamber of
commerce

April 3, 1995

Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, Virginia 22209

Dear Mr. Chairman:

In 1993 the Base Closure and Realignment Commission allowed the retention, at Homestead Air Reserve Base, of the 482nd Fighter Wing and the 301st Air Rescue Squadron because of the military value of their interrelated missions.

The Department of Defense recommendation to move the 301st Rescue Squadron to Patrick Air Force Base for a secondary mission of manned space flight support diminishes the primary purpose of search and rescue and support to combat-ready air units in South Florida and the Caribbean. The recommendation also negates the policy of the 1993 BRAC.

The 301st Air Rescue Squadron is an integral part of the recovery of South Dade County following the Hurricane Andrew disaster. The Air Reservists are residents, business owners, employees, and community leaders. The retention of the 301st is vital to the socioeconomic well-being of South Dade.

We respectfully request that you consider these factors.

Sincerely,

Charles H. Johnson
Chairman
Military Affairs Committee

Donald D. Slesnick
Executive Committee
Vice Chairman

GREATER MIAMI CHAMBER OF COMMERCE
Omni International Complex • 1601 Biscayne Boulevard • Miami, Florida 33132-1260 • (305) 350-7700

CITY OF HOMESTEAD, FLORIDA

790 N. HOMESTEAD BOULEVARD/HOMESTEAD, FLORIDA 33030/TELEPHONE: (305) 247-1801

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April 3, 1995

Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

The City of Homestead is building its Hurricane Andrew recovery around certain economic generators. Primary among those is Homestead Air Reserve Base. Its importance is not only measured by jobs at the Base, more importantly, the Air Reservists are residents, business owners, employees and community leaders. They are the threads holding the fabric of our community together--for they did not abandon South Dade after the storm.

The 1993 BRAC allowed the retention of both the 482nd Fighter Wing and 301st Air Rescue Squadron because their missions are interrelated. The proposed change in emphasis of moving the 301st to Patrick Air Force Base for a secondary mission of manned space flight support negates the policy of the 1993 BRAC. It also minimizes the effectiveness of the Squadron's primary mission of Search and Rescue and support to combat-ready air units in South Florida and the Caribbean.

Please consider these factors while deciding the fate of the 301st Air Rescue Squadron, their missions, its Reservist residents of Dade County, and the recovery of South Dade County. If you have any further questions, please do not hesitate to call me at (305)247-1801 extension 101.

Sincerely,

Will Rudd

Will Rudd
City Manager

CC: James B. Davis
Wendi Steele
Rebecca Gernhardt Cox
S. Lee Kling
Al Cornella
Benjamin Montoya
Joe Robles

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Warren Zeiler
Exec. Dir.-Tropical Everglades Visitor Assoc.

Greater Homestead/Florida City

Chamber of Commerce

31 March 1995

Honorable Bob Graham
524 Hart Office Building
Washington, DC 20510-0903

Dear Senator Graham:

Homestead and South Dade must once again request your valuable support to ensure the return of the 301st to Homestead Air Reserve Base as originally directed by DoD by the 93 BRAC. The Air Force is now looking at retaining the 301st at their temporary duty station at Patrick to support a secondary mission if they expand their involvement in the space program operating out of Cape Canaveral.

Dade County, specifically the communities of Homestead, Florida City, Perrine, Cutler Ridge and others, went to extreme measures immediately following Hurricane Andrew in support of the reuse plan accepted by BRAC. Our whole rebuilding process as well as the redevelopment of South Dade has been based on those decisions made back in 1993. The communities have remained faithful toward their commitment in welcoming the 301st back home. Great strides have been made by the people of this community in restoring our area since 1992 to insure a better quality of life exists not only for them but for our military forces as well.

History dictates the involvement and total support these communities have given through the years. If we are unsuccessful in our efforts, then the funds originally programmed for the construction of the 301st's facilities should be redirected to the 482nd Fighter Wing. We have been informed that the Air Force proposes to return the funds to the Treasury as a "base closure savings". In reality those dollars were allocated to assist in post Hurricane revitalization of the airfield and were not tied to the return of any Air Force units. We wish to insure the FY92 MILCON finds ($23M) remain available to fund other 482nd and community related projects which are consistent with the appropriations bill and the original restrictions imposed by the Air Force.

We respectfully hope that you will support South Dade on this issue which continues to hold the key to the economic rebirth of our area.

Sincerely,

Evan Rees
Chairman of the Board

Kim Sovia
President/CEO

43 North Krome Avenue • "Historic Old Town Hall" • Homestead, Florida 33030
Telephone (305) 247-2332 • FAX (305) 246-1100

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Chamber SOUTH

The Greater South Dade/ South Miami/ Kendall Chamber of Commerce

April 3, 1995

Mr. Alan J. Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Dixon:

With an eye towards the recent trend for more government cost effectiveness, I am writing to express my organization's displeasure with the recent recommendation by the Department of Defense to move the U.S. Air Force Reserve 301st Air Rescue Squadron to Patrick Air Force Base.

Since the 301st has a fivefold mission, it is difficult to understand the relocation on the grounds of manned space flight support. Why is this secondary mission given priority in this decision? Since the primary function of the 301st is combat search and rescue missions, would it not make more sense for the squadron to remain in Homestead?

It is also our understanding that this might place the 301st in a duplicate role, since Regular Air Force units with rescue functions are already placed at Patrick. We feel that cost effectiveness and mission fulfillment would be better served by the 301st Air Rescue Squadron remaining in Homestead.

Chamber South, the state's largest chamber of commerce representing 4,800 businesses and their 70,000 employees, also seeks to defend the interest of its residents. The 301st Air Reservists own businesses, raise families, work and volunteer their time and talents in this community. They remained loyal to this community after Hurricane Andrew and have worked hard to rebuild. We feel that their role in South Dade should be relevant to this discussion.

The United States and the U.S. Air Force Reserve 301st Air Rescue Squadron's interests are served best if the unit remains in Homestead. Please act quickly to keep the 301st based in its most effective and sensible location.

Sincerely,

Donald W. Marx
Chairman-elect

SOUTH MIAMI OFFICE: 6410 S.W. 80th Street, South Miami, FL 33143 • Phone: (305) 661-1621 • Fax: (305) 666-0508
SOUTH DADE OFFICE: 900 Perrine Avenue, Miami, FL 33157 • Phone: (305) 238-7192 • Fax: (305) 254-0805
KENDALL OFFICE: 8206 Mills Drive, Miami, FL 33183 • Phone: (305) 275-0091 • Fax: (305) 275-0019

Perrine Cutler Ridge Council Inc.

April 3, 1995

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Secretary-Treasurer

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Kerri Vaughan
Executive Assistant

Honorable Alan J. Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

On behalf of the Board of Directors and the membership of the Perrine-Cutler Ridge Council, I would like to formally request your consideration for the placement of the 301st Rescue Squadron at the Homestead Air Reserve Base.

We urge you to consider the extreme military importance of having the 301st Rescue Squadron at Homestead Air Reserve Base. Having the 301st Squadron at Homestead Air Reserve Base is critical in providing the necessary mission support to the 482nd Fighter Wing and the navy operation stationed out of Boca Chica Air Base. Without the 301st Squadron at Homestead Air Reserve Base there would be a tremendous time response void for both military operations located in southern Florida. It is critical for the deployment of the 301st Squadron at Homestead Air Force Base in providing pilot and crew safety.

Another important component for having the 301st Squadron at Homestead Air Reserve Base surrounds the Air Force initiative in assisting the community with the reuse of Homestead Air Reserve Base into a joint use facility.

We thank you for your consideration and strongly urge your support in having the 301st Squadron assigned at Homestead Air Reserve Base.

Sincerely,

Steven J. Cranman
Executive Director

900 Perrine Avenue Miami, Florida 33157 (305) 378-9470 Fax (305) 254-0805

Perrine
Cutler
Ridge
Council
Inc.

cc: James B. Davis
Wendi Steele
Rebecca Gernhardt Cox
S. Lee Kling
Al Cornella
Benjamin Montoya
Joe Robles

900 Perrine Avenue Miami, Florida 33157 (305) 378-9470 Fax (305) 254-0805

AFA
Air Force Association An Independent Non Profit Aerospace Organization
291 S.W. 27th Ave., Miami, Florida 33135 • Tel: (305) 642-7000 • Fax: (305) 644-0448

March 31, 1995

Chairman & Members
U.S. Base Realignment & Closure Commission

Dear Mr. Chairman & Commission Members:

I have been authorized by the Executive Council of the Miami Chapter, Air Force Association, to write you expressing our shock and dismay at the recent announced decision not to return the 301st Rescue Squadron to Homestead Air Reserve Base.

This decision reversal does not compute. The cost efficiency to support NASA launches distorts the purpose of the unit's primary rescue mission. (The 301st can support the secondary mission of space launches just as well and just as cost effectively from Homestead Air Reserve Base.) By returning the 301st to HARB, it puts the unit in a better position to serve the more frequent and highly dangerous combat air operations taking place by Reserve and Naval aircraft in South Florida; not to mention the important civilian back-up role such a unit can play at Miami International Airport, one of the busiest air centers in the world.

We believe that the decision reversal is of questionable value to the interests of the U.S. taxpayer and the U.S. Air Force. It certainly holds disastrous consequences for Homestead/South Dade and the continued viability of Homestead Air Reserve Base. We urge you to revert to the more soundly-based, original decision and return the 301st Rescue Squadron to Homestead Air Reserve Base, where it legitimately belongs.

Respectfully,

Stanley J. Bodner
President, Air Force Association, Miami Chapter