

NAVAL UNDERWATER SYSTEMS CENTER, NEW LONDON LABORATORY,
NEW LONDON, CONN.

The request for the naval underwater systems center, New London Laboratory, New London, Conn., is \$3,600,000. This laboratory is the principal Navy research, development, test, and evaluation center for underwater weapons systems.

The engineering building project, at \$3,600,000, will provide space for engineering and scientific personnel engaged in the research and development of SONAR systems and improved under water acoustic sensors for antisubmarine warfare ships.

MILITARY OCEAN TERMINAL, BAYONNE, N.J.

For one project at the Military Ocean Terminal, Bayonne, N.J., we are requesting \$1,806,000. This activity provides effective and economical sea transportation in the Atlantic area for personnel and cargoes of the Department of Defense and other Government agencies. The headquarters of the Military Sealift Command is presently located at the Brooklyn Army Terminal, which is scheduled for closure. The Military Sealift Command/Atlantic Relocation project will convert existing space to accommodate the facilities to be relocated from the Military Ocean Terminal, Brooklyn.

NAVAL SUPPORT ACTIVITY, BROOKLYN, N.Y.

We are requesting \$1,131,000 for two projects at the naval support activity, Brooklyn, N.Y. This activity maintains and operates facilities to provide services and material in support of operating forces in the New York area including port services, communications, medical care, receiving and shipping, and personnel support services.

The relocate telephone switchboard project at \$75,000 will relocate the telephone switchboard equipment from the Naval Station to the Naval Annex as the existing facilities used to house this equipment will be excessed.

The bachelor enlisted quarters project at \$1,056,000 will modernize existing spaces to provide modern living quarters for 225 men.

Senator SYMINGTON. I understand these two projects, totaling \$1,131,000, originally requested for the naval support activity, Brooklyn, are no longer needed, and may be deleted. Do you have any other projects in this category? If so, I wish you would submit a list of them for the record.

Admiral MARSCHALL. The project for relocation of the telephone switchboard for \$75,000 is no longer required. The bachelor enlisted quarters modernization project for \$1,056,000 is still required but at the reduced scope of \$612,000. This reflects a reduction in scope from 225 men to 150 men.

Information on other projects in the program which may be eliminated, reduced, or modified in some way was provided in Rear Admiral Marschall's supplementary statement concerning program modifications. On addition is the dispensary project for \$641,000 at the naval security group activity, Skaggs Island, Calif. It has been determined that this replacement project may be deferred to a later year because regionalization of Navy medical facilities in that area is a relatively

recent action. It is considered desirable to defer replacement of the Skaggs Island facility until the results of medical regionalization have been fully evaluated. It is anticipated that within 10 to 12 months sufficient data will be available upon which to base a reexamination of medical needs of Skaggs Island.

FOURTH NAVAL DISTRICT

PHILADELPHIA NAVAL SHIPYARD, PHILADELPHIA, PA.

At the Philadelphia Naval Shipyard, Philadelphia, Pa., we originally requested \$915,000 for two projects. This shipyard repairs and overhauls surface ships and diesel submarines.

A request of \$735,000 was to provide additional facilities required to perform the restoration and refit of selected electronics components—sensors and transducers—for all east coast naval shipyards, and fleet components previously performed at the Boston Naval Shipyard. A recent check of the electromagnetic environment and underwater noise level at the Philadelphia Naval Shipyard disclosed that the background levels are not suitable for this facility. It will, therefore, be necessary to relocate the electronics equipment facility project to the Portsmouth Naval Shipyard, Portsmouth, N.H.

The computer support facility project, in the amount of \$180,000, will provide facilities to relocate the Navships Computer Applications Support Development Office to this yard from the Boston Naval Shipyard.

NAVAL AIR DEVELOPMENT CENTER, WARMINISTER, PA.

We are requesting \$125,000 for the Naval Air Development Center, Warminster, Pa. This center conducts research, design, development, test, and evaluation of aeronautical systems and components and performs research and development in aviation medicine.

The primary substation expansion project will expand the existing primary system to meet normal power usage growth and planned facilities construction and improvements.

NAVAL DISTRICT, WASHINGTON, D.C.

NAVAL RESEARCH LABORATORY, WASHINGTON, D.C.

For the Naval Research Laboratory, Washington, D.C. where research and development in the physical sciences and related fields directed toward new and improved materials, equipment, techniques, and systems, is conducted, we are requesting \$5,395,000.

The acoustic research facility project, at \$740,000, will provide laboratory shop and office space for personnel engaged in advancing basic research in underwater surveillance.

The Integrated Electromagnetic Test and Analysis Laboratory project will provide facilities to conduct basic research required to develop and evaluate countermeasures against threat weapons systems such as the antiship cruise missile. The project cost is \$4,655,000.

Senator SYMINGTON. Over the past several years we have authorized a considerable amount of money for the modernization of the Naval Research Laboratory. Is this project a continuation of that

program, and just what kind of work will be performed in this facility?

Admiral MARSCHALL. This project is a continuation of the program to modernize the facilities at the Naval Research Laboratory. We propose to alter some warehouse space that we have cleared out and consolidate existing similar functions into a single building. This will alleviate crowded conditions for the functions to be moved to the warehouse, permit us to shift some other functions to the vacated areas and provide properly configured space for the specialized use we require and do not now have. The proposed facility will enable us to assemble and check out very extensive instrumentation which we must use to measure characteristics of the ocean, particularly sound. We need an essentially clean room facility to handle precision instrumentation which we encapsulate. Also we must have an extensive test facility to run life cycle testing to assure our equipment will work when we install it on the ocean bottom for a major experiment.

NAVAL ACADEMY, ANNAPOLIS, MD.

For the Naval Academy, Annapolis, Md., we are requesting \$4,334,000. The Academy prepares young men to be professional officers in the naval services.

The Maury Hall rehabilitation project will correct existing deficiencies in classrooms, laboratories, and training facilities needed for the expanded program of the weapons and systems engineering department.

Senator SYMINGTON. \$4.3 million is a very sizable amount you are requesting for the rehabilitation of this building. Just what do you propose to do here and why is it necessary?

Admiral MARSCHALL. Virtually all of the inside of the building will be torn out and rebuilt to provide modern laboratory, classroom, and administrative space. This modernization will support new elective courses in systems engineering, such as system simulation, hybrid computer technology, and systems engineering analysis and control procedures. In the weapons systems field, new research programs and new applications of computer techniques will also be housed in the rehabilitated spaces.

Senator SYMINGTON. As I recall, when you renovated Sampson Hall some years ago, you had rather substantial overruns, apparently because your original estimates were inadequate. I hope this does not occur again in this instance if the project is approved.

Admiral MARSCHALL. The estimated cost for the work has been very carefully engineered, and we are reasonably confident that we won't have problems with overruns. Our cost estimate for this project is the result of a detailed program cost estimate which included an economic analysis to select the recommended solution.

NAVAL STATION, ANNAPOLIS, MD.

We are requesting \$1,080,000 at the naval station, Annapolis, Md. This station support the U.S. Naval Academy, Annapolis, Md. The bulkhead replacement project at the naval station, Annapolis, Md., will replace a damaged bulkhead and associated facilities used to protect

and maintain 150 various types of small craft used for training at the Academy.

Senator SYMINGTON. Would you explain in a little more detail why this project is necessary. I note that you indicate small craft are assigned to the Naval Academy. What are these small craft used for? Are they actually used for training, or are they recreation craft?

Admiral MARSCHALL. This bulkhead has got to be replaced to prevent further undermining which is endangering the adjacent building foundation and subsurface utilities. Normal tide and current action continuously erode the bulkhead, but in the event of a major storm, such as Hurricane Agnes last year, the entire bulkhead would most likely be completely destroyed.

The small craft at the naval station consist of 15 yard patrol craft, 2 LCM's, one 60-ton floating crane, and various sailing craft which are used for midshipman training. The remaining craft are utility barges and lighters used in station operations, and miscellaneous recreational yachts and sailing craft.

NATIONAL NAVAL MEDICAL CENTER, BETHESDA, MD.

We are requesting \$3,310,000 for two projects at the National Naval Medical Center, Bethesda, Md. At the medical center, one project for a Navy exchange retail store will replace the existing store with a modern convenient facility at a cost of \$1,764,000.

Senator SYMINGTON. Here you propose to build a new Navy exchange retail store. Why is this necessary at this time? It has been my impression that these stores are generally built by the exchange systems out of nonappropriated funds. Why is this not true in this instance?

Admiral MARSCHALL. The Navy exchange qualifies for construction under the military construction program because the existing exchange facility will be destroyed to permit new construction for the redevelopment of the National Naval Medical Center. The construction of a new exchange facility is necessary at this time to afford site clearance for the orderly phasing of the redevelopment program.

At the National Naval Medical Center, Bethesda, Md., we are requesting \$1,546,000 for the roads project. This project will provide the new roadways required to streamline ingress and egress to the center from Jones Bridge Road.

Senator SYMINGTON. In your justification for additional roads you indicated that the modernization of the National Naval Medical Center required new right-of-ways, et cetera. This would indicate that you intend to modernize this medical center. Just what are your plans in this regard?

Admiral MARSCHALL. A modernization program for the National Naval Medical Center has been planned. The program will be undertaken by phasing so that medical service to authorized beneficiaries and residency training programs may continue during the construction.

The modernization plan includes: a new 650-acute-care-bed hospital; adjacent parking structures; a Navy Exchange; a warehouse; and a public works shop. The phasing is scheduled to begin in fiscal year 1975 with final completion in 1980.

NAVAL MEDICAL RESEARCH INSTITUTE, BETHESDA, MD.

We are requesting \$6,372,000 at the Naval Medical Research Institute, Bethesda, Md. This project will provide a facility to perform experimentation with animals to a 3,300-foot depth so that operational human diving depths may be lowered from 1,500 feet to 2,000 feet and beyond.

Senator SYMINGTON. I notice from your justification we have previously authorized \$4½ million for this project, and you are now asking for an additional \$6.3 million. Is this in the nature of an overrun since the previous authorization, and has phase I been started?

Admiral MARSCHALL. The amount requested for phase II is not in the nature of an overrun. The use of phased construction was envisioned at the time of phase I formulation in fiscal year 1972. Phase I has been started and provided for the procurement of long leadtime equipment and material items.

NAVAL COMMUNICATION STATION, CHELTENHAM, MD.

For one project at the Naval Communication Station, Cheltenham, Md., we are requesting \$1,300,000. This station provides very low frequency broadcasts to submerged submarines operating in the Atlantic area. This project will correct deficiencies in the antenna system, that causes the current to arc over to the ground, thus drawing excessive current which could damage the transmitters. A reduction in operating power to prevent the arcing to ground lowers the signal strength to an unacceptable level.

NAVAL ORDNANCE STATION, INDIAN HEAD, MD.

At the Naval Ordnance Station, Indian Head, Md., \$1,528,000 is requested for one project. The fire protection system modifications project will increase the capacity of the system and will provide treatment facilities to reduce the corrosiveness and turbidity of the water.

NAVAL AIR TEST CENTER, PATUXENT RIVER, MD.

At the Naval Air Test Center, Patuxent River, Md., we are requesting \$1,240,000 for two projects. This center tests and evaluates aircraft and weapons systems, components, and related equipment for fleet use and supports two research squadrons, the test pilot school, and a naval hospital.

An electromagnetic propagation facility project, with a cost of \$680,000, will provide facilities for conducting electromagnetic propagation studies on avionics systems.

The electrical distribution system project will correct current deficiencies which resulted in 79 power outages over the last couple years and provide additional transformer capacity to meet the power demand of new testing equipment and facilities. The project cost is \$560,000.

NAVAL HOSPITAL, QUANTICO, VA.

We are requesting \$484,000 for one project at the Naval Hospital, Quantico, Va. This hospital provides general clinical and hospitaliza-

tion services for active duty Navy and Marine Corps personnel and their dependents. This project will provide air-conditioning and a centralized special care unit to provide adequate, basic clinical facilities for intensive and coronary care patients.

FIFTH NAVAL DISTRICT

FLEET COMBAT DIRECTION SYSTEMS TRAINING CENTER, DAM NECK, VA.

At the Fleet Combat Direction Systems Training Center, Dam Neck, Va., we are requesting \$6,531,000 for two projects. This center provides naval warfare training for fleet personnel to develop and perfect their skills by the actual operation of tactical command direction systems in a realistic warfare environment.

The authorization request for the applied instruction building project is \$5,959,000. The applied instruction building project will provide facilities to support combat information center training to be relocated from the Naval Air Station, Glynco, Ga.

Senator SYMINGTON. This building is going to cost almost \$6 million, and apparently is a requirement generated by closing the Naval Air Station, Glynco, Ga. Why was it necessary to transfer this training to Dam Neck, rather than some location where you had existing facilities?

Admiral MARSCHALL. To get the greatest benefit Navywide from our limited training resources in the areas of staff and administrative personnel, and sophisticated training equipment, we are trying to consolidate and colocate like kinds of training at one location. In this case, the combat information center training and carrier air traffic control training are being relocated to Dam Neck from Glynco, because similar command and control training is now being conducted at Dam Neck.

The academic training building project request is in the amount of \$572,000. The academic training building project will provide instruction space to support courses whose applied training is being conducted in a nearby multipurpose building. Several new areas of training coupled with projected increases in student loading requires the provision of additional academic training space.

NAVAL AMPHIBIOUS BASE, LITTLE CREEK, VA.

We are requesting \$3,350,000 for the Naval Amphibious Base, Little Creek, Va. This base supports the Headquarters, Atlantic Fleet Amphibious Force, Amphibious School, Inshore Warfare Command, and is the homeport of 35 Atlantic Fleet ships.

The electronics building project, at \$139,000, will provide an electronics maintenance shop to furnish communication support to harbor control, security, training, and administrative functions.

The dispensary and dental clinic project will provide a new clinic to replace the existing inadequately sized, dilapidated, and poorly located facility. The project cost is \$3,211,000.

NAVAL AIR STATION, NORFOLK, VA.

At the Naval Air Station, Norfolk, Va., we are requesting \$2,525,000. This station supports 11 fleet air squadrons, Naval Air Rework Facility, Norfolk, Reserve squadrons, and an overseas air passenger and cargo terminal.

The helicopter maintenance hangar project will provide hangar space for onboard helicopter units and the 37 additional fleet support and LAMPS squadrons helicopters to be transferred to the station from the Naval Air Station, Lakehurst, N.J. The 37 helicopters represent a correction from the 20 helicopters shown on the project justification document.

Senator SYMINGTON. This appears to be another project requested because of base closures. Where are the 20 additional helicopters to be assigned here coming from, and why was this location selected?

Admiral MARSHALL. We are transferring the new LAMPS helicopter squadrons HSL 30 and 32 to NAS Norfolk from NAS Lakehurst. Actually, 37 helicopters will be moved in to Norfolk. NAS Norfolk was selected because many of the ships to which the LAMPS detachments are assigned are going to be homeported at Norfolk. Also, NAS Norfolk is somewhat less crowded than NAS Cecil Field which is being assigned the S-3A jet aircraft in addition to its present aircraft support load. Also, NAS Jacksonville is being heavily up-loaded by the base realignments. NAS Key West and NAS Brunswick were considered to be too far away from the ships resulting in logistics problems.

NAVAL STATION, NORFOLK, VA.

We are requesting \$18,493,000 for seven projects at the Naval Station, Norfolk, Va. This station provides logistic support for 25 or more naval commands, including 5th Naval District Headquarters and Commanders, Cruiser-Destroyer Force and Submarine Force, U.S. Atlantic Fleet. This station currently serves as homeport for 80 ships of the Atlantic Fleet and, as a part of the shore establishment reduction and realignment, will have another 20 ships assigned.

The amount of \$9,624,000 is requested for the berthing pier project which will provide a pier with "cold iron" utilities to accommodate large fleet ships which cannot presently be berthed because of a shortage of berthing space.

Senator SYMINGTON. As long as you have been in business in the Norfolk area, I would have thought that you had all manner of piers already in existence. Why is this expensive pier now needed?

Admiral MARSHALL. A deficiency in berthing space alongside piers has always existed at Naval Station, Norfolk. For this reason the station has required offshore moorings in Hampton Roads. Despite a reduction in numbers of ships in the Navy, the deficiency continues, as newer and much larger ships join the modern fleet. For example, our new destroyers are 560 feet long, whereas the old ships going out are only 375 feet long. The LHA's which resemble aircraft carriers in size are also coming in. Depending on the type of combat

ships homeported at Norfolk, approximately 55 ships can be berthed alongside piers. The smallest number of naval ships assigned in recent years is 81, which does not include harbor craft or merchant shipping. Due to the recent realignment of shore facilities, 18 additional combat ships will be assigned from Naval Station, Newport. The current berthing problems, considering all the pertinent factors such as deployment, nesting, of small ships, availability of utilities, depth of water, etc. indicates the addition of one pier will relieve but not solve the need for new pier space.

Senator SYMINGTON. I notice in your justification you state that it will be used in part for transient and merchant ships. Will you explain this, particularly as it relates to merchant ships?

Admiral MARSHALL. The Naval Supply Center normally uses 2 berths alongside piers three and four for merchant shipping. These piers are equipped with transit sheds and railroad tracks required to handle cargo. The Naval Supply Center operation, the largest such center in the Navy, is such that commercial ships call routinely delivering or transshipping Navy purchases or cargo.

The relocate fleet landing project with a cost of \$803,000 will free pier 2 berthing space and provide a more sheltered basin for fleet landing facilities.

The pier 2 dredging project will lower the water depth along the inboard berth of the southside of pier 2 from 20 to 35 feet and will provide an additional 800 feet of berthing for large modern vessels. The project cost is \$314,000.

The enlisted men's dining facility modernization project at \$1,435,000, will modernize the existing main mess hall to feed 1,958 men per meal and consolidate into approximately one-third of the present area, thereby making 55,000 square feet of space available for other uses.

The pier utilities project will provide "cold iron" utilities to the nuclear submarine pier. The request for this project is \$1,435,000.

The vehicle parking area project will install paving, drainage, sidewalks, and lighting for parking at the destroyer-submarine berthing area. The additional ships to be homeported at this installation will greatly increase the requirement for parking areas. The project cost is \$310,000.

Senator SYMINGTON. I notice from your justification that this parking lot appears to be strictly for the convenience of personnel assigned aboard ship while they are in port. Do you strongly feel that the expenditure of \$310,000 for this purpose is justified?

Admiral MARSHALL. Parking conditions adjacent to berths along this section of the waterfront are totally unsatisfactory. Approximately 6,700 afloat personnel are being transferred from Newport and will be assigned to this area of the waterfront. Parking conditions will become more critical, urgently requiring immediate relief. The parking area will provide space for approximately 1,500 automobiles.

Senator SYMINGTON. What do these people do with their cars when their ship is not in port?

Admiral MARSHALL. When ships are deployed, the automobiles belonging to married crewmen will normally be parked at their residence. Unmarried personnel live on their ships and their cars are parked here at all times, whether their ship is in port or not.

The amount of \$3,950,000 is requested for the fleet sonar school-applied instruction building project. This project will provide instructional and administrative space for the fleet sonar school to be relocated from Key West, Fla.

Senator SYMINGTON. Here is another facility the need for which is generated by the base closure program. Apparently, in this instance, the relocation of sonar training from Key West, Fla., to Norfolk. Is this going to complete the job, or will there be a followon?

Admiral MARSCHALL. This project won't complete the job. In the fiscal year 1975 program we're going to need a followon project for an additional 34,000 square feet at an estimated cost of about \$1.5 million.

NAVY PUBLIC WORKS CENTER, NORFOLK, VA.

We are requesting \$567,000 for one project at the Navy Public Works Center, Norfolk, Va. This center provides utilities to facilities located within the Sewells Point naval complex and to the fleet berthed at the Naval Station, Norfolk.

The electrical distribution system project will extend existing electrical distribution lines and provide additional capacity to satisfy increased power demands of new modern production equipment, larger modern fleet ships, and new facilities.

NUCLEAR WEAPONS TRAINING GROUP, NORFOLK, VA.

At the Nuclear Weapons Training Group, Norfolk, Va., we are requesting \$2,470,000. This Nuclear Weapons Training Group provides nuclear warfare employment training and nuclear weapons technical training for key officers and enlisted men serving in billets related to the nuclear warfare capability of the U.S. Atlantic Fleet.

The nuclear training building project will provide classrooms and other spaces required for the training of officers and enlisted personnel in nuclear weapons orientation, employment, planning, workloads, and supply.

NAVAL AIR STATION, OCEANA, VA.

We are requesting \$3,962,000 at the Naval Air Station, Oceana, Va. This air station is a master jet station, the homeport for all Atlantic Fleet medium attack and fighter squadrons and the Atlantic Fleet introduction site for the F-14 weapons system. It supports three carrier air wings comprised of 11 fighter and 8 medium attack squadrons that deploy in rotation on Atlantic Fleet carriers.

The aircraft systems training buildings project, at \$3,386,000, will provide a maintenance training facility and an addition to the flight training buildings. These training buildings will house equipment to be utilized in training pilots and ground crew maintenance personnel on the systems of the F-14 aircraft to be assigned to the station early in 1974.

Senator SYMINGTON. I notice that these buildings are required for the training of pilots and ground crews in the various systems peculiar to the F-14 aircraft. Isn't this training given somewhere else? If so, why do you need such a facility at Oceana?

Admiral MARSCHALL. We originally planned for F-14 maintenance training to be provided at NAS Miramar for both Atlantic and Pacific Fleet personnel. As the number of F-14 aircraft to be purchased became firmer and as peripheral factors such as availability of devices for refresher training at NAS Miramar, per diem rates, and morale effects of separation from family were considered, it became apparent that the maintenance training should also be provided at NAS Oceana.

The F-14 maintenance training is divided into 16 unique F-14 courses ranging from an 8-week familiarization course to a 26-week weapons system specialist course, with an average length of 13 weeks. Our policy is not to pay permanent change of station relocation costs more than once per fiscal year. Consequently, Atlantic Fleet student personnel would have to be detailed to NAS Miramar on temporary duty and paid an appropriate per diem allowance. With the shortage of BEQ spaces at NAS Miramar, we would have to pay the \$25 per day per diem rate and round-trip transportation of approximately \$330. Based on the 13-week course length, these per diem and travel costs total \$2,600 per student. With an estimated annual student load of 460 personnel, the cost would total \$1,200,000 annually. In addition to this annual personnel cost, the establishment of a maintenance training capability at NAS Oceana permits the reduction of NAS Miramar fiscal year 1973 MCON training building project P-159 from 39,161 SF and \$1,710,000 to 5,161 SF and \$306,000.

An economic analysis indicates a present value cost differential of approximately \$7 million in favor of establishing the NAS Oceana maintenance facility.

The amount of \$576,000 is requested for the utilities project which will expand the existing systems to service major facilities currently funded or planned for early funding. The existing system is currently fully utilized and fire protection is inadequate.

Senator SYMINGTON. I notice that you have included in your utilities item a highway intersection modification in the amount of \$86,000. Is this intersection modification on base and why was it included under utilities?

Admiral MARSCHALL. The highway intersection modification included as part of this project will eliminate alignment deficiencies on the entrance road. Since this road is located within the boundaries of the base, it is not eligible for financing from Defense access road funds and is properly included in this project. The category code system is used for classifying real property of the Navy and this project falls within facility class 800, "Utilities and Ground Improvements." This category includes electricity, heat, sewage and waste, water, roads, streets, sidewalks, fencing, and other miscellaneous utility and ground improvement projects.

NORFOLK NAVAL SHIPYARD, PORTSMOUTH, VA.

At the Norfolk Naval Shipyard, Portsmouth, Va., we are requesting \$11,113,000. The shipyard performs conversions, overhaul, repair, alterations, and outfitting on nuclear and conventional surface ships and modern attack submarines, including air and anti-air warfare systems, antisubmarine, and submarine warfare systems.

The machine shop project, with a cost of \$4,066,000, will alter and install an addition to the inside machine shop to provide consolidated ef-

ficient work spaces for the overhaul and repair functions performed in the mechanical ships.

Senator SYMINGTON. I assume this is part of your shipyard modernization, but it is an expensive project. Since the work proposed to be performed is now being performed, why could not this project be deferred a year?

Admiral MARSCHALL. The machine ship project for Norfolk is part of the shipyard modernization program. The requirement to modernize the naval shipyards results from congressional hearings and a mandate that the yards be modernized so that they could operate more efficiently with a consequent savings of operational funds. The shortage of fleet operational funds has recently been discussed in congressional hearings by the Chief of Naval Operations. This is the first project for the Norfolk Naval Shipyard that is justified entirely upon economics. All previous industrial projects have been justified on the basis of being mandatory to meet workload commitments. The objective of this project is to cut the unit cost of production for all of the work that processes through the machine shop. Deferral of this project for an additional year will have the compound effect of denying the Navy of 1 year's savings in operating funds and extending the accomplishment of the modernization program objectives 1 additional year.

The bachelors enlisted quarters project, will provide 516 men with modern living spaces that meet current habitability standards. The amount requested for this project is \$2,624,000.

The enlisted men's dining facility project, at \$1,111,000, will provide a new consolidated messing facility and replace existing temporary World War II deteriorated facilities.

The utilities improvements project, will upgrade existing utilities systems to provide the capacity needed for effective overhaul and repair of ships. The project cost is \$3,332,000.

NAVAL WEAPONS STATION, YORKTOWN, VA.

We are requesting \$1,327,000 for one project at the Naval Weapons Station, Yorktown, Va. This station receives, stores, overhauls, and tests mines, torpedoes, advanced underseas weapons, and guided missiles. The station is the designated overhaul point for repair and retrofit of the TALOS missile and missile component repair.

The torpedo overhaul shop project is in direct support of the new MK-48 torpedo weapons system. Production of these torpedoes is now underway, and quantities will be issued to submarines based at Norfolk; however, as the quantities in the fleet build up, the additional four lines provided by this facility will be needed by 1975. These torpedoes require recurring maintenance checkouts at 4- to 6-month intervals.

SIXTH NAVAL DISTRICT

NAVAL AIR STATION, CECIL FIELD, FLA.

We are requesting \$3,743,000 for the Naval Air Station, Cecil Field, Fla. This station supports all light attack aircraft squadrons of the Naval Air Force, Atlantic Fleet. A new mission assigned under the "Shore establishment realignment" is the support of all Atlantic Fleet

carrier capable, antisubmarine warfare (ASW) squadrons—excluding helicopters.

The amount of \$791,000 is requested for the weapons system training facility project which will provide housing for operational flight and weapons systems trainers. Trainers for S-3A aircraft cannot be located in existing spaces as they are being fully utilized for A-7 attack weapons training.

For the intermediate maintenance facility project \$2,845,000 is requested to provide a maintenance facility principally for airborne electronics equipment of the S-3A aircraft. The addition of 60 S-3A aircraft being relocated from other bases creates a requirement for an increase in maintenance space.

Senator SYMINGTON. I notice this requirement is generated because of the assigning of an additional 60 antisubmarine warfare aircraft to this station. Where are these aircraft coming from?

Admiral MARSCHALL. Upon closure of NAS Quonset Point, the carrier capable ASW squadrons there will move to NAS Cecil Field. These squadrons are now using the S-2 propeller aircraft. The squadrons will begin transitioning to the new, jet-powered carrier ASW aircraft, the S-3A, in early 1975, shortly after the move to Cecil Field is accomplished. Eventually the squadrons will be equipped with 60 S-3A's.

The Naval Regional Medical Center Jacksonville Dispensary Addition project will provide general and specialized clinical services for active duty personnel, dependents, and other authorized persons in the Jacksonville area. This project will construct an addition to the existing dispensary at NAS, Cecil Field, some 15 miles west of the Naval Hospital, Jacksonville, to enable it to effectively serve the current outpatient workload. The project cost is \$107,000.

NAVAL AIR STATION, ELLYSON FIELD, FLA.

A request of \$75,000 is made for one project at the Naval Air Station, Ellyson Field, Fla. This station supports the Navy's flight training program administrated by the Naval Air Training Command.

The electrical distribution system improvements project will provide additional power distribution lines to correct critically overloaded feeders and prevent power outages.

NAVAL AIR STATION, JACKSONVILLE, FLA.

We are requesting \$13,766,000 for the Naval Air Station, Jacksonville, Fla. This station provides support for aircraft squadrons engaged in all weather, antisubmarine operations and logistic support for the naval air rework facility and a Navy air maintenance training detachment.

The bachelor enlisted quarters project will provide modern living spaces for 228 men who are members of the six helicopter squadrons being transferred to this station. There are no adequate existing facilities to house these men. The project cost is \$1,494,000.

The bachelor officer's quarters modernization project, at \$850,000, will modernize existing spaces and provide new living spaces for 96 men who are members of the six helicopter squadrons being transferred

to this station. Existing spaces are substandard and require air conditioning and fire protection systems.

The land acquisition project will acquire 365 acres of land to preclude imminent airfield encroachment with the attendant safety and community relations problems. Recent appraisals for this project indicate that the authorization request of \$2,200,000 is low, and that the authorization needed is \$2,800,000. Since appropriations have not been requested for this project based on an exchange of excess lands, it is requested that the authorization for this project be increased to \$2,800,000. The modified total for the Naval Air Station, Jacksonville, would be with this change \$14,366,000.

Senator SYMINGTON. I understand that you are asking for authority only to acquire this land near the Naval Air Station, Jacksonville, to protect your approach zone from encroachment. Just what land do you propose to exchange for this property?

Admiral MARSCHALL. The Government surplus lands to be used in the land exchange are three parcels of Navy land that have been declared excess and have been reported to the General Services Administration.

These parcels are: 71.5 acres—a noncontiguous unimproved portion—of the Naval and Marine Corps Reserve Center, Jacksonville, Fla., 68.7 acres—an unimproved portion—of the Navy fuel depot, Jacksonville, Fla.; and 1.8 acres of land and improvements which comprised the Naval and Marine Corps Reserve Training Center, Jacksonville, Fla.

The amount of \$6,925,000 is requested for the naval air rework facility-aircraft final finish facility project which will provide spaces for painting and corrosion protection of aircraft. Existing facilities have no provisions for maintaining the required temperature and humidity control.

Senator SYMINGTON. Almost \$7 million seems like a great deal of money for what amounts to an aircraft paint shop. What generates this requirement at this time, and what have you been doing in the past?

Admiral MARSCHALL. At present, as in the past, the finishing operation is being done in a converted seaplane hangar. We need a new finishing facility because the existing inadequate ventilation system is in violation of new standards set forth in the Occupational Safety and Health Act. Our employees are subjected to hazards from new, highly toxic, polyurethane paint material. Cases of hospitalization have occurred and the local union has made strong complaints. Also, vapors from the hangar contain pollutants which violate the Florida clean air requirements.

In addition to the present operation being hazardous to human health, the operation in the hangar is inefficient. Temperature and humidity conditions are not controllable resulting in inferior spray painting and a waste of time and materials. In addition, the present operation requires excessive moving of aircraft, overtime shifts, and delays in returning aircraft to the fleet.

The naval air rework facility-utilities project, at \$2,297,000, will provide additional essential utilities required to accommodate current production and plant facility expansion.

NAVAL HOSPITAL, ORLANDO, FLA.

For the naval hospital, Orlando, Fla., we are requesting \$20,981,000. The naval hospital provides inpatient and outpatient care to eligible personnel in the Orlando area.

The original project requested 310 beds.

A recent reevaluation of bed requirements at the naval hospital, Orlando, reveals that the number of beds may be reduced to 235. This reduction is feasible by the removal of the fifth floor of the hospital and will result in a cost reduction of \$1,331,000. Under the program change request letter of July 17, 1973, this project was reduced from \$22,312,000 to the current request of \$20,981,000.

Senator SYMINGTON. I understand this hospital is proposed to replace the old Air Force hospital built about 1943 and that rather than the 310-bed hospital as you show in your justification, you propose to reduce it to 235-bed hospital at a cost of \$20,981,000, just about \$1,331,000 less than you are proposing here. Is this correct?

Admiral MARSCHALL. The statement is correct.

Senator SYMINGTON. This does not seem like a very substantial reduction considering that you are reducing the bed capacity by 75. Who will use this hospital? Don't you have another hospital at the recruit training center in Orlando, which is the principal Navy activity there?

Admiral MARSCHALL. The cost reduction may appear disproportionate to the number of beds being reduced. This is due to the fact that the deleted beds constitute a nursing unit which is a relatively inexpensive, unsophisticated area of the hospital. The very expensive areas, such as radiology, operating rooms, intensive care units, et cetera, must remain in and are responsible for the largest share of the cost of a hospital. This hospital will be used by all active duty personnel in the area, their dependents, and then all other eligible beneficiaries as availability of services dictates. There is no other hospital at the recruit training center in Orlando, but there is a dispensary dedicated primarily to the treatment of short-term illnesses in the recruit population. The principal Navy activity in Orlando is the recruit training center.

NAVAL TRAINING CENTER, ORLANDO, FLA.

A request of \$7,383,000 is made for the naval training center, Orlando, Fla. This center provides basic indoctrination for recruit training and advanced and specialized training for enlisted and officer personnel of the regular Navy and Naval Reserve.

The dental clinic project for the administrative command will provide a new facility to replace a grossly undersized clinic used by service school students. The project cost is \$1,481,000.

Senator SYMINGTON. I notice that you have a very substantial dental clinic for the use of the recruits at this training center, and I wonder why an additional clinic is needed for the administrative command. It would seem to me these people could be taken care of in the recruiting clinic.

Admiral MARSCHALL. The existing dental clinic in the recruit area is used exclusively for treating recruits undergoing training and is fully utilized for this purpose.

The proposed new dental clinic will provide dental support for all other permanent active duty personnel, with the exception of the naval hospital, and also the ever-increasing number of students assigned to the service school command.

The facility will also provide clinical space for dental residents attached to the naval hospital for administrative purposes, but who will work in the dental clinic due to unavailability of adequate spaces in the hospital. The new hospital will contain minimal dental spaces required to treat hospital inpatients and staff only.

For the service school commands, we are requesting authorization for two training building projects. A request of \$4,628,000 is requested for the nuclear power training building project which will provide a facility to train an average on-board student load of 1,885 enlisted men and 240 officers and provide space for 176 staff personnel.

Senator SYMINGTON. If this project is approved, will it be the only place the Navy gives training in nuclear powered vessels, and will it replace the training now given at Bainbridge, Md., and Mare Island, Calif.?

Admiral MARSCHALL. This project will accommodate the relocation of nuclear power training from Bainbridge. Next year we will need a similar project to complete the consolidation by moving the Mare Island nuclear power training to Orlando.

The basic electricity and electronics training building project, with a cost of \$1,274,000, will provide the additional training spaces required to accommodate the increased number of students being required to take this training. Existing capacity at Great Lakes and San Diego is inadequate to meet this requirement.

Senator SYMINGTON. This project was denied last year, as I recall, principally because this training is given at both Great Lakes and San Diego. Does not this same situation exist, and why do you insist on a third training school of this nature?

Admiral MARSCHALL. Despite last year's denial of this project, we still strongly feel that it makes good sense to have this kind of training at each of our three training centers. Of the 66 rates in the Navy, basic electricity and electronics is a prerequisite for 16 of them, about 25 percent. The location of this training near each recruit training center provides an effective screening device so that students don't have to travel between the recruit training center and his first technical training school. Only those students who show an aptitude for follow-on courses are ordered to additional training.

NAVAL COASTAL SYSTEMS LABORATORY, PANAMA CITY, FLA.

We are requesting \$3,663,000 for the Naval Coastal Systems Laboratory, Panama City, Fla. This laboratory is the principal Navy R.D.T. & E. center for application of science and technology to coastal region military operations. This includes R.D.T. & E. responsibility for Navy diving, swimming, and undersea salvage operations.

Senator SYMINGTON. Just what kind of work is performed at this installation? I note that during the 90th Congress we authorized \$7.4 million for a deep ocean engineering pressure building, and you are now asking almost a \$2 million increase. Will you explain the need for this?

Admiral MARSCHALL. The laboratory at Panama City is the principal Navy R.D.T. & E. center for the application of science and technology associated with military operations carried out primarily in the coastal region and performs investigations in related fields of science and technology. Some of the laboratory's functions are coastal and riverine surveillance and interdiction, harbor, bridge, riverine and swimmer defense, counterinsurgency systems, underwater ordnance countermeasure, shallow water oceanography, naval swimmer/diver support systems and salvage support.

The cost increase is due to a combination of factors. The requirement to provide material certification for hyperbaric facilities did not become known until after the project was funded. Material certification is basically a format procedure for insuring that a deep pressure system meets material and procedural standards of adequacy. It includes technical review of documentation, detailed quality control during construction, testing procedures for hardware and system development of operating and maintenance manuals, simulated test dives and other costs not associated with normal military construction. In addition, due to the sophisticated and essentially research nature of the project, the original cost estimated was inadequate to meet design requirements. It was necessary to develop the cost estimate without benefit of an engineering and feasibility study or a complete program cost estimate.

The experimental diving facility, with a cost of \$1,363,000, will provide laboratory space and recompression chambers required by the relocation of the Navy experimental diving unit from the Washington, D.C. Navy Yard. Existing available space is substandard and inadequate.

The request for the systems development and test facility is \$2,300,000 which includes the \$200,000 increase requested under the program change request letter of July 17, 1973.

The systems development and test facility will provide a building needed for the development and testing of large systems and components used to support military operations in coastal environments. The increase was requested to provide a parking and testing apron for conducting Navy trials on two air cushion amphibious landing craft, which is a new requirement levied on this activity.

NAVAL AEROSPACE REGIONAL MEDICAL CENTER, PENSACOLA, FLA.

A request of \$1,084,000 is made for the one project at the Naval Aerospace Regional Medical Center, Pensacola, Fla. This project, which was added by the program change letter of July 17, 1973, will construct a new dental clinic and modernize the existing dispensary at the Naval Communications Training Center (Corry Field), Pensacola. These facilities will be utilized for active duty dispensary and dental service and allow the vacated spaces in the Naval Hospital, Pensacola, to be used for a newly developed family practice residency program.

NAVAL AIR STATION, PENSACOLA, FLA.

We are requesting \$2,699,000 for the Naval Air Station, Pensacola, Fla. This station supports Naval Training Command, Naval Air Training Command, Naval Aviation School Command, Training

Squadrons Four, and Ten and Twenty-Nine, Training Aircraft Carrier (U.S.S. *Lexington*), and the Naval Air Rework Facility.

The air operations building addition project will provide facilities to house additional air traffic control radar equipment. Presently, these activities are in crowded, inadequate space with no room for radar air traffic control equipment which is to be added to the complex. The project cost is \$199,000.

The operations flight trainer building project, with a cost of \$791,000, will provide space to house two operational flight trainers and related equipment for jet pilot training.

The naval aviation museum supporting facilities will provide the support (all utilities, roads, and parking) facilities required by the construction of the new museum. The project cost is \$299,000.

Senator SYMINGTON. Now, I am sure this museum is a nice thing to have, but it certainly is not an official function of the Navy, and I wonder why you are proposing to spend appropriated funds for supporting facilities in regard to it?

Admiral MARSCHALL. The Naval Museum at Pensacola is indeed a very important function of the Navy Air Training Command. It is the repository of important memorabilia depicting the heritage and tradition of naval air and space exploits. One of the first things they do with a prospective naval aviator when he reports to Pensacola is to take him on a conducted tour of the Air Museum. The new museum building will be constructed on Navy land with the use of private contributions; but when completed, it will be donated to the Navy for operation and maintenance. Because of the obvious benefit to the tradition and heritage of Navy air, both for training and for public relations, it was agreed in the original proposal for the new museum that the Navy would provide the necessary supporting facilities.

The entrance and arterial roads project will improve on station roads in phase with off-station highway programs. The request for this project is \$1,410,000.

NAVAL COMMUNICATIONS TRAINING CENTER, PENSACOLA, FLA.

We are requesting \$9,859,000 for the Naval Communications Training Center, Pensacola, Fla. This center provides training for officers and enlisted men of the Navy to prepare them as technicians and operators of various cryptologic and electronic warfare equipment and systems.

The Electrical Warfare Training Building project will provide training space for advanced electronics warfare and naval flight officers. Training is now conducted in limited space diverted from other training. The project cost is \$3,982,000.

The bachelor enlisted quarters project, with a cost of \$5,877,000, will provide modern living spaces for 1,200 men.

NAVAL AIR STATION, WHITING FIELD, FLA.

We are requesting \$2,186,000 for one project at the naval air station, Whiting Field, Fla. This station supports the basic propeller and helicopter flight training operations of the Naval Air Training Command.

The dispensary and dental clinic project will replace the existing clinic and provide facilities needed for improving the delivery of dental services.

NAVAL HOME, GULFPORT, MISS.

We are requesting \$9,444,000 at the Navy Home, Gulfport, Miss. This home will provide a residence for old, disabled Navy and Marine Corps personnel.

The new naval home (phase II) project will provide a new home for 600 residents to replace the existing inadequate facility currently located in Philadelphia, Pa.

NAVAL AIR STATION, MERIDIAN, MISS.

We are requesting \$4,532,000 for the naval air station, Meridian, Miss. This station supports the jet aircraft pilot training program of the training command.

The flight training device building addition project will provide an addition to the flight training building for new flight simulator equipment having six degrees of freedom. Existing space cannot accommodate this equipment. The project cost is \$525,000.

The dispensary and dental clinic project at \$2,500,000 will replace the existing clinic which is undersized and functionally inadequate.

The administration building project will construct a facility in the schools complex for 114 supporting personnel charged with administering the several schools at the station. The request for this project is \$675,000.

The amount of \$832,000 is requested for the training center-gymnasium project which will provide a new facility. With the increased baseloading imposed by the schools complex, the existing gymnasium is too small to support the physical education program.

CHARLESTON NAVAL SHIPYARD, CHARLESTON, S.C.

The amount of \$252,000 is requested for one project at the Charleston Naval Shipyard, Charleston, S.C. This shipyard repairs, overhauls, alters, and converts small surface ships and conventional and nuclear attack and fleet ballistic missile nuclear submarines.

The addition and dispensary project will provide facilities to house a photo dosimeter, laboratory, and records facility utilized in the radiological exposure safety program.

NAVAL STATION, CHARLESTON, S.C.

The amount of \$1,498,000 is requested for two projects at the naval station, Charleston, S.C. This station provides logistic support to 26 commands and activities, including commander mine warfare, submarine flotilla six, cruiser-destroyer flotilla six, and service forces, Atlantic, and serves as homeport for approximately 70 ships.

At \$1,321,000, the communication facility project will provide a transmitter building and antenna to replace existing facilities built in 1941.

The amount of \$177,000 is requested for the Poseidon submarine deployed crew storage project which will provide an environmentally

controlled storage area for personal effects of crewmembers of deployed nuclear submarines. Presently, there are no comparable military or civilian facilities available, and personal effects must either be sent home or possibly be damaged by mildew and rot while stored in the present spaces.

NAVAL AIR STATION, MEMPHIS, TENN.

The amount of \$4,478,000 is requested for one project at the naval air station, Memphis, Tenn. This station supports operations, activities, and units of the Naval Training Command.

The Applied Instruction Building project will provide a facility to conduct air traffic control and ground control approach training courses being relocated from the naval air station, Glynco, Ga.

Senator SYMINGTON. This requirement is generated by the closing of the naval air station, Glynco, Ga. It seems to me this air traffic control training might be performed most anywhere you may have had existing facilities. What was the compelling reason to transfer it to Memphis, resulting in this \$4½ million expenditure?

Admiral MARSCHALL. In order to consolidate like kinds of training and avoid duplication of training resources, the air traffic control and ground control approach training at Glynco will be relocated to Memphis, where we already have similar air-related technical training ongoing.

EIGHTH NAVAL DISTRICT

NAVAL HOSPITAL, NEW ORLEANS, LA.

The amount of \$3,386,000 is requested for one project at the Naval Hospital, New Orleans. This hospital provides inpatient and outpatient clinic care and general hospitalization services to eligible personnel in the New Orleans area.

The nursing unit addition project will provide an addition of 150 beds to increase the capacity of the 100-bed hospital authorized in fiscal year 1973. Increased Navy personnel loading in the area require this addition.

Senator SYMINGTON. This project I do not understand. Only last year we gave you \$11.6 million for the construction of a 100-bed hospital here in New Orleans. Now you are requesting almost \$3.4 million for the addition of a 150-bed nursing unit. Didn't you know what you needed when last year's request was made?

Admiral MARSCHALL. An on-site survey by representatives of the Department of Defense (DOD) and Bureau of Medicine and Surgery (BUMED) concluded that a 100-bed naval hospital would be sufficient, provided that the U.S. Public Health Service (USPHS) Hospital, New Orleans, would remain operational. Should the latter close, it was the consensus that an additional 150 beds would be needed at the naval hospital.

A memorandum from the Assistant Secretary of Defense (Health and Environment) to the Office of Management and Budget, dated November 4, 1971, is quoted in part, ". . . to the uncertainty of the future of the USPHS Hospital . . . we are instructing the Navy to design the hospital so that it may readily receive a major addition at a future date. . . ."

In April 1973, it was announced that the USPHS Hospital, New Orleans, would terminate admitting patients as of July 1, 1973. Consequently, the Navy introduced a 150-bed addition into the 1974 military construction program.

Subsequent to the latter action, there has been at least a temporary stay to the closure of inpatient care at the USPHS hospital, New Orleans.

NAVAL SUPPORT ACTIVITY, NEW ORLEANS, LA.

The amount of \$13,880,000 is requested for four projects at the naval support activity, New Orleans. This activity provides logistic support to the Commandant, 8th Naval District, and more than 19 tenant activities, including the Naval Hospital and precommissioning crews for destroyer escorts under construction.

For the administrative complex project \$8,490,000 is requested to provide facilities for consolidation of the following organizations in New Orleans: personnel management information center, Naval Reserve personnel center, and enlisted personnel distribution offices.

Senator SYMINGTON. I cannot understand why all this administrative space is needed in New Orleans at this time. Would you tell us just what this will be used for?

Admiral MARSCHALL. Because of its central location, New Orleans has been selected as the site for the consolidation of functions presently scattered along both coasts. Although the advantages of this arrangement are not readily adaptable to an economic cost analysis, the long range benefits in improved planning coordination will produce significant operational and economic benefits for the Navy.

Consolidations at New Orleans include:

1. The Marine Air Wing presently located at NAS Glenview, Ill. will be colocated with the Chief of Naval Reserves.

2. The personnel management information centers presently located at Bainbridge, Md., Norfolk, Va., and San Diego, Calif. will be consolidated and headquartered in New Orleans.

3. The Naval Reserve personnel centers presently located in Washington, D.C., Bainbridge, Md., and Omaha, Nebr., will be consolidated and located in New Orleans, and

4. The enlisted personnel distribution offices presently located in Washington, D.C., Norfolk, Va., and San Diego, Calif. will be consolidated and located in New Orleans. This will increase the population by approximately 1,600 personnel.

The amount of \$1,288,000 is requested for the Armed Force exam and entrance station to convert existing warehouse space to administrative space for offices that will move from downtown New Orleans.

For the bachelor enlisted quarters with mess project, \$1,799,000 is requested to provide modern living quarters with mess for 211 men who are currently living in inadequate World War II temporary barracks.

The employees parking building project, at \$2,323,000, will provide parking spaces to accommodate the personnel being relocated to the activity under the administrative complex project and the Armed Forces exam and entrance station project.

Senator SYMINGTON. Here you propose to spend \$2.3 million for an employees parking building, I suppose in support of the \$8½ million administration complex we discussed earlier. It seems to be an un-

conscionable amount to spend for a parking lot, particularly since there has been considerable agitation to require Government employees to pay for their parking. Why cannot they find their own parking facilities in this area?

Admiral MARSCHALL. The personnel loading on the east bank, NSA New Orleans, will be increased from the present 652 personnel to 1,954. Presently only 422 parking spaces are available and there is no land for additional spots. The surrounding area does not have any off-station parking because the neighborhood was planned prior to the recognition of the great use of automobiles and today's standard of living. Therefore, the only feasible alternative is to convert one of the existing structures in parking spaces.

NAVAL AIR STATION, CHASE FIELD, TEX.

The amount of \$2,875,000 is requested for two projects at the Naval Air Station, Chase Field, Tex. This station supports the jet pilot training program of the naval training command.

For the flight training device building project, \$575,000 is requested to provide space to house new flight simulator equipment have 6 degrees of freedom. Existing facilities cannot accommodate the new equipment.

A request of \$2,300,000 is made for the dispensary and dental clinic project which will replace the existing facility which is housed in a temporary, deteriorated wood structure, that is overcrowded, functionally inadequate, and poorly located near a runway and taxiway.

NAVAL AIR STATION, KINGSVILLE, TEX.

The amount of \$3,040,000 is requested for two projects at the Naval Air Station, Kingsville, Tex. This station supports jet pilot training programs of the Naval Training Command.

The flight training device building project, at \$986,000 will provide space to house new flight simulator equipment having 6 degrees of freedom. Existing facilities are located in a World War II, wooden, temporary structure with poor insulation and are in a deteriorated condition.

A request of \$2,054,000 is made for the dispensary and dental clinic project, which will replace a World War II facility with a modern clinic needed to provide proper medical support to eligible personnel.

NINTH NAVAL DISTRICT

NAVAL COMPLEX, GREAT LAKES, ILL.

The amount of \$19,908,000 is requested for five projects at the naval complex, Great Lakes. The naval hospital provides general clinical and hospitalization service for eligible personnel in the Great Lakes area.

At the naval hospital, \$2,800,000 is requested for the naval hospital—hospital modernization and upgrade project which will modernize and upgrade existing hospital utilities to meet current National Fire Protection Association regulations. This will be achieved by providing an emergency generator system, grounding circuits, and an alternate primary service feeder.

The amount of \$4,259,000 is requested for the naval training center—administrative command—dispensary and dental clinic project. The training center provides basic recruit training for enlisted personnel and primary, advanced, and specialized training for officer and enlisted personnel. The dispensary and dental clinic project will provide a consolidated medical care facility to replace the existing dispersed, deteriorated World War II facilities at the naval training center.

The amount of \$1,923,000 is requested for the naval training center—recruit training command—medical/dental processing facility project which will replace a facility which is substandard, a temporary structure with poor heating and sanitary facilities.

Senator SYMINGTON. Here at Great Lakes you are requesting three medical facilities, as reflected on pages 154, 155, and 156, of your justification books that will cost almost \$9 million. Two of them relate to dental facilities. Isn't there some way that these facilities can be combined at least in part, in order to save a few dollars?

Admiral MARSCHALL. The proposed medical/dental processing facility will replace a World War II temporary wood-frame structure that has deteriorated over the past 30 years and has become functionally inadequate for the mass processing of all personnel entering recruit training at Great Lakes. This facility is where the recruits receive their initial Navy processing, including physical and dental examinations. The processing is primarily administrative in nature and is set up to handle large masses of people in a relatively short period of time. The functions performed by the recruit processing facility and the dispensary/dental clinic are quite diverse, one being a screening process while the other offers a complete, full range of dental treatment in a clinical environment. However, in order to avoid needless duplication, common support functions—such as supply, repair, et cetera—have been incorporated into the proposed dispensary and dental clinic to service both dental facilities.

The amount of \$6,166,000 is requested for the naval training center—service school command—machines/boilerman instruction building project. This project will provide classroom space for providing training associated with 1,200 p.s.i. propulsion plants.

A request of \$4,760,000 is made for the naval training center—service school command—bachelor enlisted quarters project to provide modern living quarters for 876 men currently living in overcrowded quarters.

ELEVENTH NAVAL DISTRICT

NAVAL WEAPONS CENTER, CHINA LAKE, CALIF.

The amount of \$3,163,000 is requested for two projects at the Naval Weapons Center, China Lake. This center conducts a program of warfare analysis, research, development, test, evaluation, systems integration, and fleet engineering support in naval weapons systems, principally for air warfare, and conducts investigations in related fields of science and technology.

The bachelor enlisted quarters project, at \$2,946,000, will provide modern living spaces for 406 men.

A request of \$217,000 is made for the electrical distribution system improvements project. This project will provide improvements to the systems and supplement existing feeders and transformer capacity to relieve current overloading of these systems.

LONG BEACH NAVAL SHIPYARD, LONG BEACH, CALIF.

The amount of \$6,808,000 is requested for one project at the Long Beach Naval Shipyard. This shipyard provides overhaul, repair, and conversion of all types of surface ships up to carrier size but primarily antisubmarine and anti-aircraft types. This shipyard also provides homeport logistic support for the majority of Pacific Fleet ships.

The service group building project will replace and modernize the woodworking shop, paint shop, riggers shop, and temporary services shop.

Senator SYMINGTON. Here you propose to spend almost \$7 million in modernization at Long Beach Naval Shipyard but, on the other hand, you are transferring many functions out of Long Beach under the base realignment program, which makes one wonder just how permanent this shipyard is. Will you comment on this please?

Admiral MARSHALL. The Chief of Naval Operations provided the following guidance to Navships regarding the need for and location of naval shipyards:

In the long term, fleet requirements will be best served by a complex of naval shipyards proximate to fleet homeports and/or operating areas. The capabilities and capacities of these naval shipyards should be adequate to handle the projected demands and industrial services that will be placed on them by the fleet. Consideration should be given to structuring a naval shipyard complex so that each shipyard's capabilities and capacity are in relation to its future workload based on projections of the future size and composition of the fleet as well as its location.

The Long Beach Naval Shipyard fulfills CNO's operational requirements for a shipyard proximate to homeport and operational areas. The ships that are currently homeported in San Diego and Long Beach, as well as those using the southern California operational areas, look to Long Beach for industrial services. The transfer of functions out of the Long Beach area will have no effect on the shipyard's workload. In fact, the effect of the entire base closure package will serve to increase the Long Beach Naval Shipyard's workload. Long Beach's location, capabilities, and capacity justify the permanency of this shipyard.

NAVAL HOSPITAL, LONG BEACH, CALIF.

The amount of \$878,000 is requested for one project at the naval hospital, Long Beach. This hospital provides medical and hospitalization services for eligible personnel in the Long Beach area.

The bachelor enlisted quarters addition project will provide modern living quarters for 128 men and relieve the overcrowding of the existing facility.

NAVAL AIR STATION, MIRAMAR, CALIF.

The amount of \$1,873,000 is requested for two projects at the Naval Air Station, Miramar. This master jet air station supports all Navy West Coast F-4 and F-8 fleet fighter squadrons, a photo squadron, and a reserve squadron consisting of the E-2 airborne early warning aircraft.

For the applied instruction building project, an increase in the cost of \$419,000 was requested under the program change to make the project cost \$1,542,000.

This change alters the original project to provide additions to two buildings and alterations to three buildings instead of the construction of a new facility. This project is required to support the relocation of airborne early warning squadrons from the Naval Air Station, North Island, under the shore establishment realignment program.

Introduction of the E-2B airborne early warning aircraft into fleet squadrons will begin next fiscal year; therefore, adequate operational and tactics training facilities are urgently needed.

A request of \$331,000 is made for the avionics shop addition project which will provide a facility for intermediate level maintenance of the airborne early warning aircraft.

NAVAL AIR STATION, NORTH ISLAND, CALIF.

The amount of \$2,415,000 is requested for the four projects at the Naval Air Station, North Island. This station is the Seaport Industrial Air Station for the San Diego area naval complex. It supports fleet antisubmarine warfare and utility squadrons. The station has been designated the West Coast site and homeport for the new S-3A weapon system beginning in 1974. This station also supports the naval air rework facility.

For the applied instruction building project, \$476,000 is requested to provide an addition to the existing training building for a light airborne multipurpose system (LAMPS) operational flight trainer and modifications to the existing building to accommodate helicopter operational and maintenance trainers.

The amount of \$1,185,000 is requested for the transbay water/sewerlines project which will remove old lines and replace the waterlines with new lines located at a greater depth to allow for dredging of the harbor.

The amount of \$754,000 is requested for the naval air rework facility-maintenance hangar addition project which will provide an addition to the E-2 rework hangar to accommodate the increased workload which has been generated by the move of complex electronic systems installed in the E-2 aircraft. With the transfer of all helicopter activities from the Naval Air Station, Imperial Beach, the station will become the homeport for all West Coast rotary wing aircraft squadrons.

FLEET COMBAT DIRECTION SYSTEMS TRAINING CENTER, PACIFIC, SAN DIEGO, CALIF.

The amount of \$1,118,000 is requested for one project at the Fleet Combat Direction Systems Training Center, Pacific, San Diego. This center provides antiwar warfare training for fleet personnel to develop and perfect their skills by the actual operation of tactical command and direction systems in a realistic warfare environment.

The academic instruction building project will provide classrooms and related spaces to support 6 new courses and the installation of new systems and equipment for 13 existing courses.

NAVAL ELECTRONICS LABORATORY CENTER, SAN DIEGO, CALIF.

The amount of \$3,518,000 is requested for one project at the Naval Electronics Laboratory Center, San Diego. This laboratory is the principal Navy R.D.T. & E. Center for electronics technology and command, control, and communications concepts and systems.

The Electronics Development and Test Laboratory project will provide the first increment of a controlled electronic environment with electromagnetic shielding for integration and testing of command, control and communications and surveillance systems. This facility is required for try-before-buy performance testing by early 1976 of electronic systems for new construction DLG's, DD's, LHA's Ocean Surveillance Information System, Integrated Combat Systems and Anti-submarine Warfare Command, Control and Communications System.

Senator SYMINGTON. I note that this is the first increment in the amount of \$3 $\frac{1}{2}$ million, and I understand that there will be a following increment totaling around \$5 million, which makes for a most expensive structure. I also note that the DOD has no such facility at the present time. What kind of work is proposed to be performed here, and what do you do now, since you have no such facility?

Admiral MARSCHALL. The proposed facility would house the elements of a Naval ship command and control capability and is intended to enhance the center's efforts in integration of all the command support equipment aboard our vessels to help attack the problems of shortness of time available to a ship commander in the current military world. The design of the facility centers around the construction of a large shielded enclosure for the testing of complete integrated command, control and communications systems.

The function was previously performed in several separate locations consisting of several spaces in a general laboratory and office building, converted space in two coastal gun batteries, converted World War II barracks, trailers, and in the surplus carrier, *Bunker Hill*, which is currently being sold for scrap and no longer available to the Naval Electronics Laboratory Center.

NAVAL STATION, SAN DIEGO, CALIF.

The amount of \$11,996,000 is requested for two projects at the Naval Station, San Diego. This station provides homeport facilities for ships of the Pacific Fleet, personnel services, berthing, harbor services, and other logistic support.

A request of \$10 million is made for the berthing pier project which will provide additional berthing space required to accommodate ships being relocated from the Naval Station, Long Beach.

Senator SYMINGTON. This requirement results from the closure of the Naval Station, Long Beach, Calif. If these ships had to be moved from Long Beach, isn't there some place they could have been moved to without spending \$10 million for a new pier?

Admiral MARSCHALL. The ships from Long Beach are being transferred to Pearl Harbor, Bremerton, San Francisco and San Diego.

Deep draft piers at the stations receiving the ships have been exhausted. In Pearl Harbor, where six ships are being sent, all piers will be occupied excepting Ford Island. Ford Island cannot be used for homeporting because of extreme logistic problems involved in transportation to the island, as there is no bridge. A bridge would cost \$9,547,000 and several millions more would have to be spent for pier utilities and other support. At San Francisco we are not only using all pier space available for carriers in Alameda, but all deep draft piers are to be used at Alameda, Oakland and Mare Island, as well as Concord. Considering the number of large vessels relocated from Long Beach, it is necessary to build one new pier at one of the naval installations. Because of superior logistics and training facilities, San Diego was selected as the best site for the new pier for deep draft ships.

The amount of \$1,996,000 is requested for the pier utilities project which will provide "cold iron" utilities and structural repairs to pier 5. Existing utility systems do not have the capacity required to allow ships to go "cold iron."

NAVAL TRAINING CENTER, SAN DIEGO, CALIF.

The amount of \$2,994,000 is requested for one project at the Naval Training Center, San Diego. This center provides basic recruit, primary, advanced, and specialized training for Navy officer and enlisted personnel.

The Administrative Command—bachelor enlisted quarters project will provide modern living quarters for 504 men currently living in crowded, open bay barracks constructed in 1923.

NAVY PUBLIC WORKS CENTER, SAN DIEGO, CALIF.

The amount of \$2,471,000 is requested for one project at the Navy Public Works Center, San Diego. This center provides public works, public utilities, housing, transportation support, engineering services, and other logistic support to eight major naval activities in the San Diego area.

The naval station—steam distribution project will provide steam distribution lines to berthing piers. The existing lines are inadequate and deteriorated.

NAVY SUBMARINE SUPPORT FACILITY, SAN DIEGO, CALIF.

The amount of \$3,920,000 is requested for two projects at the Navy Submarine Support Facility, San Diego. This facility is the homeport of all west coast submarines. The only other base in the Pacific is at Pearl Harbor. This facility supports two submarine squadrons, two submarine tenders and the deep submergence program.

\$2,667,000 is requested for the bachelor enlisted quarters project to provide modern living quarters for 468 men, currently living in eight wood-frame, substandard, open bay barracks.

The pier utilities project, with a cost of \$1,253,000, will provide "cold iron" utilities to two piers used by submarine tenders and attack submarines.

NAVAL WEAPONS STATION, SEAL BEACH, CALIF.

The amount of \$1,528,000 is requested for two projects at the Naval Weapons Station, Seal Beach, Calif. This station receives, renovates, maintains, stores, and issues ammunition, explosives, expendable ordnance items, and provides logistics support for surface- and air-launched guided missiles.

The bachelor enlisted quarters with mess project will provide messing and modern living quarters for 90 men currently living in sub-standard, inadequate quarters with unreliable utilities. The project cost is \$721,000.

The Fallbrook Annex, bachelor enlisted quarters with mess project, with a cost of \$807,000, will provide messing and modern living quarters for 82 men currently living in temporary barracks buildings.

TWELFTH NAVAL DISTRICT

NAVAL AIR STATION, ALAMEDA, CALIF.

The amount of \$5,236,000 is requested for two projects at the Naval Air Station, Alameda, Calif. This seaport industrial station provides waterfront facilities for the homeport of refrigerated cargo ships and aircraft carriers. A tenant, the naval air rework facility, is the major overhaul point for A-3 and P-3 aircraft.

The pier utilities project with a cost of \$3,827,000 will provide the final segment of a program to supply all berthing piers with complete utilities from shore facilities, including steam and compressed air to pier 2, wharf 2, and pier 3. New systems for the distribution of potable water, steam, compressed air, fuel and fire protection, flushing and cooling water will also be provided.

Senator SYMINGTON. Here you propose to spend \$3.8 million for pier utilities. My recollection is that you will make some substantial reductions at Alameda, due to the base realignment program. In light of this, why is this project necessary?

Admiral MARSCHALL. The aviation activities at NAS, Alameda, are being reduced, with squadrons being transferred to NAS, Lenmoore, Calif., and NAS, Moffett Field, Calif. Alameda will continue to be the homeport for two aircraft carriers, three stores ships, plus four additional auxiliary ships being relocated from Naval Station, Long Beach, Calif. The \$3.8 million cold iron project and the ship wastewater collection ashore project in the pollution abatement program are required to support these ships.

The amount of \$1,409,000 is requested for the naval air rework facility, avionics building environmental control project, to provide environmental control and modifications to existing avionics work spaces to permit accurate rework of sensitive electronic navigational and communication equipment of aircraft.

NAVAL AIR STATION, LEMOORE, CALIF.

The amount of \$3,266,000 is requested for two projects at the Naval Air Station, Lemoore, Calif. This all-weather master jet air station is the west coast homeport for fleet A-4 and A-7 attack squadrons,

three carrier replacement air groups, three carrier air wings, and two tactical electronic warfare squadrons.

The amount of \$1,933,000 is requested for the integrated avionics shop project which will provide a maintenance facility for avionics equipment. Work is presently performed in five separated buildings providing only 40 percent of the required work area. The lighting and means of controlling dust in the existing building fall short of the standard needed for performing work on sensitive electronic navigation and communication equipment.

A request of \$1,333,000 is made for the dental clinic project which will provide a new larger facility in the operational area and convert existing space in the hospital to hospital usage.

NAVAL AIR STATION, MOFFETT FIELD, CALIF.

The amount of \$5,695,000 is requested for six projects at the Naval Air Station, Moffett Field, Calif. The station is the primary west coast antisubmarine warfare patrol base air station.

The amount of \$2,115,000 is requested for the taxiway overlay project which will provide a taxiway and holding area of sufficient strength to support current operations. Overloading has resulted in cracked corners of slabs, spalling at joints, rutting, and general breaking up of the pavement.

The aircraft parking apron project, at \$750,000, will provide adequate parking space for the relocation of fleet operational squadrons from the Naval Air Station, Alameda. The project will provide parking space for nine patrol or reconnaissance aircraft.

The amount of \$300,000 is requested for the fuel storage project which will upgrade the existing direct fueling system to achieve a design flow rate of 600 gallons per minute and modify the system to provide recirculation, thereby making provision for cleaning the fuel of water, impurities, and contaminators.

Under the program change letter of July 17, 1973, a new project for \$430,000 was requested for an operational trainer building addition. This facility addition, within a hangar, will house two P-3C operational flight trainers. The trainers which are on order, will be able to provide for the first time coupled-mode training by simulation instead of the more costly and hazardous in-flight training.

The avionics shop project, with a cost of \$1,600,000 will provide a maintenance facility for avionics equipment. Work is currently being conducted in inadequately sized wooden World War II facilities with no environmental controls.

The bachelor enlisted quarters modernization project will provide 72 adequate spaces for personnel of reconnaissance/cargo squadrons being relocated from Naval Air Station, Alameda. The project cost is \$500,000.

NAVAL HOSPITAL, OAKLAND, CALIF.

The amount of \$5,839,000 is requested for three projects at the Naval Hospital, Oakland, Calif. The hospital provides inpatient and outpatient care to eligible personnel in the San Francisco area.

The warehouse facility project, at \$768,000 will construct facilities for general organizational storage of medical supplies.

The amount of \$4,260,000 is requested for the hospital alterations project which will provide increased electrical power, air-conditioning of all patient care areas, and a new entrance drive to the hospital building.

Senator SYMINGTON. This hospital is relatively new and I thought one of your most modern. Yet, you are proposing to spend over \$4 million for alterations and you state that the existing electrical substation within the hospital is considered unsafe due to utility piping overhead. How can this be in a modern hospital that was only completed a few years ago?

Admiral MARSCHALL. While it is true that the electrical substation is considered unsafe because of its location under utility piping, there are two other major considerations which account for the greater part of the money requested for alterations.

The Naval Hospital, Oakland, was completed in 1968 and consequently was designed under criteria which existed in 1964. Since that time, the DOD criteria have changed to include air-conditioning of the entire hospital vis-a-vis isolated segments of the hospital. The project will include air-conditioning of the entire hospital.

Another major consideration is the National Fire Protection Association (NFPA) standards which have been promulgated since 1964. These standards are quite extensive and strict, which will necessitate consideration to all of our existing hospitals.

The Enlisted Men's/Chief Petty Officers' Club project, at \$811,000, will replace existing temporary constructions that is remote from the new hospital and bachelor enlisted quarters.

HUNTER'S POINT NAVAL SHIPYARD, SAN FRANCISCO, CALIF.

The amount of \$250,000 is requested for one project at the Hunter's Point Naval Shipyard, San Francisco, Calif. The shipyard is scheduled to be closed and placed in a caretaker status with the exception of drydock No. 4 which will be retained to provide drydocking facilities for the emergency repair to aircraft carriers.

The drydock support facility project will provide the necessary shop facilities to support drydocking of carriers in drydock No. 4.

Senator SYMINGTON. I cannot comprehend the need for this project at this shipyard which you are closing. There must be some facility that could be used in support at the drydock you propose to keep there.

Admiral MARSCHALL. This project provides the minimum modification to two existing buildings to provide the composite industrial facility required to support the emergency drydocking and repair of aircraft carriers. There is no existing building that can be used just as it is since each was designed, constructed, and outfitted for one specific purpose. The requirement is to provide a facility that will serve a number of purposes in a consolidated fashion. Therefore, it will be necessary to remove some equipments from those buildings and to relocate to and install in those buildings some other equipments. This necessary equipment relocation and installation requires foundation construction and utilities connections. In addition, it will be necessary to overhaul the drydock dewatering pumps and, finally, to install a security fence around the drydock and its support areas.

NAVAL SECURITY GROUP ACTIVITY, SKAGGS ISLAND, CALIF.

The amount of \$641,000 is requested for one project at the naval security group activity, Skaggs Island, Calif. The naval security group activity provides rapid communications for the defense of the United States.

The dispensary and dental clinic project will replace the existing facilities which are substandard wooden structures, overcrowded, and a fire hazard. A recent evaluation of the requirement for this project indicated that this facility may be deferred.

MARE ISLAND NAVAL SHIPYARD, VALLEJO, CALIF.

The amount of \$2,074,000 is requested for two projects at the Mare Island Naval Shipyard, Vallejo, Calif. This shipyard performs work in connection with alterations, drydockings, and outfitting of ships and craft and refueling of nuclear submarines and surface craft other than carriers. In addition, this yard services submarine warfare systems, both nuclear attack and Polaris.

The electronic shop alterations project at \$200,000 was requested to provide facilities to accommodate an expected increase in workload created by the planned closure of the Hunter's Point Naval Shipyard. A recent evaluation of the workload to be relocated disclosed that new facilities would not be required, therefore this project is withdrawn from this year's program.

The amount of \$1,874,000 is requested for the electrical distribution system improvements project which will improve the existing system by partially replacing obsolete equipment and worn cable and will install a new control system. The existing system is unreliable and of insufficient capacity. The requirement for this project is independent of the requirement for the electronic shop alterations project.

THIRTEENTH NAVAL DISTRICT

NAVAL COMPLEX, ADAK, ALASKA

The amount of \$8,773,000 is requested for three projects at the naval complex, Adak, Alaska. This complex provides a strategically located installation for the deployment of P-3 antisubmarine warfare aircraft and for operating communication facilities that support naval operating forces.

The amount of \$2,695,000 is requested for the naval communication station-bachelor enlisted quarters project which will provide modern living spaces for 136 men currently living in overcrowded, substandard quarters.

The amount of \$4,158,000 is requested for the naval station runway and taxiway overlay project which will upgrade existing pavements to sustain modern P-3 ASW patrol aircraft. The existing pavements constructed in 1944 are not capable of sustaining the current load of operational aircraft without suffering damage and continuing deterioration.

The Navy commissary store-commissary project, with a cost of \$1,920,000, will provide a new facility to replace a substandard, struc-

turally deteriorated facility which is too small to adequately serve the families of the naval complex, Adak.

PUGET SOUND NAVAL SHIPYARD, BREMERTON, WASH.

The amount of \$2,300,000 is requested for two projects at the Puget Sound Naval Shipyard. This shipyard provides surface ship new construction and overhaul of all types of ships including aircraft carriers, frigates, and submarines.

The amount of \$1,954,000 is requested for the electrical distribution system project which will upgrade and replace the antiquated and undersized existing system.

The crane track connection project at \$346,000 will provide a transfer track between two drydocks to permit the efficient and economical use of portable cranes which presently cannot move freely from point to point in the yard.

FOURTEENTH NAVAL DISTRICT

NAVAL AIR STATION, BARBERS POINT, HAWAII

The amount of \$4,306,000 is requested for one project at the Naval Air Station, Barbers Point. This station is the primary support and patrol station for the Hawaiian Sea Frontier. The station supports transient and carrier groups, fleet composite squadrons, tactical support squadrons, and five antisubmarine warfare patrol squadrons.

The dispensary and dental clinic project will replace the existing functionally inadequate and rundown facility.

NAVAL AMMUNITION DEPOT, OAHU, HAWAII

The amount of \$457,000 is requested for one project at the Naval Ammunition Depot, Oahu, Hawaii. This depot maintains, stores, and issues basic and war reserve ammunition stocks for the Pacific Fleet, operates a weapons evaluation and engineering facility, and supports explosives ordnance disposal in the Pacific.

The Waikele branch-perimeter fence and security culverts project will improve and complete existing security features which currently provide only one-half of the fencing and culverts needed. Presently, trespassers can still gain access to the base undetected.

Senator SYMINGTON. Is this ammunition depot in joint use by the Army, Navy, and Air Force?

Admiral MARSCHALL. The ammunition depot is used principally by the Navy although some storage is provided to the Army.

Senator SYMINGTON. There has been some question about the closing of the quality evaluation engineering laboratory at one of the ammunition depots in Hawaii. Is that involved here?

Admiral MARSCHALL. The quality evaluation engineering laboratory location does not affect the requirement for the perimeter fence and functions will be relocated from CONUS activities; however, this requirement for the perimeter fence and security culverts project.

NAVAL STATION, PEARL HARBOR, HAWAII

The amount of \$4,060,000 is requested for three projects at the Naval Station, Pearl Harbor. This station provides logistics support to the Commander in Chief, Pacific; Commander in Chief, Pacific Fleet; a shipyard; ammunition depot; supply center; and other Fleet support activities.

The enlisted men's dining facility project, with a cost of \$1,345,000, will provide a new mess hall to replace an existing deteriorated, wooden building which is poorly located.

The amount of \$1,870,000 is requested for the Ford Island evaluation center project which will expand the evaluation center on Ford Island to accommodate new equipment that will increase the capability of the anti-submarine-warfare system.

We are requesting \$845,000 for the naval preventive medicine unit No. 6 preventive medicine unit project which will provide a permanent, consolidated facility to replace old, inefficient, and poorly located facilities.

Senator SYMINGTON. Just what is this facility and what kind of work is performed: With the several medical facilities in the Pearl Harbor area, isn't there some space where this work can be performed without providing additional space?

Admiral MARSCHALL. This facility is basically a laboratory which performs many functions related to the prevention of disease and disability in the Pacific Fleet. It would be most detrimental to incorporate the preventive medicine unit into an existing medical treatment facility for many reasons, but several of the more obvious ones are as follows:

(a) The Navy environmental and preventive medicine unit No. 6 (EPMU) works with extremely hazardous organisms (rabies, virus, tuberculosis bacilli, and so forth, which require specifically designed rooms and special handling. To physically locate this in an existing medical treatment facility would pose a formidable risk of contamination of hospital spaces with great risk to patients and staff.

(b) The EPMU entomology section maintains live colonies of mosquitoes, cockroaches, ticks, and so forth, for scientific purposes. These are disease carriers (vectors) which should be physically separated from patients.

(c) The EPMU must work with toxic pesticides, some of which are of a residual nature and consequently must be kept out of treatment facilities.

(d) The industrial hygiene department works with noxious and dangerous chemicals. While safety precautions are taken, the possibility of risk to patients, staff, and visitors through faulty ventilation, improper storage, accidental spillage, et cetera, is real unless the EPMU is physically separated from patient areas.

NAVAL SUBMARINE BASE, PEARL HARBOR, HAWAII

The amount of \$2,562,000 is requested for two projects at the Naval Submarine Base, Pearl Harbor, Hawaii. This base is the mid-Pacific intermediate level logistic support base for two squadrons of nuclear attack submarines.

The BEQ and mess modernization project, with a cost of \$2,013,000, will modernize a quarters and mess for 474 men, currently using a structure which lacks proper ventilation and electrical facilities.

The BOQ and mess modernization project will modernize existing quarters and mess for 20 officers currently living in inadequate, sub-standard quarters. The project cost is \$549,000.

NAVY PUBLIC WORKS CENTER, PEARL HARBOR, HAWAII

The amount of \$1,985,000 is requested for two projects at the Navy Public Works Center, Pearl Harbor, Hawaii. The public works center provides shore utilities for the operating forces of the Navy located at the Pearl Harbor naval complex.

The additional utilities berthing wharves project, with a cost of \$1,863,000, will provide electrical power to five berthing piers. This will allow the ships to go "cold iron."

The amount of \$122,000 is requested for the Ford Island electrical distribution system improvement project which will upgrade the existing system to a capacity sufficient to meet the island's increasing power demands.

NAVAL COMMUNICATIONS STATION, HONOLULU, HAWAII

The amount of \$2,324,000 is requested for three projects at the Naval Communications Station, Honolulu, Hawaii. This activity provides fleet broadcasts, tactical ship-to-ship and point-to-point communications in support of the defense communications system in the Hawaiian area.

The satellite communications terminal project with a cost of \$1,006,000 will provide facilities for the programed phase II satellite communication system. Additional space is required to house the required equipment as the phase I system does not have the capacity or flexibility to accommodate the more advanced equipment of phase II.

We are requesting \$468,000 for the bachelor enlisted quarters project which will provide modern living quarters for 44 men currently living in overcrowded, substandard quarters.

The amount of \$850,000 is requested for the NRS Lualualei VLF antenna modification project. This project will correct existing deficiencies in the system which cause the current to arc to ground. Excessive current results which could damage the transmitters. A reduction in operating power, to avoid the grounding, results in a lowering of signal strength to an unacceptable level.

NAVAL DISTRICT WASHINGTON, D.C.

MARINE CORPS AIR STATION, QUANTICO, VA.

The amount of \$831,000 is requested for this station that provides aircrew housing and direct helicopter support for the U.S. executive helicopter fleet.

One project totaling \$831,000 will provide this station with a hangar to house the new VH-53 executive fleet helicopters.

MARINE CORPS DEVELOPMENT AND EDUCATION COMMAND, QUANTICO, VA.

The amount of \$1,541,000 is requested for one project at this activity which conducts the officer candidate school, platoon leader classes, and provides the basic and advanced training for all commissioned officers of the Marine Corps and personnel of other services, as assigned.

The enlisted men's dining facility project will provide this command with a dining facility for 2,000 men.

Senator SYMINGTON. Here you propose to provide an enlisted men's mess hall, yet there are three existing galleys and mess decks in the existing barracks. What will these old facilities be used for if this new one is approved?

Admiral MARSCHALL. The dining areas will be converted to rooms and/or lounges during renovation of the BEQ's. This is planned to be accomplished through a BEQ modernization project P-076 which is programed for fiscal year 1975.

FIFTH NAVAL DISTRICT

MARINE CORPS BASE, CAMP LEJEUNE, N.C.

The amount of \$8,902,000 is requested for three projects at this activity which is the training base for the Marine division assigned to the east coast and conducts specialized schools and individual combat training.

The parachute and survival equipment shop, with a cost of \$555,000, will provide facilities to perform maintenance, packing, and storage for over 680 personnel parachutes.

The amount of \$7,168,000 is requested for the bachelor enlisted quarters project that will provide new modern living accommodations for 1,260 men.

Senator SYMINGTON. I note that this project will provide for four 3-story and one 2-story bachelor enlisted quarters, to accommodate 1,260 men. What is the reason for constructing several buildings? Wouldn't it be cheaper to provide one large barracks building?

Admiral MARSCHALL. Construction savings resulting from reduced requirements for roofing, site work, and foundation area are offset by increased costs for stronger foundations and structure as well as additional requirements, such as elevators, not normally required for 2- or 3-story buildings. Accordingly, the cost per square foot in high-rise construction is not necessarily at a lesser amount than the same type of facility in a 2- or 3-story configuration. The savings normally associated with multistory construction are primarily involved with land, which is not a factor in this project.

For the central heating plant expansion project, \$1,179,000 is requested to construct an addition to the central heating plant to house a 100,000 pounds-per-hour, oil-fired steam boiler.

MARINE CORPS AIR STATION, CHERRY POINT, N.C.

The amount of \$1,821,000 is requested for one project for this station which supports the operation of the Second Marine Air Wing and the naval air rework facility.

The steam plant improvements project will construct new boilers in the existing central heating plant to provide adequate steam during maximum demand periods.

MARINE CORPS AIR STATION (HELICOPTER), NEW RIVER, N.C.

The amount of \$3,245,000 is requested for two projects at this station which supports the operations of all Marine Corps East Coast helicopter squadrons.

The avionics shop project with a cost of \$470,000 will provide an avionics maintenance facility to support approximately 114 rotary wing aircraft of one Marine aircraft group.

\$2,775,000 is requested for the utilities expansion project which will expand and modernize the steam sewage control and electrical utilities services.

FLEET MARINE FORCE, ATLANTIC, NORFOLK, VA.

The amount of \$686,000 is requested for two projects to be located at Camp Elmore. The Headquarters Fleet Marine Force, Atlantic, manages the operations, training, administration and logistics of assigned ground and aviation forces within the Atlantic Fleet Command structure.

The enlisted men's dining facility project, with a cost of \$374,000, will provide a 250-350 man messhall of permanent construction sited at the Fleet Marine Force Atlantic area.

For the road improvements project \$312,000 is requested to provide required improvement and expansion to the limited existing road network.

SIXTH NAVAL DISTRICT

MARINE CORPS SUPPLY CENTER, ALBANY, GA.

The amount of \$5,204,000 is requested for this center which serves as the Marine Corps East Coast supply center, conducts such schools as directed, operates the central repair shop for overhaul and repair of operational and combat equipment, and operates the Marine Corps unified material management system.

The one project, the administration building, will provide adequate space to house administration functions being relocated from the Marine Corps supply activity, Philadelphia, Pa.

Senator SYMINGTON. Here you propose to spend over \$5 million for an administration building, made necessary by the move of certain functions from Philadelphia to Albany, Ga. Can you tell us just what was moved from Philadelphia to Albany, Ga., and what the estimated savings is as a result of this move?

Admiral MARSCHALL. The Marine Corps supply activity will relocate from Philadelphia, Pa., to Albany, Ga. The major function of this activity is management of the inventory control point for the Marine Corps supply system. Yearly savings of \$2.6 million will be realized by personnel reductions in overhead type employees,

such as administrative and security. A one-time construction cost avoidance at Philadelphia of \$4.9 million, is offset by a new construction expenditure of \$5.2 million at Albany. There will be a one-time expenditure of \$5.9 million for costs of hiring and training new personnel; for the relocation of those personnel desiring to transfer; and to move certain items of equipment.

MARINE CORPS AIR STATION, BEAUFORT, S.C.

The amount of \$126,000 is requested for this jet air station which supports three fighter squadrons, three attack squadrons, and three aviation support squadrons.

The one project for an aircraft corrosion control facility will provide a facility for the removal of certain dirt and grime deposits from approximately 106 assigned aircraft.

MARINE CORPS RECRUIT DEPOT, PARRIS ISLAND, S.C.

The amount of \$2,580,000 is requested for one project at this depot which provides for reception and recruit training of enlisted personnel upon their first entry into the Marine Corps; provides schools to train enlisted personnel as sergeant majors, administrative chiefs, recruiters, drill instructors and field musics; conducts reserve training, rifle marksmanship training for Marine officers and enlisted personnel in the Southeastern area, and for personnel of other services, as requested.

ELEVENTH NAVAL DISTRICT

MARINE CORPS AIR STATION, YUMA, ARIZ.

The amount of \$4,790,000 is requested for three projects at this air station which provides the primary aerial weapons training base for west coast Navy and Marine Corps fighter/attack squadrons.

The commissary project, with a cost of \$999,000 will provide a new facility to serve active duty personnel assigned to the air station and Yuma Proving Grounds.

Senator SYMINGTON. I don't doubt the need for a commissary here at Yuma, but I am interested in what the overall cost will be. Just what type of built-in equipment will be included in this \$1 million you are proposing to spend and how much operation and maintenance funds will be used for auxiliary equipment of various types?

Admiral MARSCHALL. The types of built-in equipment to be funded with construction funds as part of the \$999,000 cost estimate for the Yuma commissary are as follows:

Burglar alarm system; drinking fountain; fire alarm system; fire sprinkler system; floor safe; fly fans; heating/air-conditioning system; temperature rise alarm system; intercommunication system; mechanical ventilators; and telephone service.

Operation and maintenance funds in the amount of \$30,405 for procurement of auxiliary equipment and \$5,000 for equipment relocation are required.

For a land acquisition project \$635,000 is requested that will acquire 129 acres to be utilized for the siting of an aircraft guided missile facility.

A second land acquisition project with an authorization requirement of \$3,156,000 will acquire restrictive land easements on the periphery of this vital air station to protect against horizontal and vertical encroachment and sound pollution. This project will be accomplished by exchange of other Federal lands.

Senator SYMINGTON. This is quite a large reservation. According to the justification it consists of 2,237 acres owned in fee and another 1,700 acres of easements. Then, on the following page, you are asking for authority to acquire another 14,000 acres to prevent encroachment. Isn't there some place to locate the weapons facility without acquiring an additional 129 acres of land?

Admiral MARSCHALL. The requirement for providing space for explosive safety distance to accommodate the ordnance facility programmed for fiscal year 1975 cannot be met within the land currently owned by the Marine Corps at Marine Corps Air Station, Yuma. The request for 14,000 acres to prevent encroachment would not allow the Marine Corps to occupy or build upon that acreage, if granted, but would, rather, preclude certain developments not compatible with the military and commercial air operations.

MARINE CORPS SUPPLY CENTER, BARSTOW, CALIF.

The amount of \$3,802,000 is requested for two projects at this supply center which serves as the Marine Corps west coast supply center for all west coast and WESTPAC activities, and operates a central repair shop for overhaul and repair of Marine Corps operational and combat equipment.

The sum of \$976,000 is requested for the automotive vehicle shops project that will provide a permanent, consolidated, centralized, vehicle maintenance facility in the NEBO/YERMO areas.

The heating plant and distribution system project with a cost of \$2,826,000 will provide a central heating plant and installation of a hot water distribution system in the NEBO area.

MARINE CORPS BASE, CAMP PENDLETON, CALIF.

The amount of \$10,920,000 is requested for eight projects at this activity which is the training base for a reinforced Marine division assigned to the west coast and conducts specialized schools and individual combat training.

The combat-training project, with a cost of \$544,000, will provide modern and improved combat-training facilities at seven locations.

A total of \$425,000 is requested for the area lighting systems project which will provide modern and uniform lighting on main streets and in congested personnel areas.

In the Chappo area, two projects are requested.

The bachelor enlisted quarters project at \$6,285,000 will provide new billeting spaces for 1,110 men, that meet today's habitability standards.

Requested is \$704,000 for the messhall modernization project which will renovate the existing Chappo area messhall for 3,129 men.

In the Horno area, two projects are requested, for a bachelor enlisted quarters and a gymnasium, with a cost of \$1,649,000 and \$1,106,000, respectively.

The bachelor enlisted quarters project will provide billeting spaces for 288 men and one company office.

The gymnasium project will provide a facility for conducting physical conditioning, sports, and recreation programs.

In the San Onofre area, a telephone cable project with a cost of \$99,000 is requested to provide additional telephone communications to the operations areas and an additional trunking route to the Camp Pendleton Headquarters area.

The remaining project for Camp Pendleton is an approach lighting project with a cost of \$108,000 at the Marine Corps auxiliary land field. The project will equip the airfield with 1,500 feet of high intensity centerline approach lighting for all-weather instrument approaches.

MARINE CORPS AIR STATION, EL TORO, CALIF.

The amount of \$747,000 is requested for one project at this air station which provides support for all Fleet Marine Force deployable tactical jet squadrons on the west coast.

The only project, a cold storage and ready issue warehouse project, will provide a facility to store and refrigerate perishable items.

MARINE CORPS RECRUIT DEPOT, SAN DIEGO, CALIF.

The amount of \$3,825,000 is requested for one project at this depot which provides the reception and recruit training of enlisted personnel upon their first entry into the Marine Corps. The depot also conducts schools to train enlisted men for duty with ships' detachments, as drill instructors and as field musics musicians.

The dispensary project will provide 75 beds for medical care to the recruits and permanent party personnel.

MARINE CORPS BASE, TWENTYNINE PALMS, CALIF.

The amount of \$2,992,000 is requested for one project at this base which provides housing, training facilities, logistical support, and certain administration support for Fleet Marine Force units. The base also conducts training and provides logistic support to other Marine Corps activities.

The applied instruction buildings project will provide instructional spaces for the schools Company, Communications Electronics Battalion, and an applied instruction laboratory for training personnel in the air controller occupational specialty field.

MARINE CORPS AIR STATION, KANEOHE BAY, OAHU, HAWAII

The amount of \$5,988,000 is requested for three projects at this air station which supports the operations of the 1st Marine Brigade consisting of one Marine regiment and one Marine air group (composite).

Requested is \$485,000 for the aircraft hangar improvements project for improvements to offices and shops in three hangars.

The bachelor enlisted quarters project with a cost of \$5,130,000 will provide new, modern living spaces for 756 E-2 through E-4 personnel.

A request of \$373,000 is made for the project for a connecting road to interstate highway that will provide a new road to the station from Interstate H-3 Highway.

Senator SYMINGTON. Is this proposed connecting road on base? I am wondering why it isn't budgeted for out of access road funds, rather than military construction funds?

Admiral MARSCHALL. The proposed connecting road is entirely located within the station boundaries, and therefore, in accordance with the policy and procedure memorandum issued by the Department of Transportation, is not eligible for financing with defense access-roads funds.

TRIDENT FACILITIES—INSIDE THE UNITED STATES

For Trident facilities, the original program requested \$125,223,000 for establishment of the Trident weapons system support facilities.

Senator SYMINGTON. It is my understanding that you wish to reduce the land acquisition here by about \$6,903,000, for a new total of \$118,320,000, due to a reduced requirement for real estate acquisition. Is this true?

Admiral MARSCHALL. Yes; we have been able to reduce the requirement for real estate to \$5.1 million. This figure is included in the total fiscal year 1974 military construction request of \$118,320,000.

Under the various locations, Trident facilities project we are, therefore, requesting at two sites \$118,320,000 for Trident facilities construction.

SUPPORT COMPLEX FACILITIES, BANGOR WASH.

Within the total are facilities at the Trident support site, Bangor, with an estimated cost of \$83,170,000. One requirement at Bangor is the acquisition of at most 150 acres of land to assure that the necessary explosive safety zone arcs are within Government owned land. This year's project includes a covered explosive handling pier which is essential to the deployment of the weapons system and a refit pier to provide logical sequencing of construction. A weapon/navigation train-building is included to permit early crew training by naval personnel at naval facilities. This will enable the Navy to eliminate the most costly contractor factory crew training for all crews except those of the lead ship. The other facilities requested will initiate road and utilities construction required to assure timely utilization of Trident support facilities.

MISSILE FLIGHT TEST FACILITIES

At the Air Force Eastern Test Range, Cape Kennedy, Fla., we are requesting \$35,150,000 for missile flight test facilities. The facilities to be provided are a wharf and dredging, alterations to a launch complex, missile checkout buildings, guidance and telemetry building and a lifting device proofing building. These facilities will support an initial flight test of the Trident I missile in late calendar year 1975.

Explosive quantity safety distance requirements preclude the use of existing waterfront facilities for the Trident missile. A new wharf; with associated dredging for a turning basin, located a safe distance away is required. The wharf and turning basin are the high-cost facilities at Cape Kennedy, with an approximate cost of \$30 million.

Senator SYMINGTON. What is your estimate for the total cost of this base upon completion, as compared to the figures you gave us last

year? My recollection is that you estimated it would cost around \$1 billion, and I understand your estimate now is considerably lower.

Admiral MARSCHALL. The current estimate for the total cost of construction of the Trident support complex is \$543.3 million. The reduction from the approximately 1 billion figure provided last year is the result of:

The elimination of depot level submarine maintenance at the Trident support complex site and the transfer of this support to shipyards.

The reduction of the military manning level by the transfer of some functions to civilian personnel with a resultant reduction in personnel support facilities requirements.

The reduction of the facility support level from 15 to 10 ships lowered the facilities requirements.

A reexamination of a requirement for concurrent high explosive operations and reductions in some of the explosive safety factors internal to the base permitted a reduction in the land required at the Bangor support complex.

A more detailed examination of the facilities cost for the Bangor site vice the use of an estimate that would approximate the costs at any one of four candidate sites.

Senator SYMINGTON. We refused to authorize the funds for the program last year because we felt it was premature, yet you have substantially reduced your cost estimates. I assume, therefore, that this delay proved beneficial to the taxpayer. Would you comment on that?

Admiral MARSCHALL. The reduction in the cost estimate is based on a reduction in the scope of facilities required to provide support to the Trident system as discussed in the previous question. This change will result in the expenditure of less military construction funds by the Government.

Senator SYMINGTON. If your request is approved, do you anticipate having this money placed under contract within fiscal year 1974?

Admiral MARSCHALL. If the request is approved, we anticipate having all fiscal year 1974 MCON facilities under contract prior to the receipt of fiscal year 1975 MCON funds.

POLLUTION ABATEMENT—INSIDE THE UNITED STATES

The amount of \$88,316,000 is requested for the Pollution Abatement program at various naval installations inside the United States. The program provides various naval and Marine Corps installations with pollution control facilities to achieve compliance with directives concerning the environment.

For the Air Pollution Abatement Facilities project we are requesting \$27,636,000 for 18 facilities, at naval and Marine Corps installations. Eight facilities costing approximately \$18 million are for control of the particulate and chemical fume emissions produced in the industrial operation of coating metal surfaces. Three facilities will improve boiler plant emissions through fuel conversions. Rounding out the air pollution abatement facilities are four facilities to improve air emissions, two pipe insulation working facilities, and smoke abatement facilities for a fire fighting school.

For the Water Pollution Abatement Facilities project the amount of \$60,680,000 is requested for 42 facilities at naval and Marine Corps

installations. A major portion of this request is for construction of pier sewers for collection of sanitary wastes from ships in port. In this, the second year of a 5-year program for construction of disposal ashore facilities, there are 13 facilities costing approximately \$34 million. The pier sewers are planned to coincide with scheduled ship collection, treatment, and disposal of oils and oily waste products from ships and shore installations. There are three municipal sewer connections, improvements to sewer systems and treatment plants, seven facilities for treatment of industrial wastes, and one facility for treatment of filter backwash at a naval water treatment plant.

Senator SYMINGTON. I understand that the municipal sewer connection project you have for Barbers Point Naval Air Station may be decreased from \$6.3 million to \$500,000, due to a delay in completing the municipal sewer plant. If there has been a delay, why are any funds necessary this year?

Admiral MARSHALL. The project, as originally conceived, would connect Navy facilities at Barbers Point and Iroquois Point to the new Honolulu municipal collection systems and treatment plant to be constructed by the city and county of Honolulu. Recent information reveals that design and subsequent construction of the new City/County treatment plant has been delayed to the point that construction is not expected to be completed before July 1976. The major portion of this project which serves the Iroquois Point Housing and Puuloa area, however, should be authorized and appropriated in fiscal year 1974. This portion of the project, estimated to cost \$500,000 will provide improvements to an existing treatment plant in the area to allow it to function on an interim basis until the city/county plant is constructed, as well as construct the interceptor and associated lift stations and appurtenances which will ultimately convey the wastes from this area to the new plant.

OUTSIDE THE UNITED STATES

The program of unclassified installations outside the United States totals \$48,664,000.

TENTH NAVAL DISTRICT

NAVAL COMPLEX, PUERTO RICO

The amount of \$2,951,000 is requested for three projects at the naval complex, Puerto Rico. This station supports ships and aircraft of the Atlantic Fleet conducting air, surface, underwater, and amphibious training operations on the Atlantic Fleet Weapons Range.

A sum of \$1,442,000 is requested for the Naval Station, Roosevelt Roads—enlisted men's dining facility project which will provide a new messing facility to replace an obsolete, deteriorated World War II mess hall.

The naval security group activity, Sabana Seca—enlisted men's dining facility improvements project, at \$265,000 will modernize the existing 30-year old, overcrowded, deteriorated and obsolete facility.

The land acquisition project in the amount of \$1,244,000 is requested to acquire 1,700 acres of land needed for a protective buffer zone, 1 mile in radius, for receiving antenna.

Senator SYMINGTON. This security group activity has been located at Sabana Seca for quite some time. Will you explain to us why you find it necessary to acquire additional land, and what does the encroachment amount to at this point? Since you are asking for authorization only, I assume that you propose a land swap. What land do we have available to exchange under this procedure?

Admiral MARSCHALL. The facilities on this station are sensitive receiving antennas that require an electromagnetically quiet area within a radius of 5,720 feet. When the site was selected in 1949, the area surrounding the station was undeveloped and free of any adverse radio noise.

Development in recent years indicates that the character of the neighborhood will change. This easement to be acquired will control impending development so that the operational efficiency of the facility will not be degraded. The easement will restrict the density of residential units to single dwellings with a maximum of one house per every 5 acres and preclude the use of industrial or other activity that would generate electronic radio noise such as arch welding. During the last 8 years, land in the vicinity has been drained and reclaimed with substantial development. The development trend around the city of San Juan is toward the west in the direction of the receiver station. The present noise level is approaching the maximum 2 microvolts per meter which is the existing criteria for this type of operation. The land is presently vacant and undeveloped. If permanent restrictions are not acquired soon, we may be forced to acquire improvements at a much higher cost.

This acquisition authorization is coincident with our disposal of real property in connection with the disestablishment of the Naval Station at San Juan. It is contemplated that the easement interest will be acquired from the Commonwealth of Puerto Rico in a trade-off—exchange—for some of the naval station lands at San Juan on an equal value basis.

THE WEST INDIES

NAVAL FACILITY, GRAND TURK

The amount of \$1,145,000 is requested for one project at the naval facility, Grand Turk. This facility performs classified oceanographic research.

The electric power and waterplant project will replace obsolete generators and an obsolete World War II desalination plant with an efficient combined electric power and water plant.

ATLANTIC OCEAN AREA

NAVAL AIR STATION, BERMUDA

The amount of \$3,010,000 is requested for two projects at this air station, which is an Atlantic Fleet All-Weather ASW Patrol Air Station.

The amount of \$1,725,000 is requested for the air/underwater weapons compound project that will provide an ordnance compound and magazines for P-3 aircraft armaments. The alert squadron deployed continuously to Bermuda must be able to launch fully armed

aircraft within 1 hour of an alarm. Present storage magazines are located at the old Navy annex, some 23 miles west of the NAS, necessitating a difficult and hazardous 1-hour haul over winding and narrow Bermuda roads. The few magazines which the Navy "inherited" from the Air Force at Kindley are small and not suited for modern Navy ordnance items.

The power/waterplant expansion project at \$1,285,000 will provide additional water production and electrical power capacity to meet programed increases in demand. The existing water production equipment is obsolete and nonrepairable and the electrical system will be overloaded this coming year.

NAVAL COMPLEX, GUANTANAMO BAY, CUBA

The amount of \$8,376,000 is requested for three projects at the naval complex, Guantanamo Bay. The naval hospital provides general clinical and hospitalization services to eligible personnel on the naval base.

Senator SYMINGTON. This is a substantial amount you are requesting for Guantanamo. What is the situation so far as our tenure on this base is concerned now?

Admiral MARSHALL. The duration of the occupancy agreement is indefinite, and may be terminated only upon mutual consent by both countries.

The naval hospital air-conditioning project, at \$633,000, will modernize and partially replace the existing air-conditioning system to relieve patient discomfort caused by high humidity and temperatures.

The amount of \$7,158,000 is requested for the naval station electric generator plant project which will provide a new turbine, boiler, and salt water conversion unit to increase power production to meet anticipated power demand and to increase water production to eliminate the problem of water rationing.

The naval station electrical substation project, with a cost of \$58,000, will increase power production to meet anticipated growth and to relieve current overloading of the existing system during the summer months of peak loading.

NAVAL STATION, KEFLAVIK, ICELAND

The amount of \$6,092,000 is requested for two projects at this station which supports Navy antisubmarine warfare patrol squadron units, USAF aircraft and weapons stations, and a USAF fighter interceptor squadron.

The amount of \$2,834,000 is requested for the bachelor enlisted quarters project which will provide living quarters for 288 men currently living in inadequate, overcrowded facilities. There are no local community facilities available for bachelor personnel. This project will relieve a critical bachelor enlisted housing deficit at this isolated location.

The bachelor officers' quarters project, with a cost of \$3,258,000, will provide modern living quarters for 103 men.

Senator SYMINGTON. Here on the Naval Station, Keflavik, you are proposing to spend over \$6 million for bachelor housing. Just how permanent is our tenure in Iceland? I note that there is still some prop-

agenda in the papers which would indicate the Icelanders would like to see us out of Keflavik. Have our relationships improved any in recent months?

Admiral MARSCHALL. The Government of Iceland notified the United States on June 25, 1973, that Iceland was invoking article VII of the 1951 Bilateral Defense Agreement, thereby setting in motion a review of the necessity for U.S. forces being present in Iceland. Under terms of the agreement, both parties must negotiate to resolve the article VII review issue for a 6-month period. If no resolution is reached after 6 months, a further 1 year's notice can be served by either party of the intent to end the defense agreement.

Following an initial NATO review to confirm the requirement for a continued NATO force presence in Iceland, the United States and Iceland will undertake bilateral negotiations on the article VII issue at an early date. These bilateral negotiations will hopefully lead to a satisfactory resolution within the 6-month negotiating period, and the continuance in effect of the defense agreement, amended as the negotiations may prescribe.

The tenure situation should be fairly well resolved by the end of this year, before any construction work is started on the two bachelor projects the Navy is requesting. Should the tenure issue be resolved favorably and the defense agreement continue in effect, the Navy would be in a position to move rapidly to construction on these urgently needed projects for our bachelors assigned to this remote base.

EUROPEAN AREA

CRETE, GREECE

The amount of \$4,153,000 is requested for four projects at the Naval Detachment, Souda Bay, Crete. The Naval Detachment, Souda Bay is strategically located in the Eastern Mediterranean and provides facilities for shore and carrier based patrol, logistics, and combat aircraft operating in support of the 6th Fleet.

The aircraft parking apron project, with a cost of \$2,666,000, will provide the apron space required for five P-3 patrol planes and for transient carrier based aircraft that will use the base as part of the increased antisubmarine warfare mission. No existing adequate facilities are available.

Senator SYMINGTON. I note you point out that this facility is needed to conduct present proposed new missions commensurate with the fiscal year 1973 Milcon program. Just what new missions are proposed for this base? Is this in any way connected with the homeporting of the carrier task force in Athens? If this project is approved, who will be the construction agency? If my information is correct, some months ago the Greek Air Force was insisting that they act as the construction agency. Has this matter been cleared up?

Admiral MARSCHALL. The expanded mission at Souda Bay involves both logistics support to the 6th Fleet and support of P-3, land-based ASW aircraft. The logistics mission involves movement of air cargo and passengers into the Eastern Mediterranean from the air logistics main terminal at Sigonella.

The new missions are not connected with homeporting of a carrier task force at Athens. However, with a carrier homeported in Athens, and undergoing periodic maintenance in the Athens area, the excellent, existing air training facilities at Souda Bay would be more frequently used by carrier aircraft. An agreement, Technical Arrangements for the Construction of Facilities, Souda Bay, Crete, was signed on July 5, 1973. Based on this agreement, the Army Corps of Engineers will be the construction agency.

The amount of \$554,000 is requested for the air passenger/cargo terminal project which will provide a facility for processing aircargo and fleet personnel moved into this area of operations. Operations are increasing which make the present hangar space being used unsatisfactory.

Senator SYMINGTON. I know that Souda Bay is a very austere base, and has little facility for processing aircargo and fleet personnel; but, I notice that you indicate this requirement is in part based upon the expanding logistics mission. Will you explain this?

On page 133 you are asking for a general warehouse at this same base. I wonder if consideration has been given to combining the warehouse with this terminal building?

Admiral MARSCHALL. The expanded mission at Souda Bay involves both logistics support to the 6th Fleet and support of P-3, land-based ASW aircraft. The logistics mission involves movement of aircargo and passengers into the Eastern Mediterranean from the air logistics main terminal at Sigonella. The Navy's fleet support squadron VR-24 would be used for airlifts from Sigonella to Souda Bay, and, in some cases, onward from Souda Bay direct to carriers at sea using carrier-on-board delivery aircraft. Since Souda Bay affords a good harbor for 6th Fleet ships, much of the aircargo and personnel moving to the fleet can be transferred directly from the logistics facilities at the airfield to the ships in the nearby harbor.

The general warehouse is being located in a common use hardstand area with the air passenger and cargo terminal. This is separated from the hangar area by personnel support and shop facilities. Due to functional differences and space limitations on the hardstand, undesirable congestion would result by combining the general warehouse with the terminal building. This was considered, but resulted in using only one side of the hardstand area, increasing both truck and aircraft traffic problems.

A request of \$531,000 is made for the general warehouse project which will provide a facility to accommodate increased logistics support. Existing facilities are limited and inadequate.

The amount of \$402,000 is requested for the enlisted men's club project which will support the increased personnel loading that is part of the additional mission assigned to this base. Existing facilities are inadequate to meet the demand.

NAVAL AIR FACILITY, SIGONELLA, SICILY, ITALY

The amount of \$3,086,000 is requested for six projects at the Naval Air Facility, Sigonella. The naval air facility supports shore and carrier based patrol and logistics aircraft operating throughout the Mediterranean area and ASW surveillance and airlift missions in

support of the 6th Fleet. Carrier-based aircraft also utilize NAF Sigonella for training exercises, operational diverts and for carrier-on-board delivery (COD) replenishment. The mission of this vital central Mediterranean base is being expanded to include homeporting of a logistics squadron and the activation of a military airlift command terminal.

The amount of \$328,000 is requested for the photographic building project which will provide a photographic laboratory to support the increased level of aerial photo missions and will replace the existing facility which is too small, substandard and unsafe.

Senator SYMINGTON. I understand that the increased activity at this base makes a new photo lab quite necessary, but I am wondering why you indicate at page 139 that this is considered only partially eligible for NATO infrastructure common funding in that the NATO criteria precludes inclusion of the complete project in the infrastructure. Will you explain this please?

Admiral MARSCHALL. The photo laboratory increases the level of support for aerial photo missions, type of processing and upgrades the volume of operation, which cannot be provided by the existing photo facilities. Only to the extent that common use photo requirements are involved will this project be acceptable for NATO prefinancing. The portion for sole U.S. use will not be funded by NATO. The NATO portion is currently included in slice 23 which is expected to pay for approximately one-half of the total cost of the project.

The amount of \$81,000 is requested for the public works shop stores project which will accommodate increased station requirements. The existing facilities do not provide adequate space.

The gymnasium project, at \$484,000, will provide a recreation facility at the airfield area where, presently, no recreational facilities exist. The nearest facilities are 10 miles away.

The amount of \$443,000 is requested for the officers' club project which will provide a facility to accommodate increased personnel loading. The existing facility is too small to accommodate the loading and will be modified to provide living quarters. No offbase recreational facilities exist.

A request of \$324,000 is made for the chief petty officers' club project which will replace the existing facility in the airfield area and will provide a similar facility in the administrative area 10 miles away. The existing facility is too small to accommodate the increased personnel loading, and no facilities exist in the administrative area. No community facilities are available.

The utility systems improvements project, at \$1,426,000, will provide utilities to the administrative area. Existing utilities are inadequate to provide service to existing facilities and those approved to support the new base mission.

NAVAL SECURITY GROUP ACTIVITY, EDZELL, SCOTLAND

The amount of \$868,000 is requested for one project at the naval security group activity, Edzell. This activity is part of the high-frequency direction finder network and performs an antisubmarine warfare support mission vital to the security of the Nation.

The bachelor enlisted quarters project will provide modern living space for 115 men currently living in overcrowded, inadequate spaces. Community housing is not available.

NAVAL STATION, ROTA, SPAIN

The amount of \$85,000 is requested for one project at the naval station, Rota. This station provides facilities, services, and material support for the operation and maintenance of naval weapons and aircraft, including Polaris replenishment.

The Tactical Support Center project will provide a facility to link the P-3 ASW aircraft and shore operations.

PACIFIC OCEAN AREA

NAVAL COMMUNICATIONS STATION HAROLD E. HOLT, EXMOUTH, AUSTRALIA

The amount of \$1,192,000 is requested for one project at the Naval Communication Station Harold E. Holt. This station provides fleet broadcasts, tactical ship-to-shore and point-to-point communications, and supports naval security group operations and the defense communications system.

The bachelor enlisted quarters project will provide modern living spaces for 86 men currently living in overcrowded barracks.

NAVAL COMPLEX, GUAM

The amount of \$10,988,000 is requested for 12 projects at the naval complex, Guam, Mariana Islands. This station is a major support activity for fleet and transient aircraft. It supports two fleet air reconnaissance squadrons and an antisubmarine warfare patrol squadron; \$309,000 is requested for the naval air station, Agana—transmitter building project which will provide a facility to house new communication equipment and a maintenance shop. Increased air operations require additional space to house communications systems. The existing space is too small to accommodate the additional equipment.

The Naval Air Station, Agana—airfield lighting emergency generator project at \$79,000 will provide a building and generator equipment to provide emergency power to airfield lighting and navigational aids. The existing portable generator is old, of insufficient capacity, unreliable and could endanger aircraft operation when used.

The amount of \$177,000 is requested for the naval hospital modernization of intensive care unit project. The hospital provides general clinical and hospitalization services to eligible personnel on the island of Guam. This project will modernize the existing facility to provide an adequate, basic clinic for intensive and coronary care patients who currently must use only marginal facilities.

The amount of \$3,229,000 is requested for the naval magazine, mine assembly facility project. The naval magazine stores a pre-positioned reserve stock of all types of ammunition. The mine assembly facility will provide a mine assembly, maintenance and inert part storage compound for processing a large percentage of the mines in the Pacific

area. At present there are no facilities for maintaining, testing and assembling mines. They must be worked in other ammunition shops that are not properly built with regard to explosive hazard criteria and they are processed to the detriment of the work normally accomplished in these other shops.

Senator SYMINGTON. As I recall, this item was denied last year, due to its relatively low priority. I know the details are classified, but where does this stand on your priority list now? Do you consider this an urgent requirement?

Admiral MARSCHALL. This project is priority 1 this year. The requirement is urgent, effecting not only the preparation of mines, but also maintenance of other ammunition at Guam, since the mines are now tested, calibrated, and prepared for laying in facilities that are needed for other purposes. The entire production and maintenance at the naval magazine is unsatisfactory because of the lack of this facility.

Senator SYMINGTON. On the following page you are requesting a rocket maintenance and assembly facility for this base. Is there any way these two facilities can be combined so as to save a little money?

Admiral MARSCHALL. There is no relationship between the mine and missile work. Different crews are employed with different training and capability. No production or maintenance facilities would be common between the two operations. A major advantage in separation of the functions is safety in the event of an explosion. If both facilities are contiguous mine personnel would be endangered by a missile explosion and vice versa; \$241,000 is requested for the naval magazine, rocket maintenance and assembly facility project to provide an operational facility for the maintenance, inspection and assembly of anti-submarine and submarine-launched rockets. There is not existing facility and no existing facilities can be converted for these functions.

A request of \$288,000 is made for the naval magazine—bachelor enlisted quarters modernization project which will provide modern living spaces for 41 men currently living in substandard barracks.

The naval magazine—security control facilities project which will provide security fencing around the weapons storage area. The project cost is \$1,094,000.

The amount of \$167,000 is requested for the naval station—collimation tower project which will provide a facility to periodically calibrate shipboard radar and weapons systems. No such facility exists within 3,000 miles of this base, and ships are required to travel 6,000 miles to have these tests performed.

The naval station—theater project, with a cost of \$1,480,000 will provide a 1,000-seat facility and will replace several outdoor theaters where programs are continually interrupted by winds, aircraft noise, and insects. Existing civilian facilities are remote.

The naval station wharf utilities project, at \$2,782,000, will provide "cold iron" utilities to support ships berthed at this station.

The amount of \$725,000 is requested for the Navy Public Works Center, finegayan telephone exchange project which will provide a facility to house a new 1,000-line dial control office. Increasing demand for telephone service requires the expansion of existing facilities which are not large enough to accommodate any additional equipment.

The Navy Public Works Center water system improvements project at \$417,000 will increase the production of treated water and will improve the existing distribution system to accommodate increasing user demands.

NAVAL COMPLEX, SUBIC BAY, REPUBLIC OF THE PHILIPPINES

The amount of \$2,723,000 is requested for four projects at the naval complex, Subic Bay, Republic of the Philippines.

The naval air station provides primary support in the Philippines area for air operations of the seventh fleet and the first Marine air wing.

The amount of \$161,000 is requested for the Naval Air Station, Cubi Point, tactical support center project which will provide facilities to link the P-3C ASW aircraft with shore operations.

The naval station provides port facilities and logistics support to ships operating in the western Pacific Ocean.

The amount of \$1,411,000 is requested for the naval station, bachelor enlisted quarters modernization project to provide modern living space for 705 men currently living in open bay, dormitory type structures.

The naval station dependent school expansion project at \$1,034,000 will provide additional facilities to accommodate the large number of school-age dependent children in the area.

The Navy Public Works Center provides public works, utilities, housing and other support to operating forces, dependent activities and other commands.

The amount of \$117,000 is requested for the Navy Public Works Center berthing utilities improvements project which will replace exposed electrical pier connections with modern connections to eliminate safety hazards.

POLLUTION ABATEMENT—OUTSIDE THE UNITED STATES

The amount of \$3,995,000 is requested for a water pollution abatement project at various naval installations, outside the United States. The project provides two naval installations with pollution control facilities to achieve compliance with directives concerning the environment. These facilities are a sewage treatment plant expansion at the Naval Station, Roosevelt Roads, P.R. and ship wastewater collection ashore and waterplant backwash control facilities at the Navy Public Works Center, Guam.

AMENDMENTS TO PRIOR YEAR PROGRAMS

This year's program originally requested two amendments totaling \$2,434,000. Under the program change three additional amendments were requested in the amount of \$3,284,000. The new amendment total was five amendments with a total cost of \$5,718,000, which is less than 1 percent of this year's new authorization request.

A \$448,000 amendment was requested to the fiscal year 1967 program, Public Law 89-568, for the hypervelocity wind tunnel project at the Naval Ordnance Laboratory, White Oak, Md. A recent evaluation of the project discloses that the amendment is no longer required. The

current amendment request is four amendments, with a total cost of \$5,270,000.

A \$1,986,000 amendment is requested to Public Law 90-408 (fiscal year 1969) for the deep ocean engineering pressure facility project at the Navy Mine Defense Laboratory (Naval Coastal Systems Laboratory), Panama City, Fla. This amendment is required to complete the final contract, provide for the required material certification and to pay approved contractor claims.

Under Public Law 91-511 (fiscal year 1971) a \$249,000 amendment is required for the sewage treatment system project at the Naval Weapons Laboratory, Dahlgren, Va. This amendment is required to correct a failure which was caused by unforeseen subsurface soil conditions in the dike of the finishing pond.

A \$593,000 amendment is required for the installation total of the Naval Air Station, Meridian, Miss., under Public Law 92-145, fiscal year 1972.

The amendment is required to permit award of the Enlisted Men's Club project authorized at \$714,000. The fiscal year 1972 bachelor enlisted quarters project generated the need for the amendment. Since the relative need is greatest for the bachelor enlisted quarters, a decision was made to proceed with the bachelor enlisted quarters, and to defer the Enlisted Men's Club project and seek an amendment this year.

For fiscal year 1973, Public Law 92-545, an amendment of \$2,442,000 is requested for the bomb loading plant modernization project at the Naval Ammunition Depot, McAlester, Okla. This amendment is required to provide construction in accordance with new safety criteria promulgated by the Armed Services Explosive Safety Board for structures housing the manufacture and/or handling of explosives.

Senator SYMINGTON. Thank you, Admiral.

We do appreciate your courtesy in coming. It is nice to see you.

Admiral MARSCHALL. It is nice to be with you, sir.

TITLE III

Senator SYMINGTON. Next we have the Air Force.

General Reilly, do you have a statement?

General REILLY. Yes, sir, I do.

Senator SYMINGTON. Would you be good enough to place it in the record?

General REILLY. I would be pleased to.

[Statement follows:]

STATEMENT BY MAJ. GEN. M. R. REILLY, DIRECTOR OF CIVIL ENGINEERING, U.S. AIR FORCE

STATEMENT

Mr. Chairman and Members of the Subcommittees, it is a pleasure to appear before you again. We are here today to present the Air Force Fiscal Year 1974 Military Construction Authorization Program.

The primary objective of this program is to support the force and deployment goals presented to the Congress in the Air Force Chief of Staff's Posture Statement. The bill now before your committees requests authorization for projects valued at \$409,451,000 for the Air Force, with major subdivisions as follows:

Regular military construction-----	\$303, 200, 000
Military family housing-----	81, 251, 000
Guard/Reserve construction-----	25, 000, 000
Total -----	409, 451, 000

My comments today concern the \$303.2 million of projects for the regular military construction program since it is my understanding that family housing and reserve forces construction will be the subject of separate hearings.

The major share of our request is for construction within the United States. Only about 10% of the program is for construction overseas. Again, our program does not include construction in Southeast Asia.

LONG RANGE PLANNING

Our program is keyed to the support of our most pressing force and mission requirements projected over the next five years. It is balanced to meet the critical facility needs of new missions, and to give even greater emphasis to the modernization and upgrading of our vast inventory of existing facilities. As in the past, we have looked in depth at our total long range requirements, using professional engineering and economic evaluations in concert with time phasing of operational needs to arrive at a realistic and responsive program of facilities support. The projects in the Fiscal Year 1974 request now before you have undergone extensive review and represent our highest priority requirements for authorization.

NEW MISSION REQUIREMENTS

Our program includes approximately \$35 million to support new missions. The most significant project in this category, \$13.5 million, will provide the first increment of operational and maintenance facilities for the Advanced Airborne Command Post at Andrews Air Force Base, Maryland. These facilities are required to support the military version of the Boeing 747 aircraft, designated the E-4A, which is now under procurement and modification for the National Military Command System.

SUPPORT OF CONTINUING MISSIONS

The major portion of our authorization request is in support of currently assigned and continuing missions. I mentioned earlier that we are giving added emphasis to facility modernization. Consistent with that objective, we are requesting some \$192 million, or roughly 60 percent of the program, for facility modernization. This is to be compared with \$110 million, or about 40 percent of last year's program. The projects comprising this portion of the program will be fully substantiated as the committee chooses to review our program. However, I would like to highlight just a few of the requirements at this time.

MEDICAL FACILITIES

This year marks the beginning of the Air Force's part of the Department of Defense five year Health Facilities Modernization Program, which has been initiated to accelerate the construction of necessary new medical facilities and modernization of existing hospitals to provide modern and efficient medical care. Our request is for 12 projects totalling \$36.7 million. This amount is more than double the amount requested last year. We anticipate equally large portions of our total program to be devoted to this category in the next few years.

PERSONNEL SUPPORT

Our deep concern for our people is expressed in the fact that 22.5 percent of the request now before you is for direct support of our personnel, exclusive of medical facilities. As our medical program is oriented to health care, our bachelor and community support facilities are oriented toward improved living conditions and on base support. To this end, we are requesting authorization of \$39.7 million for construction of 4,768 new dormitory spaces and 60 new bachelor officer accommodations, and for improvement of 4,757 existing dormitory spaces. In addition, we are requesting \$28.4 million for on base personnel support facilities such as commissaries, gymnasiums, chapels and open messes.

LOGISTICAL DEPOT PLANT MODERNIZATION

The authorization request now before the Committee includes \$31.4 million for the third increment of our five year phased program to modernize facilities

at our prime logistical depots. The objectives of this depot plant modernization program are to carry out our vast weapons systems logistical mission with greater efficiency, more responsive to the world-wide needs of our operating forces, and to do the job at less cost. These objectives are being met through sound investments in modern, functional facilities and state-of-the-art equipment. We are most grateful for the support these Committees have given to the Air Force in authorizing over \$85 million for this important program in fiscal year 1974 and 1973.

AIR FORCE ACCOUNTING AND FINANCE CENTER

To accommodate our centralized AF accounting and pay functions, we are requesting a modern, properly configured, noncombustible \$20 million facility at Lowry AFB, Colorado. At present, this important activity, with more than 3,000 people assigned, is being conducted in a congested section of Denver, Colorado, in old wood frame buildings which were constructed as warehouses more than 30 years ago for a useful life of not more than 15 years. These buildings are structurally unsound, highly combustible, functionally and environmentally inadequate, and do not afford the required security. Further, these old facilities cannot be economically upgraded to the required standards. Construction of the new facility will result in increased productivity, lower support and operating costs, and improved service with enhanced security and fire protection.

COST SAVINGS

As stated earlier, economic evaluations have played an important part in the selection process for each item in this program. Acceptable alternatives have been reviewed for new construction to determine optimum combinations of siting, materials and construction methods. Decisions to alter and upgrade existing facilities versus replacement have been based primarily on economic considerations. Projects included in this program will permit us to continue our phased plan to remove old and obsolete facilities from our inventory. Most of these wood frame facilities were constructed over 30 years ago with a design life of five years. They are now functionally inadequate and require constant and expensive maintenance for continued use. We are making good progress in this regard. In the last three years alone, we have disposed of over 5,000 obsolete structures containing over 14 million square feet of floor space.

EARLY CONTRACT AWARD

We have further intensified our efforts for early award of contracts for approved construction. The objective has been to provide the Air Force with these needed facilities at the earliest date. Over half of our 1973 program was under contract by the end of Fiscal Year 1973. We expect this to grow to 85 percent by the end of the first quarter of Fiscal Year 1974, and by the end of Calendar Year 1973 virtually all of our 1973 program will be under contract.

COST ESTIMATES AND DESIGN STATUS

In preparing our program, we seek to refine our cost estimates on individual projects to a careful projection of actual contract costs. This entails as much advanced individual project engineering as practicable, a sounding on inflationary trends and anticipated market conditions, and an analysis of our most recent bidding experience. We have taken this same approach for the last several years. Actual bidding experience versus our estimates has shown it to be a sound approach. Planning of the Fiscal Year 1974 program is well advanced and we have a high degree of confidence in the estimates now before the committees.

ENVIRONMENTAL PROTECTION

In keeping with national environmental protection policies, we are continuing our program which was started several years ago for abating pollution at our Air Force installations. Included in this year's program is a request for \$9.8 million for projects to assure compliance with current air and water quality standards.

With respect to present standards, we have essentially achieved the goals established in the mid 1960's, as reflected in this year's request which is considerably less than that requested in recent year programs.

However, we must anticipate much larger environmental construction programs in the future as more stringent quality standards being promulgated under recent legislation, such as the Clean Air Act Amendments of 1970 and the 1972 Water Pollution Control Act, become effective.

We assure the Committees that we will continue to play a leadership role in environmental restoration and protection.

AIR BASE—COMMUNITY LAND USE PLANNING

Consistent with long range planning, discussed earlier, we are continuing to pursue the air installations compatible use zone concept presented last year. At that time, we oriented the program toward three bases involving 20,000 acres. This year, we are extending the concept to 13 additional bases involving over 78,000 acres. Also, we are extending our efforts to a much broader application of land use planning. This occurs as we determine the full impact of recent and proposed legislation on environmental protection and land use policies.

When our air bases were sited years ago, we selected areas considerably removed from urban development where noise levels and accident potentials were not a problem to adjacent communities. We were pretty much of an island to ourselves. Now, as urban development has evolved in our direction, we must discard our insular thinking and consider our air base as part of a larger community. We must plan on-base land use and influence off base land use as a single concept.

Our primary efforts in obtaining compatible land use in the vicinity of our air bases continues to be directed toward encouraging local communities to enact suitable zoning ordinances. We have had generally favorable reaction to this approach with last year's program, and expect zoning ordinances to be enacted soon at the bases listed in our Fiscal Year 1973 program.

In essence, our land use program is oriented toward optimum use of the land in the area where our bases are located. Our perimeter fences confine only the area under our direct control. Our planning reaches out into the adjacent community.

CONCLUSIONS

In conclusion, Mr. Chairman, we wish to assure you and the Committees that this program represents our very best construction proposal for Fiscal Year 1974. The construction program has been carefully designed to support new and continuing missions within the confines of a limited budget. Capital investments are proposed only for those installations programmed to remain in the inventory for the foreseeable future. Attached to the printed copies of my statement are narrative descriptions of the entire program broken out by category of facilities, by command totals, and by mission elements supported.

Mr. Chairman, I thank you for the opportunity to appear before these committees. We are now ready to present our program and to respond to your questions.

Table I.—Department of the Air Force fiscal year 1974 Military Construction Authorization Program for the Active Forces

Section 301—Command Inside the United States:	<i>In thousands</i>
Aerospace defense command.....	\$8, 794
Air Force communications service.....	3, 963
Air Force logistics command.....	61, 325
Air Force systems command.....	9, 062
Air training command.....	56, 282
Air university.....	5, 462
Alaskan air command.....	8, 658
Headquarters command, USAF.....	18, 435
Military airlift command.....	12, 416
Pacific air forces.....	7, 331
Strategic air command.....	25, 738
Tactical air command.....	17, 703
U.S. Air Force Academy.....	645
Pollution abatement.....	9, 070
Air installation compatible use zones.....	25, 909
Total	270, 793

Outside the United States:

Aerospace defense command.....	1, 355
Pacific air forces.....	11, 788
U.S. air forces in Europe.....	15, 925
U.S. air forces southern command.....	1, 038
U.S. Air Force security service.....	221
Pollution abatement.....	750
Worldwide communications.....	330
Total	31, 407
Classified (section 302) : Radar support facility—various worldwide.....	1, 000
Total	1, 000
Total authorization program	303, 200

TABLE II.—DEPARTMENT OF THE AIR FORCE, FISCAL YEAR 1974 MILITARY CONSTRUCTION AUTHORIZATION PROGRAM—ACTIVE FORCES

SUMMARY BY PROGRAM ELEMENT

	Amount (millions)	Percent of total
Strategic forces.....	\$44. 8	14. 8
General purpose forces.....	62. 2	20. 5
Intelligence and communications.....	32. 1	10. 6
Airlift and sealift.....	14. 1	4. 6
Research and development.....	16. 6	5. 5
Central supply and maintenance.....	37. 2	12. 3
Training, medical, and other general personnel activities.....	71. 6	23. 6
Administration and associated activities.....	24. 6	8. 1
Total	303. 2	100. 0

TABLE III.—DEPARTMENT OF THE AIR FORCE, FISCAL YEAR 1974 MILITARY CONSTRUCTION AUTHORIZATION PROGRAM, ACTIVE FORCES

PROGRAM BY CONSTRUCTION CATEGORIES

	Amount (millions)	Percent of total
Operational.....	\$52. 6	17. 3
Training.....	7. 8	2. 6
Maintenance.....	36. 9	12. 1
Research, development, and test.....	10. 0	3. 3
Supply.....	11. 7	3. 9
Hospital and medical.....	36. 7	12. 1
Administration.....	31. 2	10. 3
Bachelor housing.....	39. 7	13. 1
Community.....	28. 4	9. 4
Utilities.....	21. 9	7. 2
Real estate.....	26. 3	8. 7
Total	303. 2	100. 0

NARRATIVE CATEGORY ANALYSIS

Operational facilities—\$52.6 million

This category represents 17.3 percent of the appropriation request. It contains such essential items as airfield pavements, aircraft fueling support facilities, flight operations buildings, communications facilities, and navigational aids. Important items in this category are the second increment of the technical intelligence operations facility for \$11.0 million at Wright-Patterson AFB; special aircraft support facilities at Andrews AFB for \$13.5 million; a station composite support facility at Cape Newenham AFS, Alaska, for \$5.4 million; and an air freight terminal complex at Hicham AFB for \$4.5 million.

Training facilities—\$7.8 million

Training facilities included in this construction program cover a range of Air Force training activities such as training for pilots, aircrews, and base maintenance personnel. Major projects are: Flight simulator training facility at Reese AFB, Texas, for \$2.8 million, a base maintenance training facility at Sheppard AFB, Texas, for \$2.8 million; and a flight simulator training facility at Luke AFB, Arizona, for \$9 million.

Maintenance facilities—\$36.9 million

The maintenance category represents 12.1 percent of our request. It contains facilities to support aircraft and engine maintenance activities, special purpose shops, as well as shops to support maintenance of base facilities. Also included in this category are ten projects totaling \$22.0 million for modernization of Air Force Logistics Command's depot facilities. This category also provides various maintenance and storage facilities for short-range attack missiles at two locations for \$1.0 million.

Research, development, test and evaluation—\$10.0 million

A vigorous R&D program is an investment in our future security. This segment of our construction request provides the buildings, laboratories, and specialized test structures that are required in the conduct of a quality R&D program. An aircraft fuels and lubricants laboratory for \$4.9 million; alteration of an aircraft engine components research facility for \$1.9 million; and a minor alteration and expansion of the human impact lab are located at Wright-Patterson AFB, Ohio. Other major projects are a weapons guidance test facility at Holloman AFB for \$0.9 million and alteration of a rocket propulsion research laboratory at Edwards AFB for \$0.9 million.

Supply facilities—\$11.7 million

The major portion of this category is for 2 projects totaling \$5.9 million for modernizing Air Force Logistics Command depot facilities.

Other supply facilities include ammunition storage facilities at two PACAF locations, diesel fuel storage for remote sites in Alaska, a ballistic missile processing facility at Hill AFB, Utah, for \$3.0 million and a base supply facility at Reese AFB, Texas, for \$1.0 million.

Medical facilities—\$36.7 million

This year's program is directed toward expansion and alteration and replacement of hospital facilities to provide proper clinical and dental care. Composite medical facility projects are included for: Richards-Gebaur AFB, Missouri, at \$3.8 million; Tinker AFB, Oklahoma, at \$3.9 million; Maxwell AFB, Alabama, at \$4.9 million; Francis E. Warren AFB, Wyoming, at \$5.8 million; Laughlin AFB, Texas, at \$4.6 million; and Upper Heyford RAF Station, United Kingdom, at \$5.5 million. Also included are 2 aeromedical staging facilities; one at Scott AFB, Illinois, for \$2.0 million and the other at Andrews AFB, Maryland, for \$1.7 million. A dispensary at Lackland AFB, Texas, for \$0.5 million and at Keesler AFB, Mississippi, for \$1.6 million, Barksdale AFB, Louisiana, for \$1.2 million, and Shaw AFB, South Carolina, for \$1.1 million, are also included in the medical program.

Administrative facilities—\$31.2 million

The most significant item in this category is the construction of an Air Force accounting and finance center at Lowry AFB, Colorado, for \$20.4 million.

In our continuing objective to house management and administrative personnel in facilities that will enable them to achieve maximum productivity, we are requesting modern efficient base personnel offices at Nellis AFB, Nevada, for \$1.9 and at Mather AFB, California, for \$1.7 million.

Other significant administrative facilities included in this category are: an armament development test center headquarters facility at Eglin AFB, Florida, for \$4.0 million and a data processing facility at Randolph AFB, Texas, for \$1.5 million.

Community facilities—\$28.4 million

Community facilities are requested in order to provide for the welfare and morale of our military personnel and dependents, both in the United States and overseas. This category included projects for religious activities, commissioned, noncommissioned officers' and airmen open messes, a base post office, and recreational facilities. It also includes commissaries in the amount of \$7.4 million at

three locations in the United States where existing facilities are grossly inadequate and three dependent schools at overseas locations for \$7.4 million.

Bachelor housing—\$39.7 million

The provision of suitable living quarters for our bachelor enlisted and officer personnel is viewed as a priority objective by the Air Force. This year \$39.7 million, or 13.1 percent of our request, is for the construction of 4,768 new dormitory spaces at a cost of \$25.7 million, and 60 new officers' quarters at a cost of \$1.2 million. We are modernizing 4,757 existing dormitory spaces for \$11.3 million. Included in this program are a student housing composite building at one of our major technical training centers, Keesler AFB, Mississippi, for \$5.1 million and a composite recruit training and housing facility at Lackland AFB, Texas, for \$5.1 million, and each proposing housing for 1,000 men. Buildings of these types provided in earlier programs have proven to be extremely effective. This is a continuation of a phased program to replace the old World War II barracks with modern composite structures.

This category of projects also includes air conditioning for airmen dining halls at Lackland AFB, Texas, for \$1.0 million, and a new dining hall for airmen at Webb AFB, Texas, for \$0.6 million.

Utilities—\$21.9 million

Our utility package includes pollution abatement projects as well as projects to install the necessary utility support for existing and programmed construction. This year's increment of projects for air pollution abatement is \$3.7 million; and for water pollution abatement is \$6.1 million.

Real estate—\$26.3 million

The first item in this category is for \$25.9 million requested for acquisition of restrictive easements to protect our bases from encroachment by incompatible land use. The other item for acquisition of 187 acres of land at Tinker AFB for \$4 million.

Senator SYMINGTON. We have several questions here we would like to ask you.

MARCH AIR FORCE BASE, CALIF.

General Reilly, Senator Tunney has been in touch with me concerning the need for a new headquarters building for the 15th Air Force at the March Air Force Base.

What is the situation here; what will it cost, and when might it ordinarily appear in an Air Force program?

General REILLY. Mr. Chairman, we have had a very serious problem in headquarters for many years. They have been using the remnants of old World War II hospitals for a major portion of this activity. And we do have a new modern command post facility, but the remainder of the headquarters is in this old hospital complex.

We are planning now, sir, for this to be in our fiscal year 1975 program. I think the cost will be—I do not have it exactly, but I would assume about a million dollars.

Senator SYMINGTON. Two million?

General REILLY. Yes, sir. That is my estimate, and I will correct it for the record.

Senator SYMINGTON. Do you think it is a worthy project?

General REILLY. Yes, sir, I certainly do.

Senator SYMINGTON. Thank you.

[Statement by Senator Tunney follows:]

STATEMENT OF SENATOR JOHN V. TUNNEY

Mr. Chairman: I wish to support the authorization of funds for construction of a new 15th Air Force Headquarters at March Air Force Base in Riverside, California.

The 15th Air Force (Commanded by Lt. Gen. William F. Pitts) is an integral part of the Strategic Air Command. Although headquartered at March AFB, California, there are four divisions throughout the West Coast, including, the 12th Strategic Missile Division at Davis-Monthan AFB, Arizona, the 14th Air Division at Beale AFB, California, the 4th Strategic Missile Division at F. E. Warren AFB, Wyoming and the 47th Air Division at Fairchild AFB, Washington.

In August 1972, I had the pleasure and honor of touring the 15th Air Force Headquarters and meeting the then new Commander, General Pitts. At that time, I became aware of certain deficiencies in the general structures housing the headquarters and for your viewing I have enclosed some pictures that graphically illustrate the deterioration of these World War II era buildings, as a part of this presentation.

Mr. Chairman, this construction project will combine into a single facility numerous command and staff activities of Fifteenth Air Force located at March Air Force Base. These activities are presently housed in twenty-six deteriorated World War II wood frame buildings which are widely separated. This separation results in inefficiency and a significant loss in man-hours during consideration and discussion of classified matter and various staff actions. The twenty-six existing substandard buildings will be disposed of upon completion of this project.

The estimated cost of the Department of the Air Force is set at \$2,500,000. The quantitative data in square footage is as follows:

	<i>Square feet</i>
Total requirements-----	89, 205
Existing-substandard -----	107, 223
Existing-adequate -----	27, 053
Deficiency -----	62, 150

The efficiency of an Armed Forces and their efforts to provide adequate defenses necessitate consideration of this authorization during your current deliberations. Adequate facilities are essential to maintain satisfactory levels of performance at March Air Force Base.

Thank you, Mr. Chairman, for this opportunity to provide information on this matter for your consideration.

TYNDALL AIR FORCE BASE, FLA.

Senator SYMINGTON. Congressman Sikes has asked that consideration be given to including in the bill a new gymnasium for the Tyndall Air Force Base at a cost of \$820,000. Will you comment on the need for such a facility, and when it might be programed?

General REILLY. Yes, sir.

The present gymnasium is one of World War II vintage, a wood frame, a deteriorated facility, and very substandard. At the present time we hope to incorporate this gymnasium in our P-5 program. That has been our plan.

AICUZ

Senator SYMINGTON. This year you are asking \$25.909 million to acquire land, or interest in lands, for the protection of some air bases from encroachment. Last year we gave you \$12 million for this purpose, which you have not used. In light of this, do you not think this year's request can be substantially reduced?

General REILLY. Mr. Chairman, in the program of last year, with three bases, we have been very successful in achieving our objectives through the use of local zoning ordinances, that is, the communities have more or less solved the problem to us, requiring us not to have interest in the land or exchange.

For our 1974 program, over 78,000 acres, we have included the authorization request, principally because we are required to exchange land.

I must acknowledge that, based upon our experience with the 1973 program, possibly we are requesting too much authorization at this time. We will continue to attempt to work out our arrangements through the efforts of the communities.

Senator SYMINGTON. Now, as a favor to us—because this money situation is getting to be something—would you talk to Secretary McLucas, General Brown, and see if we cannot cut that request?

General REILLY. Yes, sir.

We have authorized only \$2 million in appropriation against that.

Senator SYMINGTON. Only \$2 million against the \$12 million authorization?

General REILLY. Yes, sir.

Senator SYMINGTON. General, please continue now and present your line items.

General REILLY. Yes, sir.

AEROSPACE DEFENSE COMMAND (ZONE OF INTERIOR)

The primary mission of the Aerospace Defense Command (ADC) is to discharge Air Force responsibilities for the defense of the United States against aerospace attack. This program requests \$8,794,000 for eight projects in support of ADC host responsibilities at two Air Force locations. Additionally, section 302 of the program includes \$1 million for radar support facilities at various worldwide installations. The total ADC construction program is \$9,794,000.

PETERSON FIELD, COLO.

The first installation to be considered in the Aerospace Defense Command (ADC) program is Peterson Field, headquarters of ADC and the North American Air Defense Command, located 6 miles east of Colorado Springs, Colo. The military construction program contains a request for \$7,843,000, consisting of six projects.

Senator SYMINGTON. When do you expect to complete the move of Ent Air Force Base to Peterson Field?

General REILLY. Approval, funding, and construction of facilities requested in the fiscal year 1974 military construction program (MCP), plus those now planned for the fiscal year 1975 MCP, will allow Air Force to vacate Ent AFB by June 30, 1976.

Senator SYMINGTON. How much property have we vacated thus far in downtown Colorado Springs?

General REILLY. The Air Force has not vacated any property in downtown Colorado Springs. However, completion of facilities requested in the fiscal year 1974 MCP will allow relinquishment of 12.28 acres of Ent AFB.

The first item, a base facilities maintenance complex of 69,080 square feet, is required to replace widely dispersed substandard structures that provide severely limited space.

The second item provides living quarters for 180 female enlisted personnel. Peterson Field has no dormitories to adequately house WAF airmen presently billeted at Ent AFB.

The third item is for a commissary of 73,500 square feet. Commissary activities are located in old, substandard facilities that are function-

ally inadequate and provide cumbersome, limited arrangements for customer service.

The fourth item requested is for an NCO open mess of 27,800 square feet. Substandard structures presently utilized, designed for a 10-year service life, have been in use for 22 years. The already overtaxed Peterson Field facilities will be totally inadequate upon consolidation of Ent AFB activities at Peterson Field.

The fifth item is for a post office of 7,020 square feet. Postal Services are housed in antiquated substandard facilities approximately one-third the base requirement for present and projected mail traffic.

The last item is for utilities in the amount of \$1,027,000 to support the above-mentioned projects.

TYNDALL AIR FORCE BASE

Tyndall Air Force Base, the second base to be considered in the Aerospace Defense Command program, is located 7 miles southeast of Panama City, Fla. Primary mission activities include combat crew training, an Aerospace Defense Weapons Center, aircraft control and warning radar, and the Air Force Civil Engineering Center.

The requested program of \$951,000 provides the following two items:

The first item is a weapons and release system shop at 5,520 square feet. This function presently occupies a building that cannot be economically adapted to fully satisfy the requirements of an up-to-date weapons release systems shop. The following contribute to the unsuitability of the present facility: Necessary equipment cannot be installed, doors are too small to admit items for maintenance, and inadequate ventilation.

The second project is a theater consisting of 10,900 square feet. An existing, 29-year-old structure presently houses the theater function. Acoustical treatment, soundtrack delivery, and seating are inadequate, detracting from the enjoyment expected by patrons. Other deficiencies include insufficient parking, poor environmental control, and a mini concession area. To obtain similar entertainment off base requires an approximately 30-mile round trip.

Senator SYMINGTON. Just how important is it to provide a new theater at this base at the present time? Couldn't this money be better used for something else?

General REILLY. The Tyndall Base theater is a 1943 temporary wood frame structure which, in spite of continuous maintenance, has deteriorated to the point that it must be replaced. The nearest theater to Tyndall is in Panama City which is a 30-mile round trip from the base housing area. In addition to motion picture entertainment, the theater serves as a place for commander's calls, mass personnel briefings, and live entertainment. The availability of an adequate, accessible theater is considered to be a significant factor in maintaining the morale of our people at a high level. The return on the investment, while not specifically measurable in dollars and cents, will be increased productivity and improved motivation for all assigned personnel.

Senator SYMINGTON. I have received a request from Congressman Sikes to include in the bill a new gymnasium for the Tyndall AFB, at a cost of \$820,000. What is the situation regarding the gymnasium

for Tyndall? Is it a valid requirement, and when might it ordinarily appear in the Air Force program?

General REILLY. The existing gymnasium at Tyndall is a deteriorated temporary wood frame facility built in 1943. It contains only one basketball floor, two handball courts, a small weight room, and two inadequate shower rooms. The basketball floor is seriously warped at the ends, and the subflooring is deteriorated. The equipment from the exercise room had to be moved from the second floor because of the deteriorated condition of the floor joists. In order to conduct an effective athletic and physical conditioning program, additional basketball practice areas, handball courts, a larger physical conditioning room, a steam room, and improved locker and shower facilities are needed. A new gymnasium was originally considered a candidate for fiscal year 1976 MCP; however, in a survey of the facility subsequent to the development of the fiscal year 1974 military construction program, it was determined that the building was so deteriorated that it should be replaced at the earliest date.

AIR FORCE COMMUNICATIONS SERVICE

The mission of the Air Force Communications Services (AFCS) is to engineer, program for or provide, install, operate, maintain, and manage communications electronics for the Air Force and for other agencies as directed by the Chief of Staff, USAF.

This program request includes \$3,963,000 in support of AFCS host responsibilities, plus \$330,000 in worldwide communications for technical control facilities at various worldwide locations. Total construction requested in this program for AFCS is \$4,293,000.

RICHARDS GEBEUR AIR FORCE BASE, MO.

Richards Gebaur AFB, Air Force Communications Service (AFCS) headquarters, is located 16 miles south of Kansas City, Mo. In addition to communications service headquarters, Richards Gebaur supports a Reserve tactical airlift wing, an air navigational facilities checking squadron (AFCS), and an electronics engineering group (AFCS). The military construction program requests \$3,963,000 for two projects as follows:

The first project is a 6,680 square foot addition to a communications and electronics shop. Present housing is improperly configured to support effective, efficient accomplishment of required tasks. Increased workload, nearly tripled, results in unacceptable delay or deferment of planned evaluation and testing.

The second project, "Add to and alter composite medical facility," has a scope of 64,000 square feet. Outpatient loads have increased more than 100 percent since occupation of the present composite medical facility. Medical needs of the military community exceed the capability of the existing building resulting in overcrowding and delays in medical service.

AIR FORCE LOGISTICS COMMAND

The mission of the Air Force Logistics Command is to provide an adequate and efficient system of procurement, production, surveillance, maintenance, and supply for the U.S. Air Force and train specialized

units for accomplishment of logistics functions in overseas areas and theaters. This program contains a request for \$61,325,000 which provides facilities at six locations where Air Force Logistics Command is the host command. Of this amount \$40,191,000 is for items to support the Air Force Logistics Command and \$21,134,000 to support the Air Force Systems Command at Hill AFB, Utah, and Wright-Patterson Air Force Base, Ohio.

HILL AIR FORCE BASE, UTAH

The first location, Hill Air Force Base, is 7 miles south of Ogden, Utah, and is headquarters for the Ogden Air Materiel Area. In addition the base supports a helicopter combat crew training unit for Military Airlift Command, a reserve tactical fighter group mission, and an Air Force Systems Command test squadron. The total program being requested is \$11,968,000 consisting of five items including one item of \$3,000,000 for Air Force Systems Command as follows:

The first project provides for the construction of an addition to the existing aircraft operational apron serving the air freight terminal. The existing apron does not provide sufficient space to accommodate the large, modern cargo aircraft.

The second project provides for the construction of a 280,213 sq. ft. depot landing gear overhaul facility. Presently, overhaul is being accomplished in scattered and temporary facilities.

Senator SYMINGTON. This is a very expensive facility you are requesting here. I assume that this type of work is presently being performed, and I am wondering what the need for a new facility is at that time?

General REILLY. Work is presently being performed primarily in five scattered facilities, several other small facilities, and outside. Work can more effectively and economically be accomplished in the proposed facility which will enhance worker productivity, reduce flow times and increase the quality and reliability of weapon systems through work performed.

Direct quantifiable annual savings to be obtained include: (1) work can be accomplished with 80 fewer personnel, saving \$1,175,000, (2) procurement costs due to reduced repair cycle time will be reduced \$72,500, (3) maintenance and repair of facilities reduced \$21,000, and (4) transportation costs reduced \$23,000. In addition to annual savings, nearly \$3 million can be cost avoided. These quantifiable benefits will amortize the project in 5½ years.

In addition to the above, the following are examples of nonquantified benefits which will be obtained:

1. 48,450 sq. ft. of structurally sound space now used as a machine shop which will go into the proposed facility will become available to centralize and properly house sheet metal activities. Since the sheet metal shops are overcrowded and scattered throughout the maintenance complex, this is a worthwhile project in itself; yet, no benefits were claimed in the sheet metal area.

2. A 29,500 sq. ft. structurally sound facility will become available to provide a very adequate general training lab, a base life support shop, and an aerospace ground equipment shop. These activities are currently scattered through nine substandard facilities which will be disposed of upon completion of the project. The proper housing of

these activities will provide significant benefits which were not calculated or claimed.

3. Foundry, cleaning and welding activities will be accomplished in accordance with the Occupational Safety and Health Act of 1970 and pollution standards.

4. The risk from fire and personal injuries will be substantially reduced.

5. The use of modern mechanized handling systems will considerably reduce damage compared to the present forklift truck and manual methods. In the absence of historical data, this was not quantified.

6. Material in process is now temporarily stored outside exposed to weather deterioration. The cost of removing snow and possible corrosion was not calculated.

7. The working environment will be considerably improved through exhaust systems, fume scrubbers, pollution control equipment, lighting, and related work area consolidations. This will likely produce less absenteeism, better supervision, improved attitudes, reduced rehired and retraining costs, and better communication between support shops. As a result, the quality of work performed will increase with an attendant increase in reliability of weapons systems and mean time between failures. These benefits, although unquantified, present tremendous potential savings to the Government.

The proposed project is needed then to accomplish work more economically and more effectively.

The third project will construct Minuteman ballistic missile processing support facilities totaling 87,600 square feet for Air Force Systems Command. Existing facilities are saturated and storage of additional units cannot be accomplished without new facilities.

Senator SYMINGTON. I notice you state in your justification that additional space is required to allow the Minuteman force modernization to progress at an economical and responsive pace. Will you explain what you mean by this?

General REILLY. The economical pace relates to the production of Minuteman III missiles. This rate is greater than the responsive rate at which the missiles can be strategically deployed. Accordingly, there is a need for storage space for the missiles as they leave the production line. The alternate of reducing the production rate would cause cost increases far in excess of the construction of the storage facility.

The storage facility will also accommodate those Minuteman I and II missiles from their silo launchers so that silo upgrade work may be accomplished again at an economic and responsive pace.

Finally there will be an ultimate requirement for missiles in excess of the silo inventory. These spare missiles must be stored in the proposed facility until needed to replace missiles consumed in test firings or otherwise removed from the strategic force. The only alternative to this storage would be the expensive process of keeping the production line open to produce missiles as required.

The fourth project will provide alternate electric power supply, air-conditioning, and associated utilities to support operation of advanced logistics system computer equipment.

The last project provides an addition to an existing depot central heating plant. Due to limited supply of natural gas, primary heat

loads must be assumed by a large central plant which can use oil as a substitute fuel, and which can be altered to increase steam generating capacity.

KELLY AIR FORCE BASE, TEX.

The second base is Kelly Air Force Base, located 6 miles southwest of San Antonio, Tex. The base supports the San Antonio Air Materiel Area Headquarters, Air Force Environmental Laboratory, Headquarters of the USAF Security Service, a Reserve tactical airlift wing, and an Air National Guard tactical fighter group. The total program being requested contains \$6,101,000 for four projects.

The first project provides an addition to, and air conditioning of, the aircraft engine fuel system control overhaul and test facility. Existing facilities are too small to handle the heavy workload and do not have environmental control to assure quality controlled production.

The second project will construct a 39,900 square feet new depot precision measure equipment facility. Existing facilities make effective use of space difficult and in some cases impossible.

The third project provides for construction of a new 25,500 square foot facility in which to store hazardous materials. Present facilities are a substandard building and an open area approximately 1.5 miles away.

The last project will provide alternate electric power supply, air-conditioning, and associated utilities to support operation of advanced logistics system computer equipment.

Senator SYMINGTON. Do you always provide standby power at your computer centers?

General REILLY. Standby power is supplied at our computer sites where the criticality of the mission or other circumstance warrants the additional protection. The concentration of Air Force logistics support in six large third generation real time, on-line computer systems, instead of the approximately 90 second generation batch processors in AFLC today, will greatly increase the impact of power outages and fluctuations. As knowledge has accrued during the advanced logistic system development process, the extent and nature of this impact has become increasingly evident.

Simply stated, computer downtime will stop logistics processes during the period of the outage and during the period of time required for recovery and restart. In general, power failure will cause the logistic system to be seriously degraded and certain key actions will cease completely for the period of the outage, plus time will be required, to restore temperature and humidity control, stabilize speeds of rotating components, complete system recovery and restart, and eliminate transaction backlogs. Because of the on-line relationship of the computers at each of the six sites, and the interdependence of the ALS processes among the sites, total AFLC support is degraded when the computer at one site is inoperative. Based on the interdependence of the logistics process and the computer, a standby power and back up air-conditioning system is essential to continued logistic support of the Air Force mission.

MC CLELLAN AIR FORCE BASE, CALIF.

The third base in the Air Force Logistics Command program is McClellan Air Force Base, located 7 miles northeast of Sacramento, Calif. The primary mission of this base is to support the Sacramento Air Materiel Area Headquarters. It also supports an Aerospace Defense Command airborne early warning control wing; a Military Airlift Command weather reconnaissance wing; and a Reserve tactical airlift group. The total program requested at this location amounts to \$3,171,000 and consists of the following three projects.

The first project will construct a single facility for two radio aids to air navigation. Existing TACAN must be relocated due to high radio-frequency interference and there are no existing VOR facilities.

The second project provides for the construction of a new 65,000 square foot weapons system components plating and metal processing shop. Existing plating shop is too small and does not have an effective exhaust system to remove toxic fumes.

The last item will provide alternate electric power supply, air-conditioning, and associated utilities to support operation of an advanced logistics system computer equipment.

ROBINS AIR FORCE BASE, GA.

The fifth of the Air Force Logistics Command bases being considered is Robins Air Force Base, located 18 miles south of Macon, Ga. The principal mission of this base is to support the headquarters of the Warner Robins Air Materiel Area. It also supports a heavy bombardment wing of the Strategic Air Command; the headquarters of the Air Force Reserve Command; and a mobile communications group of the Air Force Communications Service. This request is for six projects amounting to \$4,868,000.

The first project provides an aircraft run-up facility for F-15 aircraft complete with supporting facilities and foundations for the installation of sound suppression equipment. There are no facilities at this base for this type aircraft.

The second project will provide an addition to and alteration of the existing aircraft protective coating facility. Painting cannot be accomplished in present facility 28 percent of the time due to temperature and humidity tolerances being exceeded.

The third project will add to and alter interior of maintenance hangars. Adequate space and appurtenances are required to provide a central utility system to which aircraft may be connected for overhaul rather than using many pieces of AGE equipment which are noisy, produce noxious fumes, and take up needed space.

The fourth project alters an existing materials analysis facility to provide adequate size, proper functional configuration, and environmental control. Workloads have doubled since 1961.

Senator SYMINGTON. What is the purpose of this facility, and what type of materials are analyzed here?

General REILLY. This facility is needed to provide industrial analysis for the maintenance, supply and procurement activities at this depot. It is needed to properly analyze aircraft fuel, engine oil, paint, paint remover, sealants, adhesives, resins, plating solutions, and other chemicals and materials procured or used at Robins Air Force Base.

It will also be used for the reclamation of mercury, nondestructive/failure testing of airframe structural components, testing for corrosion control methods, certifying welders, and prototyping industrial processes for repair activities at this depot. Activities are now being marginally accomplished in a warehouse which cannot properly function as an analysis facility. This project is to provide those alterations needed to adequately accommodate this important test work.

The fifth project alters the interior of an existing depot aircraft overhaul facility. Wooden structures have been erected within the aircraft overhaul and modification facility and must be removed to provide adequate flow lines.

The last item will provide alternate electric power supply, air-conditioning, and associated utilities to support operation of advanced logistics system computer equipment.

TINKER AIR FORCE BASE, OKLA.

The fifth base is Tinker Air Force Base, located 8 miles southeast of Oklahoma City, Okla. The primary mission of this base is to support the Headquarters of the Oklahoma City Air Materiel Area. It also supports a Reserve Tactical Fighter Group, Communications Computer Program Center, and a Mobile Communications Group of the Air Force Communications Service. This request is for seven projects amounting to \$15,666,000.

The first project provides for the construction of a depot facility 72,000 square feet, for overhauling and testing aircraft electric system components. Now utilizing a portion of a depot maintenance hangar, this function has an excessively high rejection rate of close tolerance parts because of contamination. Contamination is inevitable considering the inadequate environmental control system. Machine tool vibration transmitted by unstable floors makes accurate machine setups difficult to achieve and maintain further contributing to facility unsuitability.

Senator SYMINGTON. I notice in your justification for this rather expensive structure you indicate that 11 percent of the system components overhauled in this facility do not pass final inspection because of contaminants. Can you give us some idea what this amounts to dollarwise?

General REILLY. The dollar value of the 11 percent or approximately 500 units which must be reprocessed each year due to contaminates is approximately \$5 million. These contaminates can be eliminated if a proper facility with environmental controls is provided as proposed by this project. The yearly cost of materials needed for reprocessing due to contaminates is \$200,000. This also could be avoided with the proposed facility. In addition, the project will save over \$400,000 per year in personnel costs and allow a one-time reduction in new procurement of over \$4.5 million.

Items being overhauled and tested are called constant speed drives. This is a very sensitive device which converts mechanical power from the aircraft engine—which varies for each portion of the flight—into constant speed power for driving aircraft alternators. The alternators provide stable 400-cycle electrical power needed for aircraft systems; such as; radars, computers, electronic countermeasures, cameras, sensors, navigation, communication, et cetera.

The constant speed drive is complex and sensitive. It normally uses an electrical speed-governing device to change a variable speed input—from the aircraft engine—into a constant speed output—for driving the alternator—through the use of planetary gear systems and variable displacement hydraulic motors and pumps. Contaminates disrupt the precision operation of these devices preventing them from performing within allowable tolerances.

Contaminates and vibrations cannot be controlled within the existing facility; the configuration prevents efficient flow and testing cannot be automated. These deficiencies will be eliminated by the proposed project.

The second item alters an existing building to provide an adequate depot facility for precision measurement equipment. Alteration will reconfigure the building for optimum workflow and add adequate environmental control so that equipment calibration and certification can proceed without inordinate delays.

The third project is for construction of a logistical materials storage facility of 360,000 square feet; 23 buildings presently house this activity of which 4 are considered adequate. Deterioration characterizes the 17 inadequate substandard facilities, some in danger of structural failure. Proper location and configuration will measurably increase the efficiency of this activity.

Senator SYMINGTON. Is this expensive facility a warehouse or is it a freight terminal? I am of the impression that you have a completely modern freight terminal already at this depot. It is noted that you indicate the remaining deficiencies will be satisfied with future programs. What will this amount to?

General REILLY. The airfreight terminal at Tinker Air Force Base is modern and will not be directly affected by this project. The project will provide 360,000 square feet of covered storage space in one modern efficient facility for material now stored outside and in seven deteriorated inefficient buildings. The seven buildings are inadequate because: (1) they are failing physically and represent risks to personnel and materials; (2) configuration is poor in that there are seven buildings, ceiling heights are low—13 feet—columns are spaced too closely—16 feet by 33 feet—and mechanized systems cannot be used—\$440 million in material is handled each year—(3) floor slabs have cracked and settled contributing to handling and storage problems; and (4) lack of environmental control contributes to material deterioration.

Currently, storage is being accomplished in 19 substandard facilities—2,834,782 square feet—4 adequate facilities—82,696 square feet—and 172,000 square yards of outside space. The total requirement is for 3,416,406 square feet of covered space. The remaining deficiency of 2,973,710 square feet could be corrected by future MCP requests and would cost approximately \$14 million.

The fourth project provides for addition to, and alteration of, an existing composite medical facility. Current medical needs greatly exceed the facility capability. The existing building designed and constructed to support a community with only 15 percent of the present patient loads forced expansion into substandard, inadequate, and old, deteriorated, temporary frame structures. Sill overcrowding and treatment delays prevail.

The fifth item is for standby utility capability, electric power, and air-conditioning in support of the advanced logistics system computer equipment. Present service cannot insure continuous reliable operation in the event of outages. Increased capacity will permit shutdown of primary systems for maintenance and repair without interrupting computer operations.

The sixth project provides for upgrading and expansion of the base electrical distribution system. Currently the electrical distribution system is operating at maximum capacity. Projected service demands cannot be accommodated with the existing system nor is there alternative service available in cases of component failure.

The last project is for authorization only and provides for the exchange of Government-owned land of equal value for fee title to approximately 187 acres of land adjacent to this base, and will be used for training purposes.

Senator SYMINGTON. I assume that this is an even exchange of lands, and that no funding will be necessary. Is this correct?

General REILLY. Yes. This exchange is a value-for-value exchange and no funds will be involved.

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

The last Air Force Logistics Command location to be considered is Wright-Patterson Air Force Base, located 5 miles northeast of Dayton, Ohio. The primary mission of this base is to support the headquarters of the Air Force Logistics Command. It also supports the Aeronautical System Division of the Air Force Systems Command; the Air Force Institute of Technology, Air University; a Strategic Air Command heavy bombardment wing; and the Air Force Systems Command Foreign Technology Division. This request for six projects for \$19,511,000 includes four projects for the Air Force Systems Command for \$18,134,000.

The first project provides construction of 242,870 square feet as the second and final phase of the technical intelligence operations facility. Currently, the Foreign Technology Division is housed in nine overcrowded buildings of which seven are substandard. These structures are widely dispersed making efficient accomplishment of this vital task more difficult.

The second item is for alteration of an existing facility to provide an aircraft engine component research facility. Currently, the Aeropropulsion Laboratory has no facility to conduct compressor research.

Senator SYMINGTON. I notice that you state in your justification that the Air Force aeropropulsion laboratory does not have a facility to conduct compressor research. Where is such research now conducted? Does this duplicate anything you do at the AEDC Tullahoma?

General REILLY. The real-time transient compressor research capability which the proposed project will provide is unique and does not exist in the free world. Presently only steady-state compressor research can be conducted in facilities that are located at most turbine engine manufacturer's plants, NASA/Lewis, and AEDC.

There is no duplication between the proposed compressor research facility and existing test capability at AEDC. The proposed facility

will be located at the Air Force aeropropulsion laboratory at Wright-Patterson Air Force Base, Ohio, because the mission of conducting compressor research is assigned to this laboratory and we will be able to use existing drive stand equipment and buildings worth over \$12 million.

The third construction project provides an aircraft fuels and lubricants laboratory of 68,250 square feet. Research is now fragmented throughout widely dispersed and inadequate facilities. Most cannot meet safety criteria and have inadequate environmental control.

The fourth project adds to and alters an existing human impact laboratory to house new test equipment. Alteration will encompass 4,570 square feet; the addition will be 4,920 square feet. The existing human impact facility can perform research in only the vertical plane. This construction adds space for installation of equipment which will permit proper horizontal testing.

The fifth item is for construction of a 194 MN airmen dormitory. Forty percent of the assigned must now live in substandard, wood frame, over 30-year-old dormitories designed for a 10-year life expectancy. These structures are without wall or ceiling insulation, have inadequate lighting and environmental control, and provide poorly configured living areas.

The last project requested is for utilities support of advanced logistics system computer equipment. Present commercial power is not adequate to assure continuous operation. This project will provide adequate electrical and air-conditioning services to insure continuing operation should commercial power fail or should it require shutdown for maintenance and/or repair.

AIR FORCE SYSTEMS COMMAND

The next major command to be considered is the Air Force Systems Command whose mission is to advance aerospace technology, adopt it into operational aerospace systems, and acquire qualitatively superior aerospace systems and materiel needed to accomplish the Air Force mission.

The construction program at bases with Air Force Systems Command as host amounts to \$9,062,000. Of this amount, \$8,207,000 is for items to support the Air Force Systems Command mission and \$855,000 is in support of the Tactical Air Command on Eglin Auxiliary Airfield No. 9.

Similarly, presentations of the Air Force Logistics Command, Strategic Air Command, and the Tactical Air Command include \$22,646,000 for the Air Force Systems Command. The total construction program in the United States in support of the Air Force Systems Command is \$30,853,000.

EDWARDS AIR FORCE BASE, CALIF.

The first base to be considered is Edwards AFB, located about 3 miles northeast of Lancaster, Calif., and about 65 miles north northeast of Los Angeles, Calif. The planned use of this base is in support of the Air Force Flight Test Center, the Air Force Rocket Propulsion Laboratory, a headquarters command aerospace technical development and training group, and miscellaneous research and test

programs for the Army, Navy, and NASA. The requested program totals \$889,000 for one project.

Construction is requested for alteration of an existing rocket propulsion laboratory to provide adequate environmental control. Alteration of air-conditioning, heating, and ventilation systems will provide necessary control for toxic chemical fume hoods, test cells, data processing center, and sensitive equipment as well as decontamination of toxic exhaust air. Today's deficiencies result from deterioration, increased environmental control requirements imposed by mission changes and increased toxicity of today's propellants.

EGLIN AIR FORCE BASE, FLA.

The next base to be considered is Eglin Air Force Base, located 6 miles northeast of Fort Walton Beach, Fla., and includes auxiliary No. 9 airfield of the Eglin complex. The mission of Eglin main base is in support of a Tactical Air Command tactical fighter wing; Military Airlift Command aerospace rescue and recovery wing; an armament development test center, and the Air Force's Armament Laboratory. At auxiliary No. 9 there is a special operations force under the jurisdiction of the Tactical Air Command and an Aerospace Defense Command aerospace defense squadron. The program requested for these two locations amounts to \$7,039,000 and consists of seven items. The two items on Eglin No. 9 are in support of the Tactical Air Command.

The first is for an aircraft engine shop with a scope of 37,800 square feet. These facilities are currently utilized for this function, two are structurally sound, but total only one-third the required space, while the third is over 30 years old and is beyond economical alteration and rehabilitation. Aircraft engine disassembly and inspection must be performed under proper controlled environmental conditions and must have special facilities for engine maintenance activities.

Item 2 provides for construction of aircraft corrosion control facility with a scope of 2,995 square feet. The existing 50-square-foot substandard washrack will not allow use of required chemicals, does not provide permanent compressed air supply, and is severely space limited. The warm, humid climate and salt air make proper corrosion control a prime concern at this location (auxiliary airfield No. 9).

Item 3 will provide a 2,724-square-foot armament ballistics test facility. There is no existing facility for testing of high explosive and incendiary projectiles.

Item 4 provides construction of three new data collection theodolite stations and alteration of one existing station. This project is the fourth and final increment required to provide 35 theodolite stations on this base.

Item 5 is for an armament development test center management facility of 146,000 square feet. This activity currently occupies 31 substandard structures that cannot be economically upgraded. Efficient and effective mission accomplishment is difficult if not impossible in the existing widely separated inadequate facilities.

Item 6 is for a new airmen open mess of 16,000 square feet. The currently used facility, with a 10-year design life, but in use for 30 years, is structurally marginal and requires excessive maintenance.

The new construction will provide an adequate, permanent, social, and recreational facility which is essential to motivation and long-term retention of an effective professional enlisted force.

The last item provides for addition to and alteration of the existing NCO open mess facility on auxiliary airfield No. 9, presently housed in less than 50 percent of the required space. This project will provide an adequate facility for essential NCO recreation, relaxation, and social activities.

Senator SYMINGTON. How many NCO clubs are there located on the Eglin complex, and how many noncommissioned officers are assigned to this auxiliary field No. 8?

General REILLY. There are two NCO open messes, one on the main base at Eglin, and one on Eglin Auxiliary No. 9. The two clubs serve two different populations. The main base NCO supports the NCO's assigned to the Air Force Armament Development Test Center, the 33d Tactical Fighter Wing, and other units assigned to the main installation. Eglin Auxiliary No. 9 is located 25 miles west of the main base and it supports the 2,423 NCO's assigned to the 1st Special Operations Wing and associated units located at that installation.

LAURENCE G. HANSCOM FIELD, MASS.

The last Systems Command base to be considered is Laurence G. Hanscom Field, located 3 miles northwest of Waltham, Mass. Base missions include support of electronics systems division and Air force Cambridge Research Laboratory. One item for \$480,000 is requested for this base.

The one item provides for addition to and alteration of onbase roads. One of the existing major entry points must be closed because of national park development adjacent to the installation. Safe and efficient redistribution of base traffic necessitates construction of a properly designed road network.

Senator SYMINGTON. I understand that this project could be deleted since the National Park Service has fallen behind in their plans?

General REILLY. Yes, sir. The requirement for this project is directly related to the National Park Service's plan to close the egress road serving the southern part of the base. Their construction slippage will permit us to defer this project.

SATELLITE CONTROL FACILITIES—VARIOUS

The last two items to be considered in the Air Force Systems Command program support the satellite control facilities program in the United States. These facilities consist of tracking stations strategically located so that they can track, monitor, collect data, and provide input to satellites in equatorial and polar orbits. The program requested amounts to \$654,000 and consists of two items at two locations.

The first item provides for construction of a foundation for support of a communications antenna at Sunnyvale, Calif. Installation of new antenna would provide the capability to accommodate increased volume and complexity of communications to and from military satellites.

Item No. 2 is for construction of a 5,600 square foot automotive maintenance facility at Kodiak, Alaska. No adequate facilities exist

for vehicle maintenance at this location. Large vehicles cannot be accommodated by existing structures requiring open-door maintenance in a harsh environment.

AIR TRAINING COMMAND

The mission of the Air Training Command is to provide flying training leading to an aeronautical rating; air crew training; basic and advanced technical training leading to an Air Force specialty; basic military training; mobile training, and such other training as may be directed by the Chief of Staff, U.S. Air Force.

Construction projects totaling \$56,282,000 are requested by this program for 11 bases where Air Training Command is host. Of the total \$35,932,000 supports the air training command mission with the remainder, \$20,350,000, for the Air Force Accounting and Finance Center at Lowry Air Force Base, Colo.

KEESLER AIR FORCE BASE, MISS.

The first base is Keesler Air Force Base, located 1 mile west of Biloxi, Miss. This base supports a technical training center; and electronic installation group under control of the Air Force Communications Service; a tactical airlift group (Reserve); an aerial cartographic/geodetic squadron; and a weather reconnaissance squadron. The program requests \$8,786,000 for the following four items:

The first item is to alter aircraft operational apron to accommodate a newly assigned heavier aircraft. The existing aircraft apron is extensively cracked, spalled, and generally deteriorated creating a hazard to aircraft, and associated equipment. This project will provide adequate paved surfaces.

The second item is to add to and alter maintenance hangars to provide two covered maintenance spaces and one combined corrosion control/fuel cell space. Existing hangars will not accommodate the newly assigned large aircraft.

The third item provides for addition to and alteration of the existing dental clinic. Dental services are performed in three widely dispersed clinics with approximately one-half the space required to provide an effective dental program.

The fourth project will construct a 1,000 MN composite airmen dormitory. Approximately 25 percent of the airmen assigned are housed in substandard, 30-year-old, structures designed for less than a 10-year service life. This project will provide adequate quarters for nearly all assigned airmen now in unsuitable housing. It will also result in disposal of 37 antiquated buildings.

Senator SYMINGTON. What is the status of the runway construction that was approved at Keesler Air Force Base last year?

General REILLY. The project was approved in the amount of \$2,778,000. Bids on the project were opened on July 26, 1973. Only two bids were received, both from very reputable firms, but both considerably over the approved amount. The project cost, based on the low bid, would be \$3,932,000. Even giving full consideration to the cost flexibility in law, we cannot award the project at that amount. We, and our construction agent have reevaluated the project, and the bids received. We plan to readvertise the project, providing for acceptable

deductives, but our recent analysis shows that bids will probably come under at about the same level as currently in hand. Should this occur, deficiency authorization legislation will be required to allow award. An increase of \$1,200,000 in the fiscal year 1973 authorization for Keesler is an indicated need.

LACKLAND AIR FORCE BASE, TEX.

The next base to be considered in the Air Training Command's program is Lackland Air Force Base, located 8 miles southwest of San Antonio, Tex. Missions supported include a Basic Military Training Center, Wilford Hall Hospital, Air Force Special Treatment Center, School of Applied Aerospace Science, and School of Military Science (airmen/officer). The program requested here is for \$6,509,000 for the following three items:

The first project will provide alteration of an existing dining hall, 11,400 square feet, to provide a dispensary. The present facility consists of a small first-aid station in a headquarters building. Inadequate space, poor configuration, no dental treatment rooms, and increased patient loads contribute to degraded medical service.

Senator SYMINGTON. Why is a new dispensary necessary at this base when there is a large hospital located on the base?

General REILLY. An aid station presently serves the student population of 850 and the faculty at the Lackland (Medina) Training Annex. It is located in the rear of a headquarters building, and its functional and physical configuration cannot be expanded to adequately support the projected increase in medical services required by the consolidation of T-41 aircraft flying training in the School of Military Science (officers) at Medina using the nearby flying facilities at Hondo. This was previously accomplished at the nine undergraduate pilot training bases until April 1973. At the completion of the consolidation in July 1973, the daily student strength averaged 1,100, in addition to the faculty and support personnel assigned.

The new mission requires that complete aeromedical services be provided to the personnel at Medina. This includes extensive physical examinations which provide early identification of individuals not physically qualified or mentally motivated for flying training. Locating a small, but adequate aeromedical/outpatient medical facility at the Medina training annex, rather than at the Wilford Hall USAF Medical Center on the main base 3 miles away, also permits daily personal contact between the four flight surgeons and the students, both in the classroom and in all other phases of their training. This contact will lead to early identification of possible SIE (self-initiated elimination) and MOA (manifestation of apprehension) cases. This is critical to the elimination of the problem students before they proceed well into their training, thereby avoiding a significant waste of time, money, and manpower.

Another factor is the positive benefit, in terms of reduced student and faculty schedule hours lost, which are chargeable to medical/dental appointments. This can be achieved with locating an adequate dispensary at Medina.

The second item will provide a 1,000 MN composite living quarters. Thirty percent of the assigned airmen are housed in substandard quarters. Twenty- to 30-year-old structures, designed for less than 10-

year service life, have inadequate lighting, environmental control, and other creature comforts considered minimum by present standards.

Senator SYMINGTON. How many of these facilities do you now have in the inventory, and how are they working out; since, as I recall, this is a relatively new concept?

General REILLY. We currently have 10 composite dormitory-dining hall-training facilities in the inventory at the Air Force Military Training Center, Lackland. The first of these facilities was authorized in the fiscal year 1961 MCP. The concept has been refined in subsequent programs and has proved to be an effective and economical way to house, feed, and supervise the large numbers of newly enlisted students who are trained at Lackland.

The last project provides air-conditioning and other alterations to three airmen dining halls. Dining halls are hot, noisy, and uncomfortable with an interior arrangement, lighting, and decor that are inferior to commercial dining facility standards.

LAUGHLIN AIR FORCE BASE, TEX.

The next base for consideration is Laughlin Air Force Base, sited 7 miles east of Del Rio, Tex., where the primary mission is the Undergraduate Pilot Training School. The requested program at this base amounts to \$4,635,000 for construction of a composite medical facility. Medical needs of the military community exceed the capability of existing facilities. Five individual structures now house the medical function. These are combustible frame structures that are professionally obsolete and functionally inadequate.

LOWRY AIR FORCE BASE, COLO.

Lowry Air Force Base, located 1 mile southeast of Denver, Colo., has a technical training center as its primary mission. The program for this base contains a request for \$21,610,000 for two projects as follows:

The first item is for Air Force Accounting and Finance Center with a scope of 601,375 square feet. Currently the center is in old, deteriorated buildings located in a congested area of Denver. Type of construction, building age, inadequate fire protection, limited security, and separated locations severely limit the entire function.

The last item will provide construction of an airmen open mess with a scope of 26,300 square feet. Airmen open mess activities are currently housed in an over 30-year-old structure, designed for less than a 10-year service life. Substandard and nonfunctional facilities make it an impossibility to provide adequate club services.

Senator SYMINGTON. I would like to have a rather complete justification for this expensive structure. What kind of facility are you now located in, etc.?

General REILLY. The Air Force Accounting and Finance Center, and its tenants, are presently located in a GSA owned and controlled facility at 3800 York Street in Denver, Colo. The facility was built by the War Department in 1942 as warehousing for an Army medical supply depot. The facility is in a highly congested area and is bordered by industrial complexes and residential areas.

Two large warehouse buildings house the major portion of the center's functions. The buildings are of wood frame construction and were built for a useful life of not more than 15 years. The wood portions of the buildings are splitting from drying conditions over the past 31 years, weakening the supporting structures and rendering the buildings structurally unsound. The buildings are highly combustible and fire protection of the facility, a sprinkler system, is totally inadequate. When the warehouse buildings were modified for administrative use, the sprinkler heads were not lowered and the sprinklers are physically located between the false ceilings and roofs.

The original design of the facility limits expansion possibilities and imposes limitations upon their utilization for administrative functions. The result is extremely congested working conditions, substandard lighting and heating, inadequate security for sensitive pay and accounting operations and excessive maintenance costs. Additional space is used at the Rocky Mountain Arsenal to meet the total requirements of the AFAFC.

While the Air Force currently pays no rental charge for the use of the facilities, GSA will commence charges for space and services on July 1, 1974. GSA has advised that the charge for these facilities will be \$3.7 million per annum.

Four alternatives were considered to overcome the deficiencies and limitations mentioned. These were:

- (a) Renovate the existing facility.
- (b) Construct a new facility on Lowry AFB.
- (c) Relocate to an existing facility on an Air Force base.
- (d) Lease a facility in the Denver area.

The first alternative—renovate the existing facility—would provide an improved operating site through correction of some of the existing deficiencies. However, it would not overcome deficiencies which are beyond correction such as lack of land for expansion and basic structural limitations, with the attendant undesirable working conditions. GSA has provided an estimate of \$9.13 million to bring the facility to acceptable standards. Capital investment of this magnitude for a 31-year-old facility with an inherent lack of utility would clearly not be in the best interests of the Government. Consideration must also be given to savings the U.S. Government would realize should GSA dispose of the facilities through sale.

The second alternative to construct a new facility on Lowry AFB would provide the Air Force with a modern, efficient administrative building, functionally designed to provide the most effective operating environment for now and the foreseeable future. Reduced manpower requirements, lower operating and support costs, increased productivity, and a high level of security and fire protection will accrue from this relocation. Furthermore, detailed economic analysis has proven that this is the most cost effective of the four alternatives considered.

The third alternative involved studies over the past several years on relocation of the Center to several other locations. These studies assumed the existence of an adequately sized facility and therefore, only considered those costs for modification, to relocate personnel, recruiting and training costs, severance payments, and the adverse impact of the disruption to pay and accounting services for all Air Force personnel and their dependents. One-time costs for this alternative are in excess of \$21 million.

Finally, lease of a facility in the Denver area is not considered a viable alternative in light of costs near \$5 million annually.

It will be noted that three of the four alternatives call for continuing operations in the Denver area. The most critical factor militating against moving AFAFC and its tenants from the Denver area is the certain loss of approximately 60 percent of the highly skilled and experienced technical and professional personnel. The 3,100-person work force is highlighted by the fact that two-thirds of the civilians are female employees, serving in clerical positions. The vast majority of the females provide a secondary income source to their families. It is a certainty this group would be lost if the complex were moved. A move outside the Denver area would also involve a costly hiring overlap, a time consuming and costly recruiting and training program, and degradation of pay service which would be virtually irreparable to the Air Force.

In light of the foregoing, the conclusion has been reached that it is more cost effective and more practical from a personnel utilization standpoint to relocate to Lowry AFB rather than to consider a geographical relocation.

The last item will provide construction of an airmen open mess with a scope of 26,300 sq. ft. Airmen open mess activities are currently housed in an over 30-year-old structure, designed for less than a 10-year service life. Substandard and nonfunctional facilities make it an impossibility to provide adequate club services.

MATHER AIR FORCE BASE, CALIF.

The next base is Mather Air Force Base, located 12 miles east-northeast of Sacramento, Calif., where the primary mission is navigator training school. Also supported is a heavy bombardment wing under control of the Strategic Air Command. The requested program at this base is \$1,993,000 involving construction of the following two items:

The first project provides for the construction of a 2,884 square foot radar flight control center. Flight control is now performed from an outdated mobile facility, which cannot be modified to accept modern equipment. Existing facility restrictions include: operating space too small, high noise levels in operating area, inadequate environmental control, and equipment limitations.

The second project will provide for the construction of a new 50,200 square foot base personnel office. Personnel office activities are housed in widely separated wood frame structures beyond economical restoration to functional use.

RANDOLPH AIR FORCE BASE, TEX.

Randolph Air Force Base, located 15 miles northeast of San Antonio, Tex., supports Headquarters Air Training Command, Instrument Flight Training Center, Pilot Instructor School, Military Personnel Center (HQ USAF), and Recruiting Service. The program requests \$1,463,000 for a 30,000 square foot data processing facility. Data processing functions are currently performed in two poorly configured, inadequately sized buildings. Lack of storage space, improper

functional layout, poor environmental control, and dispersed functional components make accomplishment of data processing activities most difficult.

REESE AIR FORCE BASE, TEX.

The seventh of the 11 bases to be considered is Reese Air Force Base, located 6 miles west of Lubbock, Tex. This base supports an undergraduate pilot training school. The program requested for this base amounts to \$4,211,000 to construct three items.

The first item provides for the construction of radar flight control center with a scope of 2,884 square feet. A mobile facility currently houses the radar flight control function. The mobile facility, outdated, inadequate, and substandard, cannot be modified to accept modern equipment.

The second item provides for construction of a 64,240 square foot flight simulator training facility. There are no existing facilities which are available to house new simulators required for undergraduate pilot training.

Senator SYMINGTON. Here you are asking \$2.8 million for a flight simulator training facility. Is this a new program you are entering into, and will other training bases require this type of simulator? If so, how extensive is the program, and what will the overall cost be?

Do you actually have these simulators at the present time? If not, when will they be acquired?

General REILLY. The instrument flight simulator training facility requested for Reese is the first of eight such facilities which will support the undergraduate pilot training (UPT) program. This new program will permit us to substitute simulator hours for all flying-hours in the instrument phase of training except for proficiency validation sorties. As a result of this change we will be able to transfer the substituted flying hours to other essential phases of training such as formation flying and low-level navigation. By this means we will increase the quality of our pilots and better prepare them to transition into the high performance operational aircraft. Four simulator complexes will be installed at each of the eight UPT bases and two complexes will be installed at the pilot instructor training base. Each simulator complex is composed of four cockpits mounted on motion bases tied into a single digital computer and two instructor stations. A total of 34 complexes will be procured at a cost of \$177.9 million. New facility requirements will cost another \$25.5 million.

None of the simulators have been procured yet. A request for \$5.5 million is included in the fiscal year 1974 procurement bill. Funding for the remaining simulators will be over the next 4 years as follows:

FUNDING, BY FISCAL YEAR

[In millions of dollars]

	1974	1975	1976	1977	1978	1979	Total
Equipment.....	5.5	36.9	39.9	40.3	42.5	12.8	177.9
Facilities.....	3.0	4.5	6.0	6.0	6.0	25.5
Total.....	8.5	41.4	45.9	46.3	48.5	12.8	203.2

The last item is for the construction of a 56,945 square foot base supply facility. Base supply now utilizes a building over 30 years old so deteriorated that it is considered a safety hazard with special precautions required during high winds.

SHEPPARD AIR FORCE BASE, TEX.

Sheppard Air Force Base is located 3 miles north of Wichita Falls, Tex. The base is host to the German Air Force undergraduate pilot training; military assistance program undergraduate pilot training; Technical Training Center; and Health Care Science School. The requested program at this base is for \$2,753,000 for the construction of a base maintenance training facility with a scope of 81,500 square feet. Training for certain of the trades must be conducted in inadequate substandard facilities. These facilities are too small, poorly configured, poorly lighted, widely separated, and lacking in environmental controls.

VANCE AIR FORCE BASE, OKLA.

The next installation, Vance Air Force Base, is located 3 miles south southwest of Enid, Okla. Base support of an Undergraduate Pilot Training School is its primary mission. One project for \$371,000 is requested in this program.

The project, 18,625 square yards of new taxiway, provides direct access from the aircraft parking apron to the center runway. Existing conditions present a serious flight hazard since aircraft taxiing to or from the center runway must use an extension of the inside runway delaying traffic on both runways until the mobile controller can determine that safe spacing exists.

WEBB AIR FORCE BASE, TEX.

The 10th installation, Webb Air Force Base, is situated 2 miles southwest of Big Springs, Tex. Webb's primary mission is support of an undergraduate pilot training school. Three projects totaling \$3,154,000 are requested in support of the Webb mission.

Item 1 is for a 1,700 square feet base cold-storage facility. Presently the cold-storage function occupies a substandard structure, designed for less than a 10-year life, over 20 years old. Obsolete equipment excessively difficult to maintain, poor location, and deteriorated insulation qualities recommend replacement.

The second item, a 504 MN airman dormitory, will provide proper accommodations for single airmen residing on base. Airmen are now housed in substandard wood frame structures long past design life expectancy. These old structures have no wall and ceiling insulation, are inadequately lighted, are without environmental control, and furnish unsuitable living arrangements.

The last item is an airmen dining hall with a scope of 8,370 square feet. An old combustible frame structure, deteriorated beyond economical repair, currently in use, has an antiquated evaporative cooling system unable to cope with prevailing summer temperatures. Noise, deteriorated condition, and unattractive appearance offer decidedly inferior dining accommodations.

WILLIAMS AIR FORCE BASE, ARIZ.

The last base to be considered in the Air Training Command's program is Williams Air Force Base, located 13 miles southeast of Mesa, Ariz. The base supports an undergraduate pilot training school and combat crew training squadron under the military assistance program. The program requested at this base amounts to \$797,000, involving two construction projects.

The first item provides an aircraft fuel systems maintenance facility. A fuel systems dock is required for effective inspection, maintenance, and repair of all components associated with the use and containment of fuels. Existing facilities cannot be economically modified to afford the required degree of safety.

The second item is to add to and alter the chapel center to replace two substandard buildings. The adequately sized, functionally arranged and environmentally regulated facilities are needed to provide a consolidated chapel center where group instruction can be provided military personnel.

AIR UNIVERSITY, ALA.

The Air University is located on Maxwell Air Force Base at Montgomery, Ala. Its mission is to prepare officers for command and staff duties of Air Force units. The assigned activities include Headquarters Air University, Air War College, Air Command and Staff College, Squadron Officers School, and a Tactical Airlift Group (Reserve).

This program contains a request for \$5,462,000 for construction in support of the Air University mission.

MAXWELL AIR FORCE BASE, ALA

Maxwell Air Force Base, headquarters of the Air University, is located 4 miles west of Montgomery, Ala. Nearby Gunter Air Force Base is considered as part of the Maxwell complex for programing purposes.

The military construction program presented is for \$5,462,000 consisting of two projects, as follows:

Item No. 1 is to add to and alter an NCO academic facility with a scope of 25,800 sq². NCO academic classes, which began January 1973, are housed in inadequate, improvised interim facilities. These temporary widely dispersed quarters make efficient management and effective control of academic operations very difficult.

Senator SYMINGTON. I note that this proposed facility is to be used by the new NCO school which was only established in January of this year. Don't you think it would be well to wait a while to see exactly what your needs are going to be?

General REILLY. Although the Senior NCO Academy is a new school, the basic educational concepts which have been applied so successfully by Air University to the officer professional military education schools have been used in developing its curriculum. We know what our educational objectives are, and as a result of the vast background of experience and expertise gained by the Air University over the past 25 years, we know how to achieve them. We also know what we need to get the job done.

In order to get the school into operation as soon as possible, temporary facilities were pressed into use. All buildings occupied by the NCO Academy are World War II vintage with the exception of the major academic facility which the current project proposes to add to. This building was formerly a service club built in 1965. Renovations were made using minor construction funds to reconfigure it for academic use. The remaining buildings have had only minor improvements to permit them to be used as counseling rooms, seminar rooms, a library, and school administrative offices.

The second item is for addition to and alteration of a composite medical facility with a scope of 85,000 sq². This regional hospital services three Air Force bases. Increased patient workload has rendered the existing facility incapable of meeting the community health care needs. With maximum utilization of the existing building, plus expansion into five substandard buildings, overcrowding and delayed medical service prevails.

Senator SYMINGTON. Isn't this a relatively new hospital here at Maxwell? How do you account for the increase in workload necessitating this alteration?

General REILLY. The Maxwell composite medical facility was completed in 1964. The hospital has a constructed capacity for approximately 140,000 outpatient visits per year, and our present outpatient workload has increased to over 227,000 visits (fiscal year 1972) which, in turn, has generated increased utilization of our ancillary services such as X-ray, pharmacy, and laboratory. The patient treatment philosophy with emphasis on outpatient care is consistent with the standard of practice in the civilian medical community. This early identification and treatment of diseases on an outpatient basis has been made possible by remarkable advances in pharmacology and in the diagnostic and treatment capabilities of medicine, by better public health measures, by developments in early ambulation following surgery, and by public awareness and education. These measures have increased outpatient visits as is evident at the USAF Regional Hospital, Maxwell. The workload statistics collected by the Air Force continue to demonstrate this shift in the health care delivery system.

ALASKAN AIR COMMAND

The Alaskan Air Command provides combat ready forces, defense weapons system, aircraft control and warning elements, and air defense forces within Alaska for employment under the operational control of Command, Alaska Norad/Conad region. It also provides logistical support for the Strategic Air Command, the Military Airlift Command, the Command of the Alaskan Sea Frontier, and the U.S. Army. This program provides \$8,658,000 at five locations.

EIELSON AIR FORCE BASE, ALASKA

The first Alaskan Air Command base is Eielson Air Force Base located 26 miles southeast of Fairbanks, Alaska. This base supports a weather reconnaissance detachment of the Military Airlift Command, (rotational); two strategic reconnaissance squadrons (one is rotational); and an air refueling squadron (rotational) of the Strategic Air Command; a tactical air support squadron; and a tactical fighter

squadron (forward alert). Project requested in this program is for an aircraft flight operations and control costing \$1,557,000. Improper location of the existing control tower contributes a safety hazard because of restricted visibility. Base flight operations must now function in an overcrowded, ill-configured structure making it difficult to achieve proper performance.

CAPE NEWENHAM AIR FORCE STATION, ALASKA

The second Alaskan Air Command installation is Cape Newenham Air Force Station located 460 miles west of Anchorage, Alaska. Cape Newenham's primary mission is aircraft control and warning. One project with a \$5,403,000 total is requested by this program.

The requested construction is the first of two phases to provide a new composite support facility. Phase 1 is for 39,055 square feet. Existing facilities are deteriorated and substandard, having been utilized long beyond their design life expectancy. The severe environment multiplies the difficulties of operation from these widely dispersed facilities.

Senator SYMINGTON. I notice this is the first of a two-phase program to upgrade this entire station. Having in mind that you have discontinued some of these aircraft control and warning sites in various places, I wonder about the permanence of this one?

General REILLY. Cape Newenham Air Force Station—site F-5—is one of 13 aircraft control and warning sites in Alaska. The 794th aircraft control and warning squadron and detachment 9 of the 1931st Communications Group are currently located there. They are programmed by the USAF to remain there indefinitely.

INDIAN MOUNTAIN AIR FORCE STATION, ALASKA

The third location is Indian Mountain Air Force Station located 195 miles northwest of Fairbanks, Alaska. The primary mission of this station is aircraft control and warning. The total program requested amounts to \$397,000 and consists of one project.

This project provides a 10,000-barrel diesel fuel storage facility. Currently 40 percent of the fuel storage capability consists of eight rubber bladder fuel cells. Temporary rubber containers present a serious hazard potential. Previous leaks have caused contamination of the water supply well and loss of 45,000 gallons of diesel fuel.

SHEMYA AIR FORCE STATION, ALASKA

The fourth location under Alaskan Air Command is Shemya Air Force Station, located 1,500 miles west of Anchorage, Alaska, at the end of the Aleutian Chain. It supports a security squadron under the Air Force Security Service Command; a strategic reconnaissance detachment under Strategic Air Command; and a Surveillance Squadron under the Aerospace Defense Command. A total of \$956,000 is requested for this station consisting of an alteration to the existing electric powerplant. The existing powerplant, consisting of nine generators, is the only power source for this remote island installation. Three of these generators are 15 years old and becoming obsolete, another three require modification to improve reliability and develop their rated capacity. As currently configured, the plant does not have

sufficient capacity and reliability to permit scheduled inspection and maintenance.

SPARREVOHN AIR FORCE STATION, ALASKA

The last Alaskan Air Command installation is Sparrevohn Air Force Station located 195 miles west of Anchorage, Alaska. The primary mission of the station is aircraft control and warning. This program requests \$345,000 in support construction for Sparrevohn.

Construction requested is for a 10,000 BL diesel fuel storage facility. Approximately 47 percent of the current storage capacity is temporary rubber bladder fuel cells. Storage in rubber containers constitutes a serious hazard and contamination potential.

HEADQUARTERS COMMAND

The mission of the Headquarters Command is to provide proficiency flying, training, and support of the U.S. Air Force personnel in the Washington area. Specifically, this command provides administrative and logistical support for units assigned directly to Headquarters U.S. Air Force, for those Air Force units stationed within the Washington area where inherent organizational structure does not permit other support, and such other missions as may be directed by the Chief of Staff, U.S. Air Force.

The construction program at bases where Headquarters Command is host amounts to \$18,435,000. Of this amount \$18,139,000 is for items to support the Headquarters Command mission and \$296,000 is in support of the Military Airlift Command.

ANDREWS AIR FORCE BASE

Andrews Air Force Base is located 11 miles southeast of Washington, D.C. This base supports the Headquarters of Air Force Systems Command; Airborne Command Control Squadron; Helicopter Squadron; Military Airlift Special Mission Wing under control of Military Airlift Command, Reserve Tactical Airlift Wing; and Air National Guard Tactical Fighter Wing. The total program requested for Andrews Air Force Base amounts to \$16,935,000 and consists of the following four items:

The first item is special aircraft support facilities to support the Advanced Airborne Command Post (AABNCP). Andrews AFB does not have adequate existing assets to properly accommodate the new aircraft to be used by the AABNCP mission. This phase I increment of special operational and maintenance support facilities will provide hangar, pavement and taxiways, operations and alert facility, fuel system, and support construction.

Senator SYMINGTON. I note this is the first increment of a facility to house and maintain advanced Airborne Command Post aircraft. What will the total project cost; how many of these planes will be at Andrews; and when do you expect the first one to be assigned there?

General REILLY. The total cost of the military construction at Andrews AFB to house and maintain the Advanced Airborne Command Post is projected to be \$19.9 million. Three aircraft will normally be based at Andrews. The first aircraft will arrive at Andrews in 1974.

The second item is an addition/alteration to the air passenger terminal in support of the Military Airlift Command. This project will provide efficient areas for indoor baggage claim, U.S. customs control, immunization and quarantine, administrative space, and traffic control.

The third item is a new 75-bed aeromedical staging facility. This project provides transient bed accommodations for more than 1,000 patients per month who are being transferred by air between, to, and from medical facilities of the Armed Forces.

Senator SYMINGTON. Please explain just what this facility will consist of, what it will be used for, and why couldn't the regular hospital be used for this type of patient?

General REILLY. The Andrews aeromedical staging facility (ASF) will consist of facilities to accommodate 75 patients, and will include bedrooms, welfare and recreation areas, support functions, patient management and administration, and ambulance bus loading capabilities. An ASF is a unit capable of providing the medical support necessary for patients traveling in the DOD/AF aeromedical evacuation system. Andrews AFB is one of the routine overnight points in the aeromedical evacuation system.

An ASF is a unit operating aeromedical staging beds located on or in the vicinity of an enplaning or deplaning Air Force base. It provides reception, administration, processing, ground transportation, feeding and medical care for patients entering, en route in or leaving the aeromedical evacuation system. These units are normally located at an Air Force base having a USAF medical center which has a relatively frequent and regular requirement to provide such functions.

An ASF is a unit separately organized, but attached to a parent medical activity for administrative and logistical support. ASF's are internally organized into major sections. The first, flight administration and support, is further subdivided into subsections—materiel, training, food service, medical resource management, transportation and housekeeping. The second major section, patient control and care, is further subdivided into en route patient supportive activities. These consist of patient administration, patient movement control, patient care and treatment, and professional services.

The clinical supervision of patient staging activities is the responsibility of the aerospace medical service of the parent medical unit. The physicians assigned to this service are responsible for arranging medical consultation for transient patients requiring specialized care and for medical coverage at all times. Each patient in the ASF is seen by a physician at least once per 24 hours and normally patient requiring a physician's services are not taken to the parent hospital unless their condition warrants such transfer.

An ASF is a unique function apart from the regular hospital operations for the following reasons:

1. An ASF facilitates the centralization of a sizable number of patients entering, transmitting overnight or leaving the aeromedical evacuation system.

2. An ASF precludes the unnecessary utilization of hospital beds of the parent medical unit whose operations are geared for providing acute and definitive care.

3. An ASF precludes the scattering of a sizable number of patients identified for aeromedical evacuation throughout the hospital.

4. An ASF provides for more efficient, orderly and responsive administrative and clinical processing and preparation of patients peculiar to aeromedical evacuation movement and flight medicine requirements.

5. An ASF facilitates a smoother, easier and efficient handling of patients to and from the aeromedical evacuation aircraft without disrupting the parent medical unit's normal operations.

6. An ASF is designed to provide easy access for bus-ambulances, and to facilitate efficient on-and-off loading of litter and ambulatory patients.

The last item is expansion and upgrading of base utility systems including electrical distribution and water supply. Current and future demands created by fiscal year 1974 and future military construction programs for utilities exceed the capacity of these systems as now configured.

BOLLING AIR FORCE BASE, WASH., D.C.

The next base for consideration is Bolling Air Force Base, located within the Washington, D.C. area. The principal mission of the base includes the Headquarters Air Force Command; U.S. Air Force Band; and support for Air Force Headquarters. The program requested for this base amounts to \$1,500,000 for the construction of one project.

The item is to expand the base utilities. Utility mains must be extended into the new community area being constructed in the undeveloped area of the base. Also new base road networks are required to provide proper access to military construction and family housing projects approved in the fiscal year 1973 and fiscal year 1972 military construction programs.

Senator SYMINGTON. I don't question the need to expand the utility system at this base if previously authorized construction is ever built. I understand that projects are being held in abeyance, including some family housing, due to the interference of the National Capital Planning Commission. Would you tell us the status of this situation, and I'd like to know how much additional money these projects will cost because of the cost escalation due to the lack of approval by the NCPC?

General REILLY. Mr. Chairman, your understanding is correct. Projects have been both delayed and held in abeyance, including family housing because of the actions, or lack of action on the part of the National Capital Planning Commission (NCPC).

In the fiscal year 1972 and 1973 construction laws, the Congress appropriated \$33.9 million to the Air Force and the Navy for construction at the Bolling/Anacostia. That includes 1,055 units of family housing, 800 for Air Force and 255 for Navy at a cost of \$25.9 million. The balance of the funds appropriated, \$8.0 million were for five Air Force projects.

We estimate that the potential additive costs to the \$33.9 million combined fiscal year 1972-73 programs because of NCPC reviews and delays is about \$2.6 million. Of this amount, \$0.8 million is specifically

identified now and represents the complete redesign of some projects, additional design and additional site work to meet NCPC guidance. The balance, \$1.8 million is the general nationwide construction cost index escalation which has occurred at the rate of three quarter percent per month during the period November 1, 1972, to the present. Had Bolling AFB not been under the jurisdiction of the NCPC, we estimate that the fiscal year 1972 family housing would have gone under contract in November 1972 and the fiscal year 1973 family housing in March 1973. Because of extensive design comments, the 1,055 units of family housing will not be ready to advertise for bids until the end of this year. The same situation is true for other projects at Bolling. Only one, a fiscal year 1972 utilities project has been awarded. Final NCPC approval of the other three fiscal year 1972 projects was not received until June 28, 1973. One is now advertised, the other two will be advertised shortly. The single fiscal year 1974 project is undergoing additional siting and design revision to meet NCPC comments, and consequently has not been approved by the NCPC.

At the June 28, 1973, meeting, the NCPC was to have acted on a comprehensive land use plan for the entire Bolling/Anacostia tract. However, they finally deferred any action on the area north of the main entrance to Bolling AFB. This constitutes about one half of the area covered by the master plan. Their decision to defer action is to be in effect until either the Congress acts on a bill (H.R. 8201) introduced by the delegate from District of Columbia to the Congress, or the adjournment of the 93d Congress, whichever comes first. Since the site plan for the 1,055 units of family housing straddles the NCPC dividing line, it means the NCPC will not act on our request for approval of the housing project (approximately \$26 million) when submitted until one of the two conditions stated above occur. If the adjournment of Congress governs, then even greater potential costs are possible, or the whole project would require reauthorization/appropriation in a future program.

A parallel action, not to be confused with the NCPC delays, is a complaint filed by local citizen groups that questions the validity of certain actions by the Council on Environmental Quality, and decision of the NCPC on the Bolling/Anacostia tract that flow from the CEQ action. We expect this separate issue to be decided on its merits in the courts.

In summary, the NCPC jurisdiction over the military construction on the Bolling/Anacostia tract has caused both delay in the construction of needed facilities and has increased the cost of those facilities when they are finally constructed.

MILITARY AIRLIFT COMMAND

The mission of the Military Airlift Command (MAC) is to maintain the military airlift system in the constant state of readiness necessary for performance of all airlift tasks and emergency operations assigned by the Joint Chiefs of Staff. MAC supervises and operates the Air Weather Service, the Aerospace Audio Visual Service, the Air Rescue and Recovery Service, an aeromedical evacuation system, and military airlift wings. This program involves 14 projects at 6 locations where MAC is host and contains a request for \$12,416,000 for support of the MAC mission.

An additional \$296,000 is included for the Military Airlift Command in the Headquarters Command program. The total construction program to support the Military Airlift Command amounts to \$12,712,000.

ALTUS AIR FORCE BASE, OKLA.

The first base for consideration under the Military Airlift Command is Altus Air Force Base, located 3 miles northeast of Altus, Okla. Its planned mission is for support of a military airlift wing, heavy air refueling squadron under Strategic Air Command, and a mobile communications group under control of the Air Force Communications Service Command. The program requested at this base amounts to \$1,770,000 and involves the construction of four items.

The first item is the construction of a base flight operations facility which will allow orderly flight planning, provide adequate weather services, and permit effective control of all flight operations in an adequate sized facility. A 20-year-old substandard, temporary building will be replaced.

The second item is a new aircraft maintenance shop. Existing aircraft maintenance activities are housed in five separate structures, three of these are substandard and cannot adequately support this function. This facility will provide required ceiling heights and environmental, safety, and functionally configured work areas associated with large transport and refueler aircraft.

The third item is a new aircraft engine shop. The existing inadequate engine shop is structurally sound but too small. Sixty-six items of high value aerospace ground equipment are stored outside, exposed to the elements of weather. The new facility will provide sufficient space to process engines and related handling equipment, and to allow safe functional flow of work.

Senator SYMINGTON. I notice that you state that aircraft engine shop activities are being performed in a building which is structurally sound, but is too small. Can't the existing building be enlarged rather than building a new one?

General REILLY. The existing building cannot be enlarged without violating fire prevention criteria. The close proximity of buildings adjacent to the existing engine facility and firefighting equipment access considerations preclude expansion. In this particular case, the provision of a separate building within 150 feet of the existing facility will not significantly degrade efficient operations.

The last item is a new base library to support base educational and recreational programs assisting in creative use of leisure time. This facility will replace a small, functionally inadequate, substandard structure of temporary construction.

DOVER AIR FORCE BASE, DEL.

The next installation is Dover Air Force Base, located 4 miles southeast of Dover, Del. This base supports a military airlift wing and a Reserve-associate military airlift group. The total program requested is for \$3,387,000 and consists of the following two items:

The first item is a 26,200 square foot base facilities maintenance complex. The base facilities maintenance support functions are accom-

plished in 10 widely separated buildings, 4 of which are beyond economical repair. The new shops provide space required for overhaul, repair, fabrication, work control, and work force dispatching of trade skills associated with activities of the base engineer.

The last item is to construct airmen dormitories. Approximately 33 percent of the assigned airmen are housed in substandard wood-frame dormitories. These facilities will provide sufficient space, environmental comfort, and the degree of privacy necessary for the proper rest, relaxation, and individual well-being.

M'GUIRE AIR FORCE BASE, N.J.

The third base under Military Airlift Command for consideration is McGuire Air Force Base, located 12 miles south-southeast of Trenton, N.J. This base supports a military airlift wing; Air National Guard tactical fighter wing; a military airlift wing under Reserve-associate; and the headquarters of the 21st Air Force. The program requested at this base is for \$1,860,000 for construction of the following four items:

The first item is a new aircraft navigation and landing facility. The existing tactical air navigation (TACAN) and omnidirectional range (VOR) are sited in separate locations too far apart to provide the element of common source required for efficient air operations. The new facility provides collocation and will improve air space operations.

The second item is an aircraft flight control facility. The existing facility is inadequate and located where visual monitoring of airfield traffic is difficult. The new facility, properly located, will provide sufficient height and equipment space to allow precise, effective, and safe control of all aircraft flights.

The third item is an aerospace ground equipment shop. The existing shops are located in four obsolete substandard and functionally inadequate nose docks located 1.5 miles from the area of use. The new facility will provide adequate space, properly heated and ventilated to insure equipment availability for mission support.

The last item is to air-condition base personnel office. This geographical location experiences high temperatures. It is standard practice to air-condition facilities in this area of the United States. The air-conditioned facility will permit the consolidated base personnel office to function effectively and efficiently.

NORTON AIR FORCE BASE, CALIF.

The next base is Norton Air Force Base, located 3 miles east of San Bernardino, Calif. This base supports a military airlift wing; a military airlift group (Reserve-associate); the aerospace audiovisual service; the Air Force auditor general group; and the Air Force inspection and safety center. This program contains one project totaling \$1,283,000.

This item is to construct a new NCO open mess. The NCO open mess is now housed in a deteriorated substandard building. When completed, the new open mess will provide an essential place of recreation and relaxation, and a principal dining facility for NCO's.

SCOTT AIR FORCE BASE, ILL.

The next to the last base to be considered is Scott Air Force Base, located 8 miles east southeast of Belleville, Ill. Its assigned mission is the support of an aeromedical airlift wing; aeromedical airlift group (Reserve-associate); Headquarters Military Airlift Command; headquarters of aerospace rescue and recovery service; and air weather service. The program contains a request for \$3,092,000 involving two items:

The first item is the construction of a 100-bed aeromedical staging facility. The existing facility is a temporary prefabricated, modular, relocatable structure which will be returned to storage for contingency use. The new facility will provide bed accommodations for patients being transferred by air between medical facilities of the Armed Forces.

The last item is the construction of a new gymnasium to add to an inadequately sized facility which provides less than 50 percent of the requirement. When constructed the new gymnasium will accommodate comprehensive and balanced program for recreational sports, athletic training, and physical fitness.

Senator SYMINGTON. Will this facility replace the one you now have, or will you continue to use the old gymnasium?

General REILLY. The present gymnasium will be retained after the new facility is built. Under the current DOD criteria, Scott, with a military population of 4,608, is authorized two gymnasiums. The existing facility which was built in 1939 is a sound, permanent building, however, it is just too small to support the athletic and physical conditioning programs conducted on the base. The additional gym will permit more people to participate in intermural athletics and physical fitness activities, and will result in the improved morale and better physical condition of assigned personnel.

TRAVIS AIR FORCE BASE, CALIF.

The last installation in the Military Airlift Command program is Travis Air Force Base, located 6 miles east of Fairfield, Calif. The mission of this base is to support a numbered Air Force Headquarters, a military airlift wing, as well as an air refueling squadron under Strategic Air Command, and a military airlift wing (Reserve-associate). The request for this base is \$1,024,000 involving the provision of one item.

The item is the construction of an aircraft hydrant refueling system. A major portion of the cargo aircraft parking apron does not have hydrant fueling capacity. The new system will be capable of servicing present-day large cargo aircraft to meet mission requirements.

PACIFIC AIR FORCES—ZONE OF INTERIOR

This mission of the Pacific Air Forces is to conduct, control, and coordinate offensive and defensive air operations in accordance with tasks assigned by the Commander-in-Chief, Pacific Command. As a major air command, it provides administrative and logistical support

for Air Force units in the Pacific Command geographical area of responsibility. The requested program for the Pacific Air Forces, Zone of Interior totals \$7,331,000 and is for Hickam Air Force Base.

HICKAM AIR FORCE BASE, HAWAII

Hickam Air Force Base, 6 miles west of Honolulu, Hawaii, is headquarters for the Pacific Air Forces. Its mission is support of the Pacific Air Forces Headquarters, a military airlift support wing under military airlift command, airborne command control squadron, systems test group under the Air Force Systems Command, and an Air National Guard fighter squadron. The requested program for \$7,331,000 involves the construction of two items.

The first item, the air freight terminal complex will provide a replacement for the existing facility which is poorly configured, too small, inefficient, and incapable of accommodating the standard materials handling systems. In addition, the current location is isolated from the airfield and sterilizes many acres of valuable land.

Senator SYMINGTON. Isn't the present air freight terminal at Hickam relatively new? I am wondering if this is something you really need at this time?

General REILLY. The existing air freight terminal was constructed in 1965 and the functional layout was predicated on the then prevalent scheme for manual processing of freight.

In the ensuing years, two factors have assumed major proportions: First, effective use of the runway system by military and civilian aircraft required the relocation of aircraft movement lanes and parking aprons to reduce ground travel to a minimum; the focal area is now in the vicinity of the air passenger terminal which was provided in the fiscal year 1971 MCP. The proposed air freight terminal will be in this area and will concentrate air transport operations to a defined area on Hickam AFB. Together with this centralization of air transport activity, the new freight terminal will be configured to use mechanized equipment that is associated with the most advanced concepts for handling air freight.

The second factor is that this concentration of aircraft movement and parking will make possible the more orderly progression and development within the existing base boundary. This realignment will greatly improve usage of the existing land area.

Therefore, the new facility will be sited to provide these operational benefits. Further, additional benefits will be realized by using the existing structure to satisfy space requirements for after-duty education and recreational activities, which are currently inadequately housed. This action will preclude new construction for these programs which are basically aimed at providing wholesome outlets for our younger men.

The other item is for the construction of a new 73,500 square foot commissary which is required to replace the existing five substandard, 30-year old, separated building now being used.

Senator SYMINGTON. This is one of the three commissaries you have in the bill this year. The total project cost in this instance is \$2,868,000. Just what does this include in the way of built-in or collateral equipment?

General REILLY. This project includes as built-in or collateral equipment; ventilating equipment, a meat rail; hot water heaters, a cardboard baler, built-in refrigerator, sinks and fire prevention and warning systems.

The project cost does not include operating equipment, such as, checkout stands, shelving, and refrigerated and non-refrigerated display cases. This type equipment is procured with surcharge funds paid by the commissary patrons.

STRATEGIC AIR COMMAND

The mission of the Strategic Air Command (SAC) is to organize, train, equip, administer, prepare, and maintain a bomber and tanker force in a state of readiness capable of conducting intensive and conclusive worldwide aerial bombardment against enemies of the United States.

This program requests \$25,738,000 for construction of facilities at 16 bases where the Strategic Air Command is the host command plus a "various" project for aircraft instrument landing facilities at 18 SAC bases and short range attack missile (SRAM) facilities at 2 bases. Of this amount \$24,788,000 is for items to support the Strategic Air Command mission; the balance of \$950,000 consists of \$220,000 in support of AFSC and \$730,000 in support of TAC. The presentations of other commands do not include requests in support of the Strategic Air Command.

BARKSDALE AIR FORCE BASE, LA.

The first Strategic Air Command base to be considered is Barksdale Air Force Base, located 3 miles east of Shreveport, La. The mission of this base is to support a strategic heavy bombardment wing, a special operations group (Reserve), a combat evaluation group, and the 2d Air Force Headquarters.

The program for this base contains a request for \$1,743,000 for two projects. The first—a dental clinic of sufficient size and functional configuration to adequately serve assigned military personnel. The existing facility is poorly configured and contains less than half the space needed to provide an effective dental health care program.

The second project will provide air-conditioning for the existing base headquarters buildings. This base experiences high temperatures and humidity during most of the year causing uncomfortable, unhealthy, and sometimes unbearable working conditions.

BLYTHEVILLE AIR FORCE BASE, ARK.

The next base to be considered is Blytheville Air Force Base, located 4 miles northwest of Blytheville, Ark., and 65 miles north of Memphis, Tenn. The mission of this base is to support a strategic heavy bombardment wing.

The program requests \$140,000 for one project. This project will provide a security police facility from which to control and manage the security force on this base. Security police are now crowded into two substandard temporary structures which have deteriorated be-

yond economical repair and which contain less than half the required space needed to properly perform security activities.

DAVIS-MONTHAN AIR FORCE BASE, ARIZ.

The third SAC base to be considered is Davis-Monthan Air Force Base, located 4 miles southeast of Tucson, Ariz. The mission of Davis-Monthan is for support of a strategic missile wing (Titan II), a strategic reconnaissance wing, a tactical fighter wing, a military aircraft storage and disposition center under control of the Air Force logistics Command and a strategic missile division headquarters.

The program requested for this base consists of one item—a refueling vehicle maintenance facility at an estimated cost of \$232,000. This facility is needed to replace a substandard temporary wood-frame storage and office structure which has deteriorated beyond economical repair. It will also provide shop space for servicing refueling vehicles. Currently all work is performed in the open.

DYESS AIR FORCE BASE, TEX.

Dyess Air Force Base is 2 miles southwest of Abilene, Tex. The mission of this base is to support a strategic heavy bombardment wing and a tactical airlift wing belonging to the Tactical Air Command.

The program for this base consists of one project—a paved runway for short takeoff and landing training operations for use by the Tactical Air Command. Currently the takeoff and landing training is being conducted on an unpaved earth strip which is unusable during rainy weather. This project, costing an estimated \$730,000, will also provide a connecting taxiway, overruns, and a permanent lighting system for nighttime operations.

ELLSWORTH AIR FORCE BASE, S. DAK.

Ellsworth Air Force Base is 7 miles northeast of Rapid City, S. Dak. This installation is used to support a strategic heavy bombardment wing, a strategic missile wing (Minuteman), and an airborne command and control squadron. This program requested at this base is for \$514,000 and consists of one item.

This project will provide a communications and electronics shop which will house all the functions now being performed in six substandard structures. Five of these buildings are unsatisfactory for maintenance of delicate electronic equipment due to lack of proper temperature, humidity, and dust control. It is important that the missile communications system have an effective electronic equipment maintenance program.

FRANCIS E. WARREN AIR FORCE BASE, WYO.

The next base to be considered is Francis E. Warren Air Force Base, located 1 mile west of Cheyenne, Wyo. The planned mission here is for a strategic missile wing (Minuteman).

The program requested is for \$5,834,000 for the construction of a composite medical facility. This facility will have 40 beds, 15 dental treatment rooms, outpatient clinics, and support areas. Existing fa-

cilities consist of seven old buildings. The main hospital is an obsolete structure over 85 years old. These buildings are functionally inadequate, the rooms are crowded, utilities are unsatisfactory, and the sanitary, fire protection, and safety systems are well below existing standards.

GRISSOM AIR FORCE BASE, IND.

The next installation is Grissom Air Force Base, located 2 miles west of Bunker Hill, Ind., and 9 miles south of Peru, Ind. The planned use of this base is for a strategic air refueling wing, an airborne command and control squadron, and support for an Air Force Reserve special operations wing. The program requests \$3,100,000 for altering and installing air-conditioning in 11 existing substandard airmen dormitories. Alterations are required in order to upgrade these structures so that they will provide sufficient space, environmental comfort, and the degree of privacy necessary for proper rest, relaxation, and individual well-being for bachelor airmen on this base.

KINCHELOE AIR FORCE BASE, MICH.

The next installation is Kincheloe AFB, located 3 miles north, northeast of Kinross, Mich. The planned use of this base is in support of a strategic heavy bombardment wing. The total program requested is for \$2,430,000 and consists of the following three items:

The first item will provide additions and alterations to the base communications center required to house new digital subscriber-terminal equipment and associated cryptologic equipment to provide more rapid reliable access to the Defense Communications System.

The second item will provide a radar flight control center. To accomplish precise, effective, and safe control of all aircraft movement a permanent radar flight control center is required. The existing mobile facility is limited in range and coverage. It jeopardizes flying safety and detracts from mission effectiveness.

The third item will provide for the construction of three dormitories having a total capacity of 250 men. Approximately 45 percent of the assigned airmen are living in substandard buildings. Modern, properly furnished living quarters which will attract and retain competent and highly skilled professional airmen are essential for maintaining an effective all-volunteer Air Force.

MALMSTROM AIR FORCE BASE, MONT.

The next base to be considered is Malmstrom Air Force Base, located 5 miles east of Great Falls, Mont. Its principal mission is to support a strategic missile wing (Minuteman) and an aerospace defense command defense system evaluation squadron.

One million five hundred seven thousand dollars is requested for construction of two items, as follows:

Item one will accomplish alteration of an existing missile maintenance facility. The activity is housed in a structurally sound building that lacks the supporting appurtenances to function effectively and safely. Alteration will upgrade the electrical system, add exhaust and fire protection systems, and upgrade the heating system.

The second item will provide a 160-man dormitory for single airmen. Assigned airmen are being housed in old, deteriorated facilities that lack adequate wall or ceiling insulation, have poor environmental control, and are not configured to provide suitable privacy and living conditions by today's standards.

M'CONNELL AIR FORCE BASE, KANS.

The 10th installation is McConnell Air Force Base, located 5 miles south, southeast of Wichita, Kans. McConnell supports a missile wing, and air refueling squadron, and a tactical fighter training group under the Air National Guard. One construction project for \$1,042,000 is requested in support of the base mission.

The one item requested provides for construction of a combined corrosion control and fuel cell repair facility of 30,300 square feet. These activities are being accomplished on open ramps. Corrosion control in winter ranges from severely hampered to impossible. Isolated fuel cell repair activities, using mobile purge equipment results in delays, inefficiencies, and increased workloads.

OFFUTT AIR FORCE BASE, NEBR.

The 11th location to be considered is Offutt Air Force Base, located 8 miles south, southeast of Omaha, Nebr. The planned use of this base is in support of a strategic reconnaissance wing, airborne command and control squadron, headquarters for the Strategic Air Command, an aerospace reconnaissance technical wing, and a military airlift command weather wing. The program requested for this installation is for \$617,000 and consists of one item. This project is for installation of 2,000 linear feet of runway approach lighting. Lighting will help alleviate the hazardous flying conditions while landing during periods of darkness and reduced visibility.

PEASE AIR FORCE BASE, N.H.

Pease Air Force Base is located 3 miles west northwest of Portsmouth, N.H. The base mission is support of a medium bombardment wing, an Air National Guard tactical airlift squadron, and an air rescue and recovery squadron under the Military Airlift Command. Support construction requested by this program is for two projects totaling \$526,000.

Item one is for alteration of an existing hangar to provide an aircraft corrosion control facility. Currently the function is accomplished in an area without adequate ventilation and isolation; it does not have safe and efficient access platforms, office space, supplies, and tool storage is not contiguous, and utility support is substandard.

The last item provides alteration of the base electrical power substation. Currently the substation is obsolete, unreliable, overloaded, and a maintenance nightmare. Projected increases in power demand can only compound an already severe problem.

PLATTSBURGH AIR FORCE BASE, N.Y.

The 13th installation is Plattsburgh Air Force Base, located 2 miles southwest of Plattsburgh, N.Y. Plattsburgh supports a medium

bombardment wing. One project for \$286,000 is requested in support of the base mission.

Requested construction provides alteration of a maintenance hangar to accommodate an aircraft corrosion control activity. Structure currently utilized is too low and too small resulting in a portion of large aircraft outside the building. Inclement weather renders effective work on exposed portions of the aircraft impossible.

Senator SYMINGTON. There are five of these projects in this year's program. Just what type of work is performed in these facilities?

General REILLY. These facilities will be used to control corrosion in assigned aircraft, missiles, and ground support equipment. Corrosion is one of the most serious and expensive problems the Air Force has in the maintenance of weapons systems. Major efforts to control corrosion are underway in systems design, material fabrication and protective coating applications. Nevertheless, a primary method of corrosion control is the daily care which is devoted to a weapon during its service life. That is, cleaning, detection of the onset, and early treatment which can be effectively performed only by base level maintenance. Treatment entails removal of corrosion by mechanical or chemical means and the application of protective coatings on an as needed basis.

Corrosion control action on a B-52 or KC-135 requires 2-3 days working on a two-shift schedule. In mild corrosive zones treatment is required every 120 days, in moderate zones every 90 days, and in severe zones every 60 days.

To properly treat corrosion, hot water, electrical power, compressed air and cleaning solvent tanks are required. Shelter is needed to prevent drying of detergents and chemicals prior to completion of their activity in hot weather and to permit washing and treatment in freezing weather. Ventilation is required to protect personnel and control drying. Collection, treatment and disposal devices for oils, alkalis, salts, hydroxides and other residues of the corrosion control process are needed to meet antipollution standards.

VANDENBERG AIR FORCE BASE, CALIF.

The next base is Vandenberg Air Force Base, located about 8 miles northwest of Lompoc, Calif., and about 130 miles northwest of Los Angeles, Calif. The planned use of this installation includes support for a Strategic Aerospace Division headquarters, a Missile Combat Crew Training Squadron, a Strategic Missile Evaluation Squadron, and the Air Force Systems Command's Space and Missile Test Center. The program requested is for \$220,000 and provides for the construction of one project for Air Force Systems Command. This project is for protective structures and stable platforms to permanently house cine-sextant optical trackers. Currently no structures exist to house this function.

WHITEMAN AIR FORCE BASE, MO.

The next installation considered is Whiteman Air Force Base located 25 miles west of Sedalia, Mo. This installation supports a strategic missile wing (Minuteman). This program requests \$3,892,000 for two projects.

Item one is for a new communications and electronics shop with a scope of 10,560 SF. Inadequate facilities, poor environmental con-

trol, deterioration, separated locations, and crowding makes efficient, competent maintenance of the missile communications system difficult.

The second item is for alteration of 13 existing airmen dormitories to add air-conditioning and reconfigurations which will provide modern, well-appointed living quarters for 1,045 men. Existing substandard dormitories have inadequate latrine facilities, poor environmental controls, and poorly configured living areas.

WURTSMITH AIR FORCE BASE, MICH.

The last major installation to be considered under the Strategic Air Command's program is Wurtsmith Air Force Base, located 3 miles northwest of Oscoda, Mich. Its planned use is in support of a strategic heavy bombardment wing and a strategic air division headquarters. The program requested here amounts to \$616,000 for two items.

Item 1 is for alteration of an existing hangar to provide an aircraft corrosion control facility. Presently the function is accomplished in a facility without safe, efficient access platforms and without proper ventilation and support utilities.

Item 2 provides for addition to and alteration of the existing chapel center. Present facilities can accommodate less than 25 percent of the education program needs. The small program, in being, must be accomplished on a split shift schedule with group activities and special programs strictly limited.

SAC VARIOUS

The SAC various program consists of two items totaling \$2,309,000.

The first item, in the amount of \$1,321,000, will provide aircraft instrument landing facilities on 18 selected SAC bases. Each of the 18 bases has an outdated instrument landing system which is frequently inoperative due to maintenance and logistical support problems associated with the obsolete equipment. This necessitates diverting aircraft to other bases at additional costs and inconvenience.

The second item in the amount of \$988,000 will provide short range attack missile (SRAM) facilities on two B-52 bases in support of the newly developed SRAM. These facilities consisting of a missile assembly shop and igloos are required to provide adequate space in which to receive, inspect, assemble, check out, and store components and fully assembled missiles. This item completes the multiyear phased program for providing SRAM facilities on selected bomber bases.

TACTICAL AIR COMMAND

The Tactical Air Command participates in tactical aid operations employing air operations and airpower independently, or in coordination with ground or naval forces, to gain and maintain air superiority; to prevent movement of enemy forces; to seek out and destroy these forces and their supporting installations; and to assist ground or naval forces in obtaining their immediate operational objectives.

The mission of this command is to organize, equip, train, administer, and operate the assigned or attached forces and participate in prompt and sustained tactical air operations. The commander, Tactical Air Command, is charged with two missions. He is a major air commander

under the Chief of Staff, U.S. Air Force, and concurrently is a component commander under the commander in chief, U.S. Readiness Command (REDCOM).

The construction program at bases where the Tactical Air Command is host amounts to \$17,703,000 for both operational and support type facilities. Of this amount, \$16,411,000 is for items to support the Tactical Air Command mission, and \$1,292,000 is in support of the Air Force Systems Command mission. An additional \$1,585,000 for Tactical Air Command is included in the program of the Air Force Systems Command and the Strategic Air Command. The grand total construction program to support Tactical Air Command amounts to \$17,996,000.

BERGSTROM AIR FORCE BASE, TEX.

The first location to be considered in the Tactical Air Command program is Bergstrom Air Force Base, located 5 miles southeast of Austin, Tex. The 12th Air Force Headquarters is located on this base, along with a tactical reconnaissance wing and a tactical control group. The requested program for one item amounts to \$2,273,000.

The item is a new commissary. The existing commissary is located in five inadequate buildings, three of which are substandard, deteriorated buildings. The new facility will provide 81,000 ft² for food-stuff sales, efficient storage, and low facility maintenance costs.

CANNON AIR FORCE BASE, N. MEX.

Cannon Air Force Base, the next installation to be considered, is located 7 miles west-southwest of Clovis, N. Mex. Its mission is to support an air division headquarters, a tactical fighter wing, and a tactical control squadron. The program at this base amounts to \$162,000 for one item.

The item is "Aircraft maintenance area lighting." Since approximately 35 percent of the F-111 maintenance is performed at night, permanent lighting of optimum intensity and proper area coverage is required.

ENGLAND AIR FORCE BASE, LA.

England Air Force Base, located 5 miles west of Alexandria, La., supports a tactical fighter wing. The requested program for this base consists of one item amounting to \$183,000.

The item provides additions to squadron flight operation facilities. Enlargement of two of the existing facilities is essential to consolidate each squadron's activities under one roof. These additions will provide adequate facilities for effective and efficient accomplishment of squadron flight operations.

HOLLOMAN AIR FORCE BASE, N. MEX.

The next location is Holloman Air Force Base, located 6 miles west-southwest of Alamogordo, N. Mex. The base supports a tactical fighter wing and a test group under the tenant jurisdiction of the Air Force Systems Command. The program at this base contains four items for \$2,432,000. Two items for \$1,292,000 are for the Air Force Systems Command's Test Group.

The first item is to construct two aircraft weapons arming/disarming pads. All arming/disarming of aircraft weapons is currently being performed on active taxiways. This project will provide two hard-surfaced pads adjacent to the existing main taxiway at the south end of the primary runway.

Senator SYMINGTON. You have been operating out of this base for several years, and I wonder what change now brings on this requirement?

General REILLY. There has been no particular change in conditions within the last several years. This is a longstanding deficiency which has not been corrected due to funding constraints in past programs. The project will allow for safer arming/disarming operations and decrease delays due to aircraft blocking taxiway while being armed/disarmed.

The second item is for 3,000 linear feet of runway lighting. Currently approach lighting is not provided for the crosswind runway. This lighting will provide visual reference during periods of darkness and reduced flight visibility.

The third item is a new 14,400 square feet radar image test facility in support of Air Force System Command. An enclosed facility to store classified and unclassified test items and equipment used in measurement of radar cross sections is required in the testing area. Currently special equipment must be transported 20 miles across dirt roads into the testing area.

The last item also in support of the Air Force System Command is the construction of a 16,200 square feet weapons guidance test facility. The existing facility limits the scope of current testing due to inadequate configured space and environmental control. The new facility will provide for testing and evaluating weapons guidance systems and their components.

LANGLEY AIR FORCE BASE, VA.

Langley Air Force Base, located 5 miles north of Hampton, Va., is headquarters for the Tactical Air Command. The base also supports a Tactical Airlift Wing; an Aerospace Defense Command Fighter Interceptor Squadron; and the Cinclant Airborne Command Post. The program includes two items amounting to \$503,000 as follows:

The first item is a new radar flight control center. The existing area search radar has a limited range and coverage resulting in inadequate overall air traffic control. This project will provide a facility where precise, effective, and safe control of all aircraft can be exercised.

The last item is for interior alterations of the existing command administrative facility. The existing building is structurally sound but is not functionally configured. This project will provide functionally designed and adequate environmentally controlled administrative space.

Senator SYMINGTON. Apparently this request is to alter space now occupied by the base dental clinic, which will become available upon completion of a new dental clinic. When will the new dental clinic be completed?

General REILLY. The new dental clinic was authorized and appropriated in the fiscal year 1973 MCP. Construction of the facility began in April 1973 with completion scheduled in March 1974.

LITTLE ROCK AIR FORCE BASE, ARK.

Little Rock Air Force Base located 12 miles northeast of Little Rock, Ark., supports a Tactical Airlift Wing, a Tactical Airlift Training Squadron, a Strategic Missile Wing (Titan II), and an Air National Guard Tactical Reconnaissance Squadron. The total program being requested is \$1,165,000 for one project to construct aircraft maintenance docks. There are an insufficient number of existing adequate facilities available to support this function. The requested project provides the facilities to support quality, effective, and safe maintenance of medium-sized aircraft.

LUKE AIR FORCE BASE, ARIZ.

Luke Air Force Base, located 5 miles southwest of Sun City, Ariz., supports a Tactical Fighter Training Wing, German Air Force Combat Crew Training, Aerospace Rescue and Recovery Squadron (Reserve), 26th Air Division Headquarters of the Aerospace Defense Command, and a SAGE direction center (Aerospace Defense Command). There is a requirement for \$2,986,000 to construct the following four items:

The first item is an aircraft run-up facility. Existing runup facilities cannot accommodate a newly assigned aircraft. The new facility is required for aircraft engine runup to full power maintenance check-outs.

Senator SYMINGTON. You are asking several projects for this base this year, based upon a third type of aircraft program for this base. What type of aircraft will this be, and when will it actually be located on the base?

General REILLY. This facility is for F-15 aircraft which will be assigned here for crew training. The first F-15 aircraft for training is scheduled to arrive at Luke AFB during the third quarter of fiscal year 1975.

The second item is a new flight simulator training facility. Facility space is not available to accommodate the new simulators and associated supports.

The third item is an aircraft field training facility. No existing space is available to accommodate the field training activities for the new fighter aircraft. The facility will support onsite training of personnel in operation and maintenance of the new aircraft.

The last item is for officers quarters for student bachelor officers. Seven deteriorated combustible frame quarters will be replaced by quarters conducive to effective study, proper rest, and individual well being.

MAC DILL AIR FORCE BASE, FLA.

MacDill Air Force Base, located 1 mile southwest of Tampa, Fla., is the Joint Command Headquarters (U.S. Readiness Command) and supports a tactical fighter wing, a tactical control squadron, com-

bat support group, and a communications group. There is a requirement for \$2,657,000 to construct the following four items:

The first item is for a new radar flight control center which is currently located in a mobile facility. This facility will support the accomplishment of precise, effective, and safe control of all aircraft movements and accommodate sensitive radar and communication equipment.

The second item is to construct an aircraft tactical air control facility. These functions are now housed in five scattered inadequate temporary buildings. The new facility is essential for continuous training, administrative support, and storing of associated equipment.

The third item is a range composite support facility to support the Avon Park Air Force bombing, gunnery, and electronic warfare range. The existing dormitory and dining hall are grossly inadequate.

The last item is a new gymnasium to replace an existing facility constructed in 1942. The project will accommodate comprehensive and balanced programs for recreational sports, athletic training, and physical fitness.

MOUNTAIN HOME AIR FORCE BASE, IDAHO

Mountain Home Air Force Base is located approximately 11 miles southwest of Mountain Home, Idaho, and 43 miles south southwest of Boise, Idaho. Its mission is to support a tactical fighter wing and a detachment of a Strategic Air Command heavy bombardment wing.

One project amounting to \$253,000 will provide a precision measurement equipment facility. The precision measurement functions are housed in a temporary frame building. The new facility will have environmental controls required for regulation of temperature, humidity, and dust.

NELLIS AIR FORCE BASE, NEV.

Nellis Air Force Base, located 8 miles northeast of Las Vegas, Nev., supports the Tactical Fighter Weapons Center, a fighter weapons wing, and a tactical fighter wing. The program requested amounts to \$2,588,000 for the following two projects:

The first item is an addition to aircraft operational apron and is required to accommodate an increase in assigned aircraft as well as mission-oriented transient aircraft.

The last item is to construct a base personnel office. These administration functions are now housed in five separate, scattered, temporary frame buildings. This centrally located, adequately sized facility will provide a single point of service for all assigned personnel.

SHAW AIR FORCE BASE, S.C.

The last Tactical Air Command base to be considered is Shaw Air Force Base, located 8 miles west northwest of Sumter, S.C. This base supports a tactical reconnaissance wing, a tactical control group, and the 9th Air Force Headquarters. Three projects, totaling \$2,501,000 are included in this program.

The first item is to construct a communications transmitter/receiver facility. The function is located in two substandard, temporary struc-

tures. The new facility will have the proper temperature, humidity, and dust control required for reliable equipment operation.

The second item is a new dental clinic. The existing facility is inadequate and professionally obsolete. The new facility will be of sufficient size and efficient functional configuration to serve the dental needs of assigned military personnel.

The last item is an officer open mess. The existing facility is a 30-year old building of temporary construction. The new facility will be suitable for the recreation, relaxation, and social activities of officers, their families, and guests.

U.S. AIR FORCE ACADEMY, COLO.

The U.S. Air Force Academy is located 10 miles north of Colorado Springs, Colo. Its mission is to provide instruction and experience to each cadet so that he graduates with the knowledge and character essential to leadership and the motivation to become a career officer in the U.S. Air Force. A 4-year college level course of study in academics, physical education, and military leadership provides the cadet a basis for continued development throughout a lifetime of service to his country.

Requested in the Air Force Academy construction program are two projects totaling \$645,000. The first item is for additions and alteration to the telephone exchange facility, at a scope of 10,159 SF. Existing telephone equipment is not capable of adequately supporting Academy telephone users. Lack of environmental control causes equipment failure and difficult working conditions. The new space will also allow installation of additional equipment required for modernization.

The second project is an addition to two existing electric substations. Presently two transformers supply the cadet area. Neither transformer is capable of assuming the total load necessitating maintenance performance at night or weekends. Load forecasts indicate overload of the system by 1975.

POLLUTION ABATEMENT—ZONE OF INTERIOR

The pollution abatement program amounts to \$9,070,000 at various location in the Zone of Interior, of which \$3,689,000 is for air pollution abatement with the remainder of \$5,381,000 for water pollution abatement.

The air pollution abatement program, consisting of modification of a central heating plant and alteration of fuel storage facilities to control vapor emission, is required to comply with Federal, State, and local air pollution regulations at six Air Force installations in the United States.

The water pollution abatement program at 13 Air Force installations in the Zone of Interior includes provisions for water pollution abatement through the construction of collection and treatment facilities for industrial and sanitary wastes and upgrading of existing facilities. The program is required to comply with Federal, State, and local water pollution regulations.

AIR INSTALLATION COMPATIBLE USE ZONES (AICUZ)— ZONE OF INTERIOR

Protective zones must be established adjacent to selected air installations to prevent encroachment by residential and commercial developments into hazardous and high aircraft-noise areas.

This item involves acquisition of real estate interests in fee and restrictive easements to establish necessary protective air installation compatible use zones at the 13 following Air Force bases:

Base	Scope (acres)	Amount
Luke AFB, Ariz.....	8,400	\$4,609,000
Mountain Home AFB, Idaho.....	1,160	300,000
Grissom AFB, Ind.....	7,390	2,900,000
Andrews AFB, Md.....	300	2,000,000
Wurtsmith AFB, Mich.....	7,600	4,000,000
Columbus AFB, Miss.....	7,400	1,900,000
Nellis AFB, Nev.....	5,410	4,800,000
Cannon AFB, N. Mex.....	11,200	1,500,000
Holloman AFB, N. Mex.....	2,345	200,000
Grand Forks AFB, N. Dak.....	5,900	600,000
Minot AFB, N. Dak.....	6,770	500,000
Ellsworth AFB, S. Dak.....	8,050	1,900,000
Laughlin AFB, Tex.....	6,680	700,000
Total.....	78,605	25,909,000

The total fiscal year 1974 authorization requested is \$25,909,000, of which \$2 million will be included in the appropriation request.

Senator SYMINGTON. You are asking almost \$26 million to acquire land for the air installation compatible use zones, and we gave you \$12 million for this purpose last year. I understand that you are not asking funding for this, and hope to obtain such property as is needed through exchange or through the zoning process. Of the \$12 million in authority given you last year, how much have you actually used? Can't this figure be reduced substantially if you are given general authority to use last year's authorization for some of these projects proposed in this year's bill?

General REILLY. No portion of the authorization or appropriation for the fiscal year 1973 MCP air installation compatible use zone (AICUZ) program has been used to date. The primary thrust of the program is to obtain the necessary protection of our bases through zoning and land exchanges. An active zoning program is underway at the three bases in the fiscal year 1973 MCP; namely, Williams AFB, Ariz.; Altus AFB, Okla.; and Tinker AFB, Okla. Land exchange program for those areas not covered in zoning will be initiated. Appropriated funds will be used to complement the zoning and exchange actions in order to complete the protective zones around Air Force bases. For instance, some AICUZ easements may have to be acquired at the ends of the runways at Williams AFB, Ariz. Part of the \$2 million fiscal year 1973 MCP appropriation will be used for this purpose. The proposed fiscal year 1974 MCP for 13 additional bases has a similar \$2 million appropriation item with \$25,900,000 authorization.

We could accept a lump sum reduction against the total authorization request, provided the individual base acreage scopes are not reduced. This type of reduction would not impair the effectiveness of the program, nor its execution.

AEROSPACE DEFENSE COMMAND (OVERSEAS)

The Aerospace Defense Command primary mission is to discharge Air Force responsibilities for the defense of the United States against an aerospace attack. Construction requested totals \$1,355,000 for three projects at one location.

KEFLAVIK NAVAL STATION, ICELAND

Keflavik Naval Station, Iceland, has as its primary mission an air defense squadron and Air Forces defense of Iceland. The \$1,355,000 request is for construction of three facilities.

Senator SYMINGTON. I question the advisability of additional construction for Iceland at this time. What is our relationship with the Iceland Government? Don't we have to reach a new agreement with them pretty soon?

General REILLY. The base in Iceland is valuable to NATO, to the United States, and to Iceland. We should keep the projects in the fiscal year 1974 MILCON program; however, construction will not be initiated until we are assured that we will not be forced to leave Iceland. There is no established date for the completion of negotiations; however, we anticipate a successful resolution of the problem within the next few months.

The first item is an aircraft maintenance shop consisting of 2,500 square feet. Organizational maintenance activities are being accomplished in a badly deteriorated flight-line facility and three trailer vans. Proper maintenance is difficult and hazardous in the inadequately sized and unheated structures. Severe environmental conditions compound the inefficiencies and delays caused by inadequate facilities.

The second item provides a weapons and release systems shop of 5,520 square feet. Currently the activity is housed in a loaned Navy hangar. Leaking roof and walls, inadequate and undependable heating, and no water or toilet accommodations make this already condemned structure totally unsuitable.

The last project is for a parachute and dinghy shop with 4,642 square feet. This function is now housing in a condemned hangar that is beyond economic repair. There is no chute drying tower, inadequate environmental control, leaking roof and walls, rendering it impossible to properly maintain this vital life-saving equipment.

PACIFIC AIR FORCES (OVERSEAS)

The mission of the Pacific Air Forces is to conduct, control, and coordinate offensive and defensive air operations in accordance with tasks assigned by the Commander-in-Chief, Pacific Command. As a major air command, it provides administrative and logistical support for Air Force units in the Pacific Command geographical area of responsibility. The program to improve the combat readiness and capabilities to support advanced aerospace and defensive systems for the Pacific Air Forces Command outside the United States totals \$11,788,000 comprising operational and support type facilities at five bases. The communications operations facility addition (\$417,000) at Osan, included in this total, is a tenant item for the U.S. Air Forces security service.

CLARK AIR BASE, PHILIPPINES

Clark Air Base is located 55 miles north northwest of Manila, Philippines. This base supports the 13th Air Force Headquarters; a tactical fighter squadron; an aerospace rescue and recovery squadron under control of Military Airlift Command; and a facility checking squadron for Air Force communications service. The program for this base amounts to \$4,427,000 for the construction of three items.

Senator SYMINGTON. You are proposing to spend \$4½ million for new construction here at Clark Field. What is the status of our base agreement with the Philippine Government at this time?

General REILLY. U.S. rights to Clark AB are governed by the terms of the 1947 United States-Philippine Bases Agreement which, as currently amended, extends our base rights until 1991. Technical working groups met during 1971 to consider proposals for modifications in the United States-Philippine Bases Agreement. These talks were suspended during February 1972. The Philippine Government has now requested that these talks be reopened in the context of discussions concerning a broad range of bilateral issues including: military assistance, trade, investment, and other economic questions.

The fire station is required to replace a 25-year-old crash/rescue station that is too small, poorly configured, and has only 3 stalls when 11 are needed. Currently eight vehicles are parked outside without protection from sun, rain, and dust.

The air-conditioning of the airmen dormitories is required because of sustained high humidity, and temperature which make adequate rest and relaxation difficult to obtain, particularly for those on night shift.

The noncommissioned officers open mess is currently operating in 10 circa 1946 quonset huts which are of inadequate size, have a non-functional layout, and cannot adequately serve the patrons.

KUNSAN AIR BASE, KOREA

Kunsan Air Base is located on the southwest coast of Korea, on the Yellow Sea, approximately 9 miles southwest of the port city of Kunsan. This base supports a tactical fighter wing.

The program request for this base totals \$1,838,000 for construction of 406 airmen dormitory spaces.

The project is required to relieve overcrowded conditions. Currently 60 to 80 airmen are forced to live in each dormitory that is adequate for only 48 men.

MISAWA AIR BASE, JAPAN

Misawa Air Base is located 350 miles northeast of Tokyo, Japan. The supports a security wing. This project request is for a 10,000 SF addition to the communications operations facility (\$417,000).

This project is required to provide a secure environmentally controlled area, to accommodate new electronic equipment, to provide operations and maintenance space, and to eliminate congestion.

Senator SYMINGTON. What is the reason for this requirement at this time? I was of the impression that some functions had been moved out of this air base.

General REILLY. Until several years ago Misawa AB supported an operational F-4 wing as well as a large cryptologic complex. Although the F-4 wing was relocated to Korea in early 1971, the closure of other cryptologic sites in Japan resulted in the transfer of additional cryptologic responsibilities to Misawa in the same time frame. The installation is now performing functions which were assigned to the other locations, thereby exceeding the capacity of the existing communications/operations facility. Construction of the addition will eliminate the congestion and high noise level stemming from the increase in personnel, equipment, and mission workload.

OSAN AIR BASE, KOREA

Osan Air Base, located 35 miles south of Seoul, Korea. This base supports a tactical fighter squadron; a tactical air support squadron; a military airlift support squadron; and an air division. The program for this base amounts to \$4,162,000 to provide 464 airmen dormitory spaces (\$2,085,000) and alterations to an additional 1,104 existing airmen dormitory spaces to provide adequate enlisted personnel living facilities. Currently structurally sound facilities are overloaded to twice their capacity and do not have adequate toilet facilities.

Senator SYMINGTON. I certainly don't doubt the need for this project, but I am curious as to what you are doing for dormitory space at the present time in this rather isolated location? I notice your total requirements amount to 4,110 spaces, yet you only have 2,900 existing spaces. Where do these men now live?

General REILLY. The number of dormitory spaces available at Osan is based on the DOD adequacy standard of 90 square feet per man. In order to accommodate all assigned personnel we have been forced to crowd them into the existing space so that each man has only about 65 square feet of living space.

VARIOUS LOCATIONS—KOREA

Project is for construction of ammunition storage facilities at various locations in Korea at a cost of \$944,000.

U.S. AIR FORCES IN EUROPE

The mission of the U.S. Air Force in Europe is to conduct, control, and coordinate offensive and defensive air operations in accordance with tasks assigned by the Commander-in-Chief, United States European Command. It also fulfills responsibilities assigned by the Joint Chiefs of Staff in areas not included in either the NATO or the U.S. Commanders-in-Chief, European area of responsibility. This program contains a request for \$15,925,000 for facilities in support of USAFE missions.

The requested program provides facilities at three bases in Germany, amounting to \$5,646,000; two installations in the United Kingdom totaling \$9,479,000; and the balance of \$800,000 is needed to support requirements at Incirlik, Turkey.

BITBURG AIR BASE, GERMANY

Bitburg Air Base is located 2 miles southeast of Bitburg, Germany. The base supports a tactical fighter wing. The program request of \$3,936,000 is to provide an 85,690 SF dependent school.

This school is required to relieve overcrowding in the existing sub-standard, makeshift facilities. All existing classrooms are crowded to capacity. In addition to a high school facility, the basements of eight family housing units have been converted to classrooms and two temporarily combustible frame structures have been modified for use. Present laboratories, counseling, and physical education facilities are barely marginal and do not adequately provide for current and future requirements.

Senator SYMINGTON. What type of building are you proposing for this school? Is it something that could be moved elsewhere if the troop strength for Germany should be reduced? My same question would apply to the dependent's school you are requesting for Sembach Air Base on page 275.

General REILLY. This school, as well as the Sembach and Upper Heyford schools, is being designed for European modular construction. This prefabricated building concept does provide a degree of relocatability and would permit us to move the facility elsewhere with minimum refurbishment.

RAMSTEIN AIR BASE, GERMANY

Ramstein Air Base is located 2 miles northeast of Landstuhl, Germany. The base supports the headquarters of the U.S. Air Force in Europe, a tactical fighter wing, a special operations squadron, and a military airlift support squadron. The program consists of a project at a cost of \$465,000 to provide taxiway shoulder stabilization. Currently the taxiway does not have paved shoulders. Serious foreign object damage hazards occur because loose materials and debris from the unpaved shoulders are being blown onto the taxiways and into following aircraft. Grass cover adjacent to the taxiways cannot be effectively maintained due to engine blasts.

SEMBACH AIR BASE, GERMANY

Sembach Air Base is located 1 mile south-southeast of Sembach, Germany. The base is the headquarters for the 17th Air Force, U.S. Air Force in Europe, and a tactical control wing. The program request of \$1,245,000 is to provide a 28,400-square-foot dependent school. The existing inadequate facility has no auditorium, lunch room, cafeteria, and no indoor or outdoor recreation facilities. Classrooms are separated in several different buildings, are poorly lighted, and have inadequate ventilation.

MILDENHALL ROYAL AIR FORCE, ENGLAND

Mildenhall Royal Air Force Base is located 10 miles northeast of Newmarket, England. The base supports the 3d Air Force Headquarters, a tactical airlift wing, a rotational tactical airlift squadron, a rotational refueling squadron, a rotational strategic reconnaissance squadron, and a military airlift support squadron. The program request, \$768,000, is to provide for alterations to seven existing airmen dormi-

tories to provide adequate living facilities. Currently one-fourth of the assigned airmen are in substandard but structurally sound dormitories. Existing open bay dormitories must be improved to provide adequate living conditions.

UPPER HEYFORD ROYAL AIR FORCE, ENGLAND

Upper Heyford Royal Air Force Base is located 14 miles north of Oxford, England. The base supports a tactical fighter wing. The program request contains \$8,711,000 to provide a 3,600-square-foot aircraft refueling support facility, \$166,000; a 97,000-square-foot composite medical facility, \$5,525,000; a 60,000-square-foot dependent school, \$2,190,000; and a 21,000-square-foot gymnasium, \$830,000.

The requirements for these projects are as follows:

The aircraft refueling support is required to replace three 30-year-old, deteriorated facilities. Lack of this project will cause continued inefficient operations due to separation of activities and fire potential because of hazards that currently exist.

The composite medical facility is required to replace a circa 1924 bomb shelter and numerous functionally obsolete, interconnected buildings which cannot be improved to provide needed hospital services.

Senator SYMINGTON. I notice you state this requirement is necessary to enable the hospital to carry out its new mission as one of the two U.S. hospitals in the United Kingdom. Do you not now have a hospital in London and why is this new one necessary

General REILLY. The Air Force hospital at South Ruislip, England, was reduced to a dispensary operation on June 30, 1972, and was later closed on October 31, 1972, with the reduction of USAF presence in the London area.

The USAF has principal responsibility for delivery of health care to all U.S. military assigned in the United Kingdom, and two hospitals are needed to support the total numbers and distribution of this population. A pattern of patient support has developed into two distinct areas, whereby the Upper Heyford hospital will serve 40 percent and the Lakenheath hospital will serve 60 percent of the total eligible patients in the United Kingdom.

The present Upper Heyford facility was originally built in 1925 as a cement bomb shelter. This structure was connected by narrow corridor additions to nearby brick buildings.

It gradually assumed its present octopus-like shape in the late 1940's. With this structure, and supported by medical administrative activities in nearby detached buildings, it now functions as a small, overcrowded Air Force 10-bed medical facility. This fiscal year 1974 MCP project proposes to enlarge the size of medical activities at RAF Upper Heyford to meet the needs of its base community and other geographically close U.S. installations previously served by the hospital at South Ruislip.

The existing high school is in a World War II POW compound consisting of 24 interconnected old barracks. Overcrowded, undersized classrooms, lack of adequate laboratory, shop, music and business education rooms make the existing facility inadequate.

The existing gymnasium is in half of a World War II hangar, remote from dormitories and the base school, in a congested industrial

area, is drafty, difficult to heat, and inadequate to meet recreational requirements.

INCIRLIK AIR BASE, TURKEY

Incirlik Air Base is located 10 miles east of Adana in south-central Turkey. The base supports a tactical group and a rotational tactical fighter squadron. This program request amounts to \$800,000 for construction of a 150-man airmen dormitory. The existing dormitory space can only accommodate two-thirds of the assigned airmen. The resultant overcrowding in existing facilities is detrimental to privacy, well-being, and good health.

SOUTHERN COMMAND

The Southern Command provides combat ready forces in support of U.S. policies in Latin America. In addition the command cooperates with, advises, assists, and trains Latin American Air Forces to promote and advance Western Hemisphere solidarity. This program requests \$1,038,000 for construction at one location in support of the command mission.

HOWARD AIR FORCE BASE, C.Z.

Howard Air Force Base is located 4 miles southwest of Balboa, C.Z. Howard missions include support of a special operations group, and a weather reconnaissance squadron (rotational) under the Military Airlift Command. Construction requested is for two projects totaling \$1,038,000.

Item 1 is for alteration of administrative facilities totaling 107,500 square feet. Present facilities are substandard and poorly configured for efficient operations.

The last item provides for air-conditioning of the chapel center. Environmental control currently consists of ceiling fans and screened windows. High humidity and temperatures experienced at this location results in severe personnel discomfort as well as accelerated deterioration of furnishings and equipment.

U.S. AIR FORCE SECURITY SERVICE, OVERSEAS

The mission of the U.S. Air Force Security Service is to provide communications security services. The construction program at bases where this command is host amounts to \$221,000 for one project. An additional \$417,000 is programed for Pacific Air Forces Command. The total construction program to support U.S. Air Force Security Service amounts to \$638,000.

The item is an addition to Communications Operations Facility at Iraklion Air Station, Greece. The existing facility is inadequate with excessively high noise levels and provides only 80 percent of the required floor area. This project will adequately house the communications, operations, and maintenance activities of this vital security service function.

Senator SYMINGTON. If this project is approved, who will act as the construction agency? I understand that within the past year the

Greek Air Force, as the construction agency for the Greek military, was insisting on supervising certain Navy construction proposals for Crete. Are you familiar with this, and has the problem been cleared up.

General REILLY. The Mediterranean Division, U.S. Army Corps of Engineers, is the Air Force's design and construction agent for Iraklion. The Mediterranean division deals directly with Greek contractors on all projects where NATO funding or prefinancing is not involved. While the U.S. Air Force does obtain administrative approval from the Government of Greece prior to beginning any new construction, this is routine with all NATO country projects.

The Hellenic Air Force Command (HAFC) acting as agent for the Government of Greece, has entered into an agreement with the Mediterranean division and the U.S. Navy, whereby HAFC will handle certain aspects of the Souda Bay Airfield, Crete (U.S. Navy), construction. In return for these services, the agreement, dated April 11, 1973, requires that the Navy pay a 3-percent (of the contract amount) maximum administrative fee to HAFC. A follow-on July 5, 1973, agreement, technical arrangements for the construction of facilities at Souda Bay, Crete, delineates the specific areas of responsibility assigned to HAFC, the Mediterranean division, and the U.S. Navy. This procedure is essentially the same as with construction of projects in any European country where NATO common funding is involved.

POLLUTION ABATEMENT—OVERSEAS

The overseas pollution abatement program amounts to \$750,000 for two water pollution abatement projects.

The two projects are for sewage collection and disposal facilities at Clark Air Force Base, Philippines, for a cost of \$400,000, and at Canton Auxiliary Airfield, Phoenix Islands, for a cost of \$350,000.

WORLDWIDE COMMUNICATIONS

The command, control, and communications program of \$330,000 is for technical control facilities expansion. These facilities provide space for installation of Air Force Communications Service equipment necessary to monitor and correct technical transmission problems associated with messages, data, and voice traffic during transmission. Centralized control of communication maintenance and signal traffic routing is needed to assure continued availability of adequate and reliable communication service and equipment.

RADAR SYSTEM

The radar support facilities program consists of one item for \$1 million. This program will provide facilities to support a phased array radar system to detect sea-launched ballistic missiles (SLBM) in the event of an attack on the continental United States.

Senator SYMINGTON. Thank you. We appreciate your coming up here.

General REILLY. Thank you, sir. It is always a pleasure.

Senator SYMINGTON. The hearing is adjourned, subject to the call of the Chair.

[Whereupon, at 12:25 p.m., the committee adjourned, subject to call.]

MILITARY CONSTRUCTION APPROPRIATIONS FOR FISCAL YEAR 1974

TUESDAY, OCTOBER 9, 1973

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met at 10:30 a.m., in room S-126, the Capitol,
Hon. Richard S. Schweiker presiding.

Present: Senators Schweiker and Bellmon.

NONDEPARTMENTAL WITNESSES

TRANSFER OF MARINE CORPS SUPPLY ACTIVITY IN PHILADELPHIA, PA.

STATEMENT OF ROYAL SIMS, NATIONAL VICE PRESIDENT, AMERICAN
FEDERATION OF GOVERNMENT EMPLOYEES

ACCOMPANIED BY:

DENNIS GARRISON, EXECUTIVE VICE PRESIDENT, AMERICAN
FEDERATION OF GOVERNMENT EMPLOYEES

FORREST SELLERS, PRESIDENT, LOCAL 89, AMERICAN FEDERATION
OF GOVERNMENT EMPLOYEES

JUSTIFICATION FOR ADMINISTRATION BUILDING AT ALBANY, GA.

Senator SCHWEIKER. The Military Construction Appropriations subcommittee will please come to order.

I do apologize for coming in at this late time. Senator Bellmon and I are on the full committee of which this is a subcommittee. The full committee meeting is next door trying to report out another bill and they need a quorum as well as a couple of votes, so that is why we are late in starting.

The purpose of this hearing is to examine the justification for an appropriation of \$5.2 million for an administrative building at Albany, Ga., to facilitate the transfer of the Marine Corps Supply Activity in Philadelphia to Albany. This appropriation is one of a number of issues in this year's Military Construction Appropriations bill, which is a sensitive issue affecting jobs. These, of course, are the current series of base closings.

Although every Government agency is responsible to the taxpayer to be efficient and economical with the use of his dollars—and we often criticize Federal agencies for being wasteful—in cases of major impact like Rhode Island or Philadelphia, we have got to make sure that all of the important costs and benefits are cranked into the cal-

culations. It may not be enough, for example, for the Department of Defense to show a saving, if HEW and the Department of Labor must pick up substantial costs resulting from a particular installation closing if employees are forced on welfare or require job retraining.

Second, to what extent should the Federal Government try to take into account human costs in such decisions? Unlike private industry, Government is not in the business of making a profit, and, therefore, should probably try to give some consideration to other goals, such as the raft of urban problems that could be worsened by a decision to close or move a major facility.

This is a complex question, and I think it is important that we get a clear picture of how these decisions are made and what factors are considered.

PROPOSED CONSOLIDATION OF PHILADELPHIA ACTIVITIES

The Department of Defense has proposed to consolidate the activities in Philadelphia by transferring them to Albany, Ga., at a proposed saving of \$2.6 million annually. However, in order to do this, DOD plans to reduce its civilian manpower in Philadelphia by 184 positions and its military personnel by 50. This is in addition to a total reduction of 205 military and 2,894 civilian positions in the proposed transfer or abolition of other DOD facilities in Philadelphia. Regrettably, we will not have an opportunity to examine these reductions in this hearing. However, as a member of the Senate Appropriations Subcommittee, I will continue to examine these proposals very carefully.

IMPACT ON PHILADELPHIA AREA OF BASE CLOSINGS

The Philadelphia area impact from this round of base closings is approximately a loss of 8,000 jobs. Most of these are civilian jobs and most are being transferred to other areas. The immediate impact will be on those whose jobs are abolished and on those who cannot or choose not to transfer.

The indirect impact from those who are transferred is the loss of payroll. This, of course, impacts on the entire Philadelphia area economy, and if one estimates an average annual salary per position of \$8,000 or \$10,000, the annual payroll loss may come to \$60 or \$80 million.

Today we will conduct the first of two hearings on this proposal. Mr. Belinger is director of the Philadelphia Department of Commerce. Mr. Royal Sims and Mr. Forrest Sellers, representing the American Federation of Government Employees, are among the Philadelphia community who are most intimately familiar with the impact of these decisions, and have been working hardest to soften the blow. We will receive their statements outlining the problem, and in a subsequent hearing we will hear from the Assistant Secretary of Defense for Installations and Logistics, who will address the following aspects of the problem with particular attention to the testimony we will receive today.

ASPECTS OF BASE CLOSINGS

1. An explanation of how this decision was made, what factors were considered, and which were judged to be most important.

2. The economic calculations that were made; detailed explanation of what is going to be built in Albany, Ga.; a breakdown of the estimated costs; a detailed explanation of the nearly \$5 million in "construction avoidance" in Philadelphia which is claimed as a saving; an assessment of how firm the projected costs really are; and any other cost information which it is felt the committee may find useful on this matter.

3. What assistance, specific and in detail, has already been provided or will be provided, both to affected individuals and to areas economically impacted by such decisions?

4. Last, what recommendations, if any, can be made for either new legislation or new administrative capabilities which could ease the pain caused by the Federal Government lurching around the country like this with its installations and facilities.

JUSTIFICATION

Justification material for the project will be placed in the record at this point.

[The justification follows:]

Justification

1. DATE 3 APR 1974		2. FISCAL YEAR 1974		3. DEPARTMENT NAVY			4. INSTALLATION MARINE CORPS SUPPLY CENTER										
5. PROPOSED AUTHORIZATION \$ 5,204,000		6. PRIOR AUTHORIZATION P.L. -		7. CATEGORY CODE NUMBER 610.10		8. PROGRAM ELEMENT NUMBER 7 28 96 M		9. STATE/COUNTRY ALBANY, GEORGIA									
10. PROPOSED APPROPRIATION \$ 5,204,000		11. BUDGET ACCOUNT NUMBER -		12. PROJECT NUMBER P-900		13. PROJECT TITLE ADMINISTRATION BUILDING											
SECTION A - DESCRIPTION OF PROJECT					SECTION B - COST ESTIMATES												
14. TYPE OF CONSTRUCTION		15. PHYSICAL CHARACTERISTICS OF PRIMARY FACILITY				20. PRIMARY FACILITY ADMINISTRATION BUILDING											
A. PERMANENT <input checked="" type="checkbox"/>		a. NO. OF BLOCS 2		b. NO. OF STORIES 2		c. LENGTH IRREG		d. WIDTH IRREG		U/M	QUANTITY	UNIT COST	COST (\$000)				
B. SEMI-PERMANENT		5. DESIGN CAPACITY		6. GROSS AREA 172,700 SF		7. COST (\$ 839,500)				SF	172,700	\$ 27.80	4,800				
C. TEMPORARY		8. COOLING AIR COND		CAP. 575 TN						SF	4,300	40.00	172				
16. TYPE OF WORK		19. DESCRIPTION OF WORK TO BE DONE Construct administration building				21. SUPPORTING FACILITIES							\$ 232				
A. NEW FACILITY <input checked="" type="checkbox"/>		Convert existing administrative floor space for increased ADP requirements				a. UTILITIES				IS	-	-	120				
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C. ALTERATION										c. SITE IMPROVEMENT				IS	-	-	20
D. CONVERSION <input checked="" type="checkbox"/>										d.							
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PREPARED STATEMENT

Senator SCHWEIKER. At this point I would like to ask Senator Bellmon of Oklahoma if he has any opening comment.

Senator BELLMON. No, thank you, Mr. Chairman.

Senator SCHWEIKER. Then we will proceed to hear from Royal Sims, national vice president of the American Federation of Government Employees; and Forrest Sellers, president of local 89 of the American Federation of Government Employees.

Mr. SIMS. Thank you, Mr. Chairman.

I am Royal Sims, national vice president of the third district of the American Federation of Government Employees. I am accompanied this morning by Mr. Forrest Sellers, who is the president of the local 89 at the installation in question. To my right is the executive vice president, Mr. Dennis Garrison.

I ask permission to have my prepared statement placed in the record.

Senator SCHWEIKER. Without objection, your statement will be placed in the record at this point.

[The statement follows:]

I am Royal L. Sims, National Vice President, Third District, American Federation of Government Employees; I am accompanied this morning by Mr. Forrest Sellers, the President of American Federation of Government Employees Local 89, which directly speaks for the civilian Federal employees directly affected by the issue you are deliberating today.

We are most grateful to the Subcommittee for the opportunity to appear before you in opposition to the proposed transfer of the Marine Corps Supply Activity, Philadelphia, to the Marine Corps Supply Center, Albany, Georgia. In presenting our opposition, we are speaking, in the first instance, on behalf of the civilian employees of the Philadelphia Marine Corps Supply Activity, whom we represent both through our American Federation of Government Employees Local 89 and through our AFGE Third National District. Additionally, we are speaking as taxpayers who are concerned about the expenditure of Federal tax revenues for a transfer which is both unwarranted and unjustifiable. Finally, we speak for those residents of Philadelphia and its suburbs, who will suffer serious economic and social consequences as a result of this unnecessary and imprudent action by the Marine Corps.

The principal argument proffered by the Marine Corps for this questionable undertaking is budgetary. Among the arguments which have been developed in support of this action, it is alleged that by 1978, that is, five years from now, the cumulative savings resulting from this action will overtake the additional costs of transferring this facility. In other words, the Marine Corps concedes that for the next five budgetary years, the U.S. government will have to spend more for these services by the transfer to Albany, Georgia, than maintaining the facility at Philadelphia.

What are the other risks of undertaking this transfer? In a letter to Mr. Forrest W. Sellers, July 19, 1973, Assistant Secretary of the Navy (Installations and Logistics) Jack L. Bowers conceded that there are serious risks to the national security involved. He stated:

"It has always been recognized that in accomplishing this consolidation a risk of temporary degradation of supply support

to the Fleet Marine Forces could be encountered. During the Southeast Asia conflict, this risk was unacceptable. Now, with the culmination of the conflict and the drastic realignment of operating forces, it is mandatory that the costs to maintain the Marine Corps support establishment be reduced."

I believe anyone reading the papers today must realize that the world situation is potentially just as explosive now as it has been in the past several years during the Southeast Asian conflict. Our nation is already concerned about the oil fuels shortage; we are already threatened with rationing of heating oils and gasoline. The conflict in the Middle East has already resulted in major naval forces realignments and alerts. It is an imprudent and irresponsible act, therefore, to experiment with transferring such an essential and efficient facility as the Marine Corps Supply Activity on the hypothesis that five years later there may be, perhaps, some savings in budgetary costs.

Assistant Secretary Bowers concedes further difficulties which have not been properly reflected in the planning estimates---costs of recruiting employees. He wrote as follows to Mr. Sellers:

The Marine Corps realizes that it may not be an easy task to recruit and train people to replace those current employees who choose not to exercise their right to transfer with their functions to the consolidated activity at Albany. However, it is believed that this difficulty will be minimized by the long lead time allowed for recruiting and training; i.e., from the present to January 1976 and the availability of required skills through the Department of Defense Priority Placement Program. In this regard, the Marine Corps is currently developing a time-phased plan for the consolidation of the Marine Corps Supply Activity at Albany. Requirements for recruiting and training will be an integral part of this plan.

But Assistant Secretary Bowers makes no provision for such contingencies as the current conflict in the Middle East. The availability of civilian employees is much, much greater in such a large community as Philadelphia, a major international seaport and airport as well as a major industrial and commercial center, than in Albany, Georgia. But what would happen if the Marine Corps Supply Activity would have to expand rapidly, as it was required to do so during the height of the Southeast Asia conflict. In brief, we believe that Philadelphia can afford a much better employee environment both during periods of rapid expansion and during periods of de-employment than a small community such as Albany, Georgia.

The foregoing considerations apply to the basic problems seen from the standpoint of the national interest. As taxpayers and citizens we are concerned with that issue. We are also concerned with the issue of the impact of this action on the human beings directly affected--residents and citizens of Philadelphia and its environs.

According to the Marine Corps, on December 4, 1972, there were 1,132 employees of the installation. It is claimed that, after transfer to Albany, Georgia, and consolidation, there will be a need for only 948 of these employees, with 184 positions being reduced. Let us take these figures at face value, even though there are many reasons to believe they are inaccurate and overstate the reductions in force that will take place solely because of the geographical transfer of the activity.

Taken at face value, 948 employees are confronted today with serious problems of livelihood, uprooting, and expenses incidental to transfer. To what end? Supposedly, because five years from now the transfer allegedly will begin to save the United States money.

Moreover, the greater part of these savings comes from the alleged reduction in personnel costs arising from the firing of 184 employees. These are hypothetical savings, reflecting only alleged presumptive payroll costs. They leave out of account the costs of recruiting of new personnel; their training; travel and per diem for training and orientation; problems arising if the facility suddenly has to expand to meet a national emergency; and the host of other contingent costs, both in dollars and in human welfare, following such a transfer.

The transfer of this facility can be defended only if one takes a short-sighted and narrow view of costs. Even then, it can be scarcely justified, except by taking the further risk of assuming that the Supply Activity will be faced only with a diminishing program, based on demobilizing the American military forces. It can be defended only if one takes a naive attitude that we have the end of all crises in the world and from now on the future is only one of coasting along.

Who is to pay the price for this attitude? First, the American people and taxpayer. Secondly, immediately and personally, the 184 employees who will be reduced in force and the 948 other employees who will be faced with problems just as great, perhaps greater, than those who were fired. These 948 employees must face the fact of being uprooted, dislocated, removed from the community where they now live and integrated into a community much smaller and less able to provide them with housing, schools, and other facilities available in Philadelphia.

In short, it is not 184 employees who are being reduced in force. There are 948 other employees who will have the order and rhythm of their homes and families disrupted, solely to carry out the alleged, unproven saving of money five years from today. The social costs are alienation, poor education, family disruption, reduced efficiency of the work force. In short, the costs are much greater to the United States than any potential savings, five years hence, which the Marine Corps can allege.

For these reasons, we earnestly ask your Committee to deny the Marine Corps the funds, which were generated out of the taxes of the American people, including the taxes of these employees, to carry out this imprudent and unwise experiment in budgetary planning. The American people can use those \$5.2 million to better advantage. Put them into schools; put them into social security benefits for the aged; put them into urban renewal; put them into cleaning up our air and water. Do not waste them on an unnecessary transfer of any activity which may not save any money in the future despite allegations of economy and will divert funds today from an efficient, proven facility.

Our nation must preserve its human, natural and fiscal resources. We cannot afford to squander any of these as we have done in the past. For this reason, we urge that the Marine Corps Supply Activity remain in Philadelphia, both in the national interest and in the interest of the community which has supplied its personnel for many years and which has built up a viable resource around it for our nation.

IMPACT OF TRANSFER ON HUMAN ELEMENT

Mr. SELLERS. Mr. Chairman, members of the Military Construction Subcommittee, distinguished guests, I am Forrest W. Sellers, president, Local 89, American Federation of Government Employees which represents the civilian employees of the Marine Corps Supply Activity under the provisions of E.O. 11491. On behalf of these employees I should like to submit to you testimony which analyzes the alleged savings the Marine Corps claims will arise from this transfer. As you will recognize from this analysis, these savings are illusory and are predicated on assumptions which are invalid.

Mr. Sims has already indicated to you some of the considerations, including national security, why this transfer should not be authorized. Besides challenging the costs figures, I shall concentrate my summary on the impact this transfer will have on human beings.

"COST AVOIDANCE" FIGURE

The \$4.9 million "cost avoidance" figure includes the following: (1) \$191,000 for a standby generator for Data Processing equipment; (2) \$67,000 for a sprinkler system; (3) \$4.66 million for air-conditioning various buildings.

It appears questionable that \$4.9 million could be legitimately claimed as a cost avoidance when \$4.6 million for air-conditioning has never been incorporated into the military construction budget. Only funds for a sprinkler system and a standby generator are incorporated into the budget. One wonders if the air-conditioning would ever have been assigned high enough priority to be incorporated in the military construction budget if the cost avoidance factor would not have been conducive to the proposed relocation.

CONDITION OF MCSA BUILDINGS

The Department of the Navy stated MCSA is old and in need of a modernization program. In 1965 MCSA said the Philadelphia building is structurally sound and sufficient. The aforementioned statement was made in a letter written by General Butcher, Commanding General of the MCA, and is contained in the Congressional Record in 1965.

Second, extensive modernization has been made to MCSA since that time. The modernization included but is not limited to: installation of new elevators, new lighting, tile flooring, new roofing, and new windows; painting and pointing of various buildings, relocation and renovation of bathrooms, and other modernizations.

Third, Inspectors of the North Division, Naval Facilities Engineering Command, and Headquarters, Marine Corps make periodic inspection of the buildings at MCSA. I am advised that the 1972 report of NFEC listed only two principal items: The installation of the standby generator for data processing equipment and installation of a sprinkler system. As stated in the above paragraph, the projected cost to install these two items is only \$258,000.

OFFICE CLOSINGS DUE TO LACK OF AIR-CONDITIONING

It is noted that Marine Corps Headquarters used as a justification for not effecting the program request for air-conditioning the fact that there were higher Marine Corps priorities stemming from operational requirements and personnel facility requirements associated with Zero Draft/Project Volunteer. It should be noted, of course, that no attempt to justify the expenditure of more than \$5.2 million for construction in Albany, Ga., the Department of the Navy uses this as cost avoidance.

The Acting Assistant Secretary of the Navy has stated that activities are curtailed or completely closed down during the summer months because of the lack of air-conditioning in most areas. It should be noted that the times it has been necessary for employees to go home because of humidity/heat were relatively few, and at no time is the activity completely closed down due to lack of air-conditioning in the building. However, I am advised that the conditions in Albany, Ga., in the nontemperature-controlled warehouses and in the nonoffice space in the repair division make it necessary that the employees be allowed to go home at various times because the temperature/humidity reaches a high proportion.

It has also been stated by the Acting Assistant Secretary of the Navy that the efficiency of the employees drops during periods of high heat and humidity because of the lack of air-conditioning. It is noteworthy that MCSA was given an award for efficient operation by Headquarters Unit from the Secretary of the Navy for exceptional meritorious achievement. This in itself shows the efficiency of the employees has remained high.

COST FOR CONSTRUCTION OF NEW BUILDING, \$5.2 MILLION

Based on our research the figure of \$5.2 million to construct a building in Albany, Ga., is exceedingly low. If the building is constructed in 1974 or 1975, we project that figure could go as high as \$8 million.

OPERATIONAL COSTS

In reference to overall costs of operations in Philadelphia there has already been a sizable drop in cost as a result of the reduction in workload because of the cessation of hostilities in the Southeast Asia area; 14 civilian billets and 6 military billets have already been eliminated at a cost of \$10,500 each and this will amount to more than \$210,000. An additional 20 military billets are scheduled to be eliminated during the next 2 years. We anticipate there will be additional billets in the Philadelphia employment as a result of new program changes that will be eliminated and this will increase this figure to over \$500,000.

Headquarters Marine Corps are saying they will reduce 234 billets in order to save \$2.6 million per year in Albany, Ga. We are saying here 20 of these billets they have planned to reduce have already been reduced in Philadelphia. This change will not be realized when they go to Albany, Ga.

IMPACT ON EMPLOYEES FROM RELOCATING ACTIVITY

Mr. Chairman, we would be remiss if we did not bring up the most important project in running this operation and that is the people. Here we have some 1,100 employees well-trained, well-equipped to meet all of the operational needs. Some have worked in this one building for more than 30 years. The tremendous impact which will occur on the lives of these people by relocating this activity unnecessarily to Albany, Ga., should not be expected by those who have contributed dedicated, unselfish service to the U.S. Government in carrying out its mission. Sufficient employees will not be able to be secured in Albany to carry on this function and even if they could secure employees, it will take a considerable number of months to train them to work efficiently.

HOUSING COSTS IN ALBANY MARKET

The average grade of the civilian employees at MCSA is 7.94 and as such they could not afford a three-bedroom house in Albany as such a house in the spring of 1973 was selling between \$29,000 and \$35,000. It is noted that 70 percent of MCSA employees are GS-9 and below and couldn't afford to purchase such a house. In fact, Mr. Chairman, there is insufficient low-income housing to meet the needs. Although the average earnings are \$10,000, I would like to bring to your attention some statistics in terms of lower grade employees:

Grade	Number of people	Salary
GS-2.....	25	\$5,432
GS-3.....	68	6,128
GS-4.....	97	6,882
GS-5.....	107	7,694
GS-6.....	38	8,572
GS-7.....	112	9,520
GS-8.....	3	10,528
GS-9.....	242	11,046

As you can see, more than 70 percent of our employees earn less than \$11,000. In order to buy a \$29,000 or \$35,000 house, this figure is insufficient. These employees could not purchase a \$29,000 to \$35,000 house in Albany, Ga.

It appears as a result of conditions that will exist there so far as living, some 800 of the 1,118 employees on the rolls will not be able to transfer. Therefore, it will cost the U.S. Government multiple hundreds of thousands of dollars in severance pay. When we add to that early retirement, the cost will run in the millions. None of this shows up in the budget project submitted by the Marine Corps, even though these are real costs which the American taxpayer will have to bear.

Thank you, Mr. Chairman.

Mr. SIMS. Mr. Chairman, I have with me today the executive vice president, Mr. Dennis Garrison. Mr. Weber was scheduled to be with us. Because of urgent business he could not come and Mr. Garrison has come in his place. I would like to have Mr. Garrison make a brief statement.

Senator SCHWEIKER. Go ahead, Mr. Garrison. We are glad to have you with us this morning.

SUPPORT FOR MAINTAINING PHILADELPHIA SITE

Mr. GARRISON. Thank you, Senator.

Speaking for our headquarters of the American Federation of Government Employees, we too are concerned about the welfare of the employees, about the hardship cases, and about the reduction in force. Certainly we are concerned about the effect on the community and as taxpayers on the economy and efficiency of the operation. I would say as a whole that we do agree with the statements that Mr. Sims has made and certainly we would like to see action from your committee to maintain the operation in Philadelphia.

Mr. SIMS. Mr. Chairman, we deeply appreciate the opportunity of appearing before you. If I might leave one last statement, it is that the Federal employees who help our Government in administering its programs and carrying out its mission is indeed the most important product. It is high time that in our planning and in our consideration of relocating activities that this should play an important role in that final decision.

I believe that you will find in our overall presentation that the cost savings which the Department claims they will have will not come up to that at all. At the same time it will have a tremendous adverse effect upon the lives of thousands of people. I want to thank you on behalf of the American Federation of Government Employees for the opportunity to appear before you.

Senator SCHWEIKER. Let me say that I appreciate your appearance and testimony here. I would like to ask you and your associates a few questions. You can designate anyone to answer as you see fit.

COST OF NEW HOUSING TO TRANSFERRED EMPLOYEES

I think one of the factors that has been completely overlooked by the Government is the cost to the people involved. You both have touched on it in your statements. I think one of the aspects I would like to get into is that with the tremendous inflation in housing prices, a person who owns a house in the Philadelphia area, who then must relocate and obviously take out a new mortgage at an inflated price, is going to pay through the nose. The same kind of house he purchased in Philadelphia, even if it was in another part of Philadelphia instead of Georgia, will cost x percent more.

Immediately you are putting a tremendous burden on the individual person, whether he is renting or whether he owns his home, because his housing costs are going to appreciate tremendously. Nowhere in the arithmetic of the Government is this figure taken into account, I guess, on the assumption that the individual has to pay. By the same token, this is one of the spinoffs of moves like this that really play havoc with the people involved. I would think that just escalation of housing costs, whether a higher priced mortgage or higher rents, would be a serious blow to the economics of each family. This is aside from the fact, as you point out, that low-income housing is not available to any extent in Albany, Ga.

Would you like to comment on that?

Mr. SIMS. I would very much because what this is going do to our employees is push them into poverty. This country is trying to get

everybody out of poverty. They can't live in the houses that will probably be available at this extremely high cost. Whereas in Philadelphia, as you point out, every employee who works in the Marine Corps is now in a decent home, lives decently because many of them bought them 20 and 30 years ago when the costs were low. No one today, working for the Government, can hardly purchase a house at the high interest rate that is required.

One significant point, of course, is that if another activity wanted to move to Philadelphia, we have a program there now where we have houses for them, you pay \$1 for the house, build it up and move in and stay 5 years and it is yours. There is no such plan as that in Albany, Ga.

I agree with your analysis very much that we could not possibly live there as we are living now. It would be impossible in Albany, Ga. They don't have them in the first place and the few they do have would be upward of \$20,000, \$25,000, \$35,000.

AIR-CONDITIONING INSTALLATION COST SAVINGS

Senator SCHWEIKER. Mr. Sellers, you touched on the air-conditioning situation at the supply activity. You indicated that the Defense Department states it will cost more to air-condition the Philadelphia facility than the Georgia facility where, apparently, air-conditioning will not have to be installed. How long have you folks been asking for air-conditioning?

I know you folks have fought for air-conditioning for a number of years.

Mr. SELLERS. I understand the original request was made before I was born. The activity made a request approximately a decade ago, 1966. The original request for air-conditioning was made for more than 25 years. At no time has this been included in the military construction budget. The Marine Corps stated in one of their letters to me that over these years it was never given a high enough priority to go into the military construction budget.

Now we are proposed to be moved to Albany, Ga., it has attained a high enough priority to be included in the military construction budget so that it can be used as a cost avoidance to offset the cost of the move to Albany in my opinion.

Senator SCHWEIKER. Off and on for over 20 years, you and your people have made a point of air-conditioning, but no one thought enough about it to include it in any military authorization request to the Congress of the United States, is that right?

Mr. SELLERS. That is correct.

Senator SCHWEIKER. All of a sudden, like a miracle, we find that installing air-conditioning for you is the big reason for the move. I think that is rather ironic. I think the record should show that this is a rather tenuous point on which to justify a transfer. The air-conditioning situation, as you point out, is a substantial part of the cost difference in the military construction aspects. I don't know what Jimmy the Greek would say about the odds but if it has not been installed in the past 25 years, I think the odds of installing it in the next 25 years would be like the odds of installing it in the last 25 years.

Here is a real-life justification for the transfer.

PAST EMPLOYEE AWARDS

Mr. SIMS. It is significant, Senator, that during the period of no air-conditioning it did not affect the effectiveness of the operation. The people worked just as hard as those who had air-conditioning. They have gotten several commendations for meeting deadlines, targets, and that sort of thing.

Mr. SELLERS. We also received an official citation from the Secretary of the Navy because of this.

COST OF SEVERANCE PAY

Senator SCHWEIKER. You mentioned severance pay. Mr. Sellers, in your remarks. I wonder if you want to elaborate on the cost of severance pay.

Mr. SELLERS. The cost of severance pay could go up to 1 year's salary for each employee who is not eligible to retire in the event that it becomes necessary for him to retire in case he does not relocate to Albany, Ga., if this should come about. We hope this won't come about. Severance pay is based on the number of years of service of the employee and his age. Many of the employees could qualify for the maximum severance pay of 1 year's salary.

The average salary would be about \$10,000. It would be at least \$10,000 for a number of employees who could qualify for the maximum. For some people who would qualify it would be about \$20,000 or even more, depending on the grade of the employee.

Senator SCHWEIKER. The reason I ask this is that I finally achieved some detailed breakdown of the cost estimates of how this saving occurs. Now I see in the letter I just received this week (which I have been looking for for several months), an allocation of severance pay in the DOD cost estimates of \$708,000 for fiscal year 1976.

I just wondered if you could provide me with any information either now or later, as to how accurate a figure that might or might not be based on past experience. They are cranking that figure into this estimate. Up to now I had not seen that figure and had not had any word at all in terms of what they balanced it off against.

Mr. SIMS. I think they are cranking that out of their heads because they cannot give you an accurate figure because they don't know the number of people who are going to refuse to go. They could not possibly know that at this point. I think that cost figure is out of proportion because it could not possibly be accurate at all.

Mr. SELLERS. We have not even received the figure yet from the Department of the Navy.

Senator SCHWEIKER. I will be glad to give you a copy of this and have your further comments for the record on these figures. I would have given it sooner, but I think it just came in yesterday.

Mr. SIMS. We will be glad to comment.

LETTER FROM HON. JOHN W. WARNER, SECRETARY OF THE NAVY

Senator SCHWEIKER. I would like to enter into the record this letter from the Secretary of the Navy with these breakdowns.

[The letter follows:]

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20350

October 2, 1973

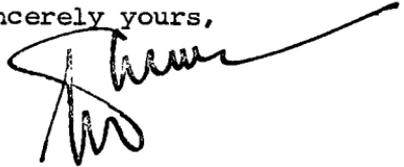
The Honorable Richard S. Schweiker
United States Senate
Washington, D.C. 20510

Dear Senator Schweiker:

When I wrote to you on September 10, I indicated that additional information, including a summary of economic justification as pertains to the relocation of the Marine Corps Supply Activity, Philadelphia, Pennsylvania, would be provided at a later date. This information has now been compiled and is forwarded herewith.

It is a pleasure to be of assistance, and I hope that the enclosed information and that provided in my previous letter will be satisfactory for your purposes.

Sincerely yours,

A handwritten signature in black ink, appearing to read "John W. Warner", with a long, sweeping horizontal line extending to the right.

John W. Warner
Secretary of the Navy

SUMMARY OF ECONOMIC JUSTIFICATION CONCERNING THE RELOCATION
OF THE MARINE CORPS SUPPLY ACTIVITY, PHILADELPHIA, PENNSYLVANIA

Fiscal Year	Item	Costs (Millions)		Savings (Millions)		Note
		Military Construction	Other	Military Construction	Other	
1974	Military Construction for Marine Corps Supply Center, Albany, Georgia	\$5.2	\$.\$	\$	1
1975	Military Construction for Marine Corps Supply Activity, Philadelphia, Pennsylvania			2.3		2
1976	Military Construction for Marine Corps Supply Activity, Philadelphia:			1.1		2
	Dual Staffing for Training		3.1			3
	Personnel Reduction				1.2	5
	Relocation of People and Equipment		2.6			4
1977	Military Construction for Marine Corps Supply Activity, Philadelphia:			.6		2
	Caretaker Status at Philadelphia		.1			6
	Personnel Reduction				2.6	5
1978	Military Construction for Marine Corps Supply Activity, Philadelphia:			.9		2
	Personnel Reduction				2.6	5
	Subtotals	\$5.2	\$5.8	\$4.9	\$6.4	
	TOTALS		\$11.0		\$11.3	

Enclosure (1)

NOTES

1. A building to house approximately 1,200 people will be required. Using the standard Department of Defense space and construction criteria, the cost for this was estimated at \$4,800,000. Another \$400,000 will be required for parking areas, utilities, and modification of the existing automated data processing facility. All other supporting facilities at the Marine Corps Supply Center, Albany, are adequate without modification. Cost estimates are detailed as follows:

Administration building: 172,000 square feet @ \$27.90 per square foot	\$4,800,000
Convert existing floor space for automated data processing functions: 4,300 square feet @ \$40 per square foot	172,000
Parking for administrative building and electrical, heat, plumbing, and telephone hookups	232,000
	<hr/>
Total Construction Cost for New Facility	\$5,204,000

2. Improvements in the facilities at Philadelphia had been requested by that command and have been carried at Headquarters Marine Corps as a programmed requirement. The current 4-year program is as follows:

<u>Fiscal Year 1975.</u> Alterations, emergency generator, first increment air-conditioning, and sprinkler system	\$2,303,000
<u>Fiscal Year 1976.</u> Second increment air-conditioning	1,115,000
<u>Fiscal Year 1977.</u> Third increment air-conditioning	574,000
<u>Fiscal Year 1978.</u> Fourth increment air-conditioning	932,000
	<hr/>
Total Programed Military Construction for Philadelphia Facility	\$4,924,000

3. Projection of costs of training to replace skills of personnel not desiring to relocate are reflected in the following. This cost is essential to ensure continuity of operations and no serious degradation of support to the Fleet Marine Forces. (613 congressional report refers.)

<u>Fiscal Year 1976</u>	
Dual staffing for training	\$2,045,000
Temporary additional duty	<u>1,025,000</u>
Total Cost of Training	\$3,070,000

"Dual staffing" means the hiring of new personnel for employment at the Marine Corps Supply Center, Albany, while the present civilian personnel who elect not to relocate from Philadelphia are still employed. The temporary additional duty costs will allow those new personnel hired to train in their jobs at Philadelphia.

4. Costs for the relocation of personnel and equipment are as follows. This display of costs reflects updated planning as of June 1973. It reflects a change from previous information, wherein these relocation costs previously were split between fiscal years 1975 and 1976. Also, estimates of costs associated with severance pay, automated data processing rental, and overtime during the physical move have been developed and included.

Fiscal Year 1976

Relocation of civilian personnel and costs for overtime required during the relocation phase	\$1,180,000
Severance (reduction in force) pay for civilians choosing not to relocate	708,000
Maintenance of real property (Philadelphia)	180,000
Transportation costs incidental to relocation	24,000
4th Marine Corps District relocation	8,000
Automated data processing costs--includes equipment disconnects at Philadelphia and reconnects at Albany, 2-month equipment rental during relocation of Philadelphia equipment to Albany, and contract services to include keypunch services during relocation and consumable supplies	461,000
Total Cost for Relocation of Personnel and Equipment	\$2,561,000

5. Real savings realized from personnel reductions through amalgamation of the Philadelphia functions with those of the Marine Corps Supply Center, Albany, will amount to \$1.2 million the first year of the relocation and \$2.6 million each year thereafter. Functions to be combined include procurement, comptrollership, management engineering, military personnel administration, civilian personnel offices, and automated data processing.

6. These costs are incidental to maintaining the Philadelphia facility in a caretaker status until it is accepted by the General Services Administration for disposal/use by other Government agencies.

RATIONALE FOR NORTH AND NORTHEAST BASE CLOSINGS

Senator SCHWEIKER. What do you think the reason is in terms of the rationale for the large number of base closings in the North and Northeast and subsequent construction in the South? Do you have any ideas as to why the Northeast bases are hit so hard while the other regions of the country seem to benefit so much?

Mr. SIMS. I could give you some reasons, but I don't—

Senator SCHWEIKER. You can give them off the record or on the record.

Mr. SIMS. Yes, I don't think they should be on the record if I did. Mr. Chairman, I have not been able to find the real logic behind the Defense Department hitting Pennsylvania so hard in cutbacks and closedowns and relocations. We just can't understand it.

In the early stages we were 18 percent higher than any other area in the country. Of course, the last change dealing with the closing of the Boston Navy Shipyard has had some effect on our 18 percent. We have not been able to figure out that we live in an area where we have been able to give good service, many of the items that are used at the Marine Corps are purchased right in Philadelphia; when we talk about having to ship them from Philadelphia to Albany, we can't see the rationale behind that.

POSSIBILITY OF ALBANY TO PHILADELPHIA ALTERNATIVE

Senator SCHWEIKER. What about the other way of handling this problem? What possibilities would there be of actually moving the Albany, Ga., operation into Philadelphia? How could the Philadelphia base handle it and have your people considered this aspect at all?

Mr. SIMS. We have considered that. I think it was something like 2 or 3 years ago we suggested that we would be able to provide the services of any other place in the country. Let me hasten to say that I don't want to go on record as saying move the group from Albany, Ga., to Philadelphia. I am simply saying leave the ones in Philadelphia in Philadelphia.

AIR-CONDITIONED INSTALLATIONS COMPLETED

Senator SCHWEIKER. How much air-conditioning has already been done, if any, in the areas that we are talking about?

Mr. SELLERS. In Philadelphia?

Senator SCHWEIKER. Has air-conditioning been temporarily or partially installed at the Marine Corps Supply Activity in Philadelphia?

Mr. SELLERS. Forty percent of the base in Philadelphia is air-conditioned. This includes all your high-priced employees, all your colonels, generals, GS-14's, GS-15's. Your higher priced employees are working in air-conditioned offices. The 2's and 3's are not.

Senator SCHWEIKER. So, you are estimating about 40 percent are covered?

Mr. SELLERS. That's right. The Marine Corps analysis which we have right here shows that.

ECONOMIC ADJUSTMENT ASSISTANCE TO EMPLOYEES

Senator SCHWEIKER. Do you have any information about economic adjustment assistance that would be provided to the affected employees? In other words, have you gotten any economic adjustment assistance estimates yet as to what would be available to your people? I don't know that you have. I know there is a provision ultimately that it will be available. The point is that it probably is not far enough along.

Mr. SIMS. No one has provided it.

Mr. SELLERS. It would not be available to the employees individually. It would be available to the area. The employees affected would not receive the money directly.

Senator SCHWEIKER. It would not go to the employees, but to the affected area?

Mr. SELLERS. That's right.

Senator SCHWEIKER. This would not help your people at all?

Mr. SIMS. No, sir.

FUTURE CONSTRUCTION INCREASES DUE TO INFLATION.

Senator SCHWEIKER. I want to make that point clear. The other is that you mentioned in your testimony an \$8 million estimate for the construction of the proposed \$5 million expenditure in Albany. I wonder if you want to elaborate or get more specific.

Mr. SIMS. We use that cost figure, Senator, because the estimate was made 2 years ago and the construction costs, the material costs have gone up exceedingly high. By 1975 or 1974 when this reconstruction money would be made available, we contend, based on some estimate that we have received, that this could go up as high as \$8 million. I think a colossal example of cost escalation over the years is our Rayburn Building, how that kept going up and how they kept coming back for more. I think this is what you will find in the construction of buildings.

Senator SCHWEIKER. I think with the cost of construction and inflation problems today this is pretty much par for the course for any building. When were those estimates first made?

Mr. SELLERS. They were made a couple years ago. I understand they were updated last year. The Marine Corps claimed they were updated last year. As you also know, the original plans do not contain all the facilities they want. Somehow when they start building, near the end of the plans they discovered they have left certain things out they should actually have. These cost overruns will contribute greatly to this estimate of \$8 million.

MILITARY CONSTRUCTION PROJECT DATA FROM NAVY DEPARTMENT

Senator SCHWEIKER. I also would like to put in the record, to make this as complete as possible for the first phase of the hearings, the military construction project data from the Navy Department, so that we have this as a base for discussion. I understand that we will give you a copy of this today, along with the letter of the Secretary of the Navy with the cost justification breakdown and you will respond to that.

I will keep the record open for any pertinent information you want to supply, either to refute, contradict or supplement the information the Navy has given us, as well as anything else you feel is pertinent to this area.

Mr. SIMS. We thank you very much. I understand that our entire testimony will be made a part of the record.

Senator SCHWEIKER. That is right. Thank you very much for coming today. Certainly we appreciate it.

TRANSFER OF MARINE CORPS SUPPLY ACTIVITY IN PHILADELPHIA, PA.

STATEMENT OF HARRY BELINGER, CITY REPRESENTATIVE AND DIRECTOR, PHILADELPHIA DEPARTMENT OF COMMERCE

DISADVANTAGES IN FACILITY RELOCATION

The next witness is Harry Belinger, city representative and director of the Philadelphia Department of Commerce.

We welcome you today. We appreciate your coming.

Mr. BELINGER. I apologize for my voice. I have a strep throat. It is so important I wanted to be here. I would like also, if I may, to have you ask some of the questions you asked Mr. Sims. I will have more freedom in answering them. I will try to avoid repetition. I understand the purpose of this hearing is to answer a basic question.

Will there be a substantial savings to the Marine Corps if this facility is relocated in Albany, Ga? I will give you a one-word answer for that, no!

Another question implicit is will it hurt Philadelphia? Again to give you a one-word answer, it is "yes." There was some mention here earlier about the air-conditioning and savings there. It was also mentioned about the cost of this building, \$5.25 million.

Mr. Sims mentioned 50 percent overrun on the cost of a building today, particularly when constructed by a Government agency, whether it be Federal, State or city, which is conservative. I don't know whether this figure for construction of that building 2 years hence is \$1,976,000, but I am quite confident in saying they will not build that for \$5.2 million.

The whole question of saving. I don't know if you are familiar with the facility on Broad Street. It is an old building, but it is in excellent condition.

Senator SCHWEIKER. Yes, I have been through it. In fact, 40 percent is already air-conditioned.

Mr. BELINGER. They use this figure about air-conditioning which they have been requesting for 25 years and been denied as a factor. They are talking about central air-conditioning. There is a cheaper way to do that. It does not have to be that if they wish to air-condition the building.

Senator SCHWEIKER. The 40 percent, is that centralized?

Mr. BELINGER. No, it is units.

Senator SCHWEIKER. So it would not be necessary to spend as much as has been allocated if they didn't get central air-conditioning?

Mr. BELINGER. It was just an estimate in 1968. I think the estimate was really framed more to substantiate the argument for a move to Albany than to actually air-condition the building in the most eco-

nomie and efficient way. In any event, they say the basic reason for moving is consolidation, economy, efficiency. Being part of government at least on the city level, I am all in favor of consolidation for economy and efficiency if it is real.

Now moving this facility to Georgia, they already have a facility down there and they have a considerable number of vacancies that they have difficulty filling. Economists will talk to you about the mobility of labor. The problem with the economists and the problem with the Military who make these decisions, they think they are dealing with checkers. But they are dealing with people.

The people sitting here, most of them have lived and worked in Philadelphia all their lives. It is not only a job. It is a part of the way of life. They just don't pick up their roots and move to Albany, Ga., or move to Lakehurst, N.J., or Monmouth, N.J., because the general decides this is more economical. It just does not work.

If you take a look at the history of the shipyard, moving shipyards around, opening up new ones, the shipyard worker is a man steeped in tradition. He does not pick up and move. The reason I mention this is because this is part of an overall argument we are having with the Federal Government about closing facilities. They are not interchangeable parts. We are talking about people who are interested in their neighborhoods or interested in their city or interested in their children growing up in the city they want to live in.

LACK OF SUFFICIENT FACILITIES IN ALBANY TO HANDLE LARGE INFLUX OF PEOPLE

There is another very important factor here that has not to my knowledge been mentioned and that is the city of Albany, Ga. In all due respect if you move from a city like Philadelphia to a city like Albany, Ga., there are certain definite losses. If I can quote from a report my office made on this question :

In some respects an aspect which contributes to be most important is the lack of educational, cultural, residential, and health facilities in Albany, Ga., which would be needed to serve an influx of a thousand highly skilled technical employees. To be more specific, there are only two small hospitals in that area, inadequate for present needs. With regard to private schools, there are only two primary Catholic schools, no Catholic high school and no Hebrew school. The public schools are considered inadequate.

Of the two colleges in Albany, Ga., one is a 2-year college and the other a 4-year college. Neither is accredited. The recreational facilities are less than limited. Residential housing for 1,000 families is for all practical purposes non-existent. Construction will have to be started anew and to the best of our knowledge no such plan is nearing implementation since in any case it would have to be done by private means.

AREA OF SOCIAL RESPONSIBILITY

Again we get to one of these very basic considerations. The people are given an opportunity to transfer. The opportunity is offered by people who know that they are not going to accept this. Now the mayor was down here a few months ago. At that meeting we were arguing with the generals and admirals and a whole host of military brass about the transfer of this unit, about the electronic command unit from Rittenhouse Square and from the Naval Air Engineering Center.

We mentioned to one of the generals a certain sense of social responsibility, if you will. They said, "That is not really our business." I am really here to ask whose business is it if it is not the Federal Government's? It cannot only be the State and the city. As I say, we are talking about people. Some of the people in this room, I am sure, have plans to send their children to college in Philadelphia. Their plans will go right out the window if they lose that job simply because they are not transferring to Albany, Ga., the alternative means or employment will probably be at lesser salary, not that their salaries were that great. They would not have the seniority. They would have their economic underpinning cut out.

Senator SCHWEIKER. The Philadelphia Community College is an accredited institution.

Mr. BELINGER. Plus the fact that Philadelphia has 33 colleges and universities in the area, more than any city in the entire world. To go to an area where they have only two, with all due respect to Albany, Ga., this kind of move would be a disservice to the people of Albany. Their facilities are already overtaxed. They can't supply the jobs that are there now.

What can they do with another 700 or 800? I say we are dealing with a giant shell game here. We can fully appreciate, certainly the mayor and the people in the city can fully appreciate, the need to cut down on Federal expenditures since the end of the Vietnam war. We can appreciate that.

Please be frank with us, don't tell us this is economy when obviously it is not. Don't tell me these people are being offered a job in Albany when they know they cannot accept it. Many of the people here—I just forget the phrase—some sort of economic help, what we are really talking about is unemployment compensation and eventually welfare. I don't think people who have given 25 to 30 years of their lives to an organization should end up facing welfare. I just cannot fathom that. If this were a private business and operating for purely private motives, I think we would be in a much better position to argue the economics of staying.

You asked Mr. Sims about the possibility of moving that facility here and he said that he is concerned with keeping the facility in Philadelphia. I too am concerned with keeping the facility in Philadelphia. If the Marine Corps thought they could consolidate and reach these desired economies in Philadelphia, I would be very happy to accommodate them in whatever way I could. That happens to be my area of concentration, industrial development in the city.

PHILADELPHIA AREA JOB STATUS

To get back to the basic question, would the city of Philadelphia? We have here, counting the military, 1,500 jobs and a payroll in the magnitude of \$22 million a year. With the Naval Air Engineering Center at the navy yard, which is being transferred to Lakehurst, we have another 2,200 jobs and a payroll in the magnitude of \$28 million a year.

For the U.S. Army Electrical Command, which is at Rittenhouse Square and being located in Monmouth, N.J., we have 2,500 employees and \$35 million a year payroll. Now we are talking about 6,200 jobs, \$85 million a year being pumped into the economy of Philadelphia. That is an economic bomb, if you will, being dropped on one city.

SOCIAL ADVANTAGES OF RETAINING FACILITY IN PHILADELPHIA

In all of this, particularly at this time where civil rights were fought for in the fifties and sixties and great personal sacrifices were made in a year of great turmoil, tremendous strides have been made in the matter of civil rights, what good are civil rights without jobs? A great many of the people here are minorities, primarily black, who cannot move to Albany, Ga., and who cannot move to Lakehurst, N.J., or Monmouth, N.J., simply because the housing is not there if they desired to go.

We cannot talk, on the one hand about increasing civil liberties and, on the other hand, taking away the economic base on which these liberties are enjoyed. There has to be some squaring things with reality here.

There has also been a question about this \$5 million building, alleged \$5 million building in Albany, Ga. Has the money been allocated for the construction of that yet?

Senator SCHWEIKER. This is what this appropriation hearing is all about. This subcommittee is in charge of appropriating money for military construction throughout the country. The document that I submitted for the record a moment ago is the request from the administration to appropriate that money. The money has not yet been appropriated.

Mr. BELINGER. I am sorry that the TV reporter who stopped me in the hallway did not get me after this hearing because he said to me, "You people, the mayor, yourself, come down from Philadelphia a number of times in the last 18 months trying to save these jobs. Do you really think there is any hope?"

My answer to him at this point was that somebody has to try. We just cannot quit. Six thousand two hundred people being thrown out of work. If this money has not been appropriated, there really is hope because they can't build the building if they don't have the money. I humbly suggest that we can save the Marine Corps money by keeping this unit in Philadelphia. If they want to talk about consolidation, I will be very happy to sit down with them and talk with them about that.

Please, Mayor Rizzo, the people of Philadelphia, the people in this room do not want you to appropriate that money.

STATUS OF FUNDING FOR NEW FACILITY

Senator SCHWEIKER. The status is that the appropriation bill has come over from the House with this item in it. It is now before this committee to decide whether or not that item will be included or deleted. The money has not been appropriated and will not be appropriated unless it is included and unless it passes and is signed into law by the President.

So, to answer your question specifically, no, the money has not been appropriated. Therefore, construction cannot begin. I think you make a very good point about the tremendous personal impact these transfers have which the Defense Department does not look at, unfortunately. The housing impact was touched on by the last three witnesses. It is not on anybody's cost estimates, but it is a tremendous hardship and loss to the homeowner, who has to pay higher rent or who has to take out a new mortgage and finance a new home at inflated dollars.

You have rightfully pointed out the educational deprivation. These people are going from a larger area with many facilities, to a smaller area not equipped to handle a big influx.

HIDDEN COST RESULTING FROM MOVE

I think these are factors which, unfortunately, the Defense Department does not consider. They look at the dollars and cents in the Department of Defense facilities. They don't figure the unemployment compensation, insurance, the welfare checks and other things that will come about if people don't want to pull up their home ties and deep roots and move. These, unfortunately are the hidden costs that aren't calculated. It is tragic that when we make a move of this kind the Defense Department does not put down an old balance sheet, including a bottom line, instead of just costs that affect their Department.

Is there anything else, Mr. Belinger, on behalf of Mayor Rizzo you would like to say? You have very well summed up the problem as you see it. You have been very helpful to the committee.

Mr. BELINGER. No, I thank you for giving me the opportunity to testify. The real missing factor is the hidden costs and the people who will pay those costs are represented in this room. Unfortunately they are not a party to these deliberations. In all fairness to the Defense Department they have to operate within their budget and maybe there is an allowance for hidden costs, but I humbly submit there should be. We cannot operate with complete ignorance, complete lack of concern for these costs because they are very real.

If you put a man out of work who is on the verge of sending his son to college, it is quite possible that son will not get to college. What does that do to the future generations, that son's earning power? You not only hurt the man, you hurt the son and his son's family. What we have here is a real economic change that I just cannot see justified.

The action today is in the city. As I mentioned earlier, I am very much involved in industrial development in the city. The tide is turning. They have more factories and facilities than they can supply in the cities, whether it is Philadelphia, Chicago, New York, or San Francisco. We have the labor supply. But we must have the facilities. It does not belong in a rural area that can't supply the labor.

AVAILABILITY OF PERSONNEL IN ALBANY JOB MARKET

Any type of personnel that this center will need is available in Philadelphia. They are not available in Albany, Ga. It would be impossible to recruit people in Albany, Ga., certainly hiring trained technical people. The mobility that the economists are talking about is great in the higher paid. In the lower areas it is not existent for most people.

We are talking about people. That is all I have to say. Please consider the people.

DEMONSTRATION OF SUPPORT AGAINST MOVE

Senator SCHWEIKER. I think the record should also show that our room has been emptied and filled twice with people waiting to come

into the hearing. In fairness to the people involved I should put in the record Royal Sims made it very clear that we could have filled an auditorium if we had one available for these hearings. That is how much the human being has been affected and feels strongly about this move.

As many people may know, the Senate auditorium has been taken over by the Watergate Committee, so we don't have an auditorium available any more. It is very hard to get any space. There is no doubt in my mind that we would have filled the Senate auditorium or caucus room if it had been available because of the hundreds of people who wanted to come to show their protest.

I think this is the best we could do in terms of space. In fairness to Mr. Sims, I wanted the record to show that there would have been many more people here if they had had a place to sit.

Thank you very much, Mr. Belinger. We certainly appreciate your coming down on behalf of Mayor Rizzo. I think you have mentioned some very salient points.

Mr. BELINGER. Thank you, sir.

Senator SCHWEIKER. We have another item on the agenda. The people who are here from the Marine supply activity are free to stay or leave as they see fit. We are going into another phase.

CONSTRUCTION OF ACCESS ROADS TO KEESLER AIR FORCE BASE, BILOXI, MISS.

STATEMENT OF JERRY O'KEEFE, MAYOR, CITY OF BILOXI, MISS.

INTRODUCTION OF ASSOCIATES

We will now hear from Mayor Jerry O'Keefe, city of Biloxi, Miss., who will make a statement on the need for access roads at Keesler Air Force Base, Biloxi, Miss.

Mayor O'Keefe, you may read your statement and also introduce your associates in the room.

Mayor O'KEEFE. I have on my left here Mr. Gerald Blessey, my administrative assistant, and Perry Ransom, our engineer. I would like to make the following statement.

IMPROVEMENT OF ACCESS ROADS

Keesler Air Force Base and the city of Biloxi, Miss., share a problem which can be solved only by the Department of Defense. The access roads to Keesler must be improved because they are woefully inadequate for Keesler traffic, are excessively dangerous to airmen and civilians alike, and are inadequate as evacuation routes in the event of a natural disaster, such as Hurricane Camille. This is the fourth time in 10 years that Keesler officials have recommended these improvements.

TRAFFIC CAPACITY

Keesler Air Force Base and its annexes are situated entirely within the city limits of Biloxi, which is a peninsula on the Mississippi Sound.

The average 24-hour traffic volume through Keesler's nine gates is 43,500 vehicles. Gate 7, which empties onto the Pass Road, hosts a volume of 12,000 vehicles each 24 hours. There are 40,000 automobiles registered on the base.

As you can see on the map of Biloxi and vicinity, a major portion of the land west of Keesler's main base is composed of Keesler annexes. Feeding into the Pass Road there are 582 military family housing units plus annex No. 1, which houses electronic equipment. It is estimated that 80-90 percent of the Rodenburg Avenue traffic is military-oriented.

EXPLANATION OF MAP

Senator SCHWEIKER. Now will you explain the map?

Mayor O'KEEFE. The blue is Keesler Field itself. The Annex No. 1 is the farthest to the west, the blue there. The access road we are speaking of is marked there in red. Gate 7 is at the east terminal of that red point right there.

Senator SCHWEIKER. The other roads marked in red, too, are they the same?

Mayor O'KEEFE. They are access roads on the east side of Keesler Field.

Senator SCHWEIKER. On the west side here, is that included in your presentation, too?

Mayor O'KEEFE. Yes, sir.

Senator SCHWEIKER. What is the yellow road?

Mayor O'KEEFE. The north-south is the I-110 which will connect Biloxi's peninsula to Interstate 10, which runs east and west across the United States from Jacksonville, Fla., to Los Angeles, and it is coming across these three counties in South Mississippi.

Senator SCHWEIKER. The green is what?

Mayor O'KEEFE. The green is the balance of the roads, the Pass Road and another access route that is going to be funded through other than local funds. In other words, we are going to four-lane that part shown in green through our own capacity.

Senator SCHWEIKER. Now just point out the city limits to me on the map.

Mayor O'KEEFE. The city limits go from the east end of the peninsula to the end of the map on the west.

Senator SCHWEIKER. So, the base makes up what percent of your land roughly in the city?

Mayor O'KEEFE. It is probably about 20 percent. We are located on a peninsula. After the Hurricane Camille, as the statement will show, there was no way out of here at all except coming out west, out of gate 7, down this way and to the north, to evacuate personnel and civilians as well out of that peninsula which was so damaged by the hurricane.

Now we are proposing that these access routes and roads be improved so as to move traffic out more safely and more readily than has been available previously.

Senator SCHWEIKER. You may proceed with your statement. I just wanted to understand the map.

TRAFFIC DANGER

Mayor O'KEEFE. Of all access roads only Division Street presently has four lanes. Accident data for these access roads disclosed that in 1972 there were 836 accidents, causing \$327,000 in vehicular damage, 123 bodily injuries and 4 fatalities. In 1971 there were 860 accidents, \$347,000 in vehicular damage, 155 injuries and 3 deaths.

EVACUATION DEFICIENCIES

In the event of a natural disaster, timely evacuation of Keesler personnel, dependents and equipment is difficult. In 1969, when Hurricane Camille struck, all access roads were closed except for Pass Road. The Biloxi Peninsula aggravates this problem because bridges are usually closed to traffic first, leaving only the western evacuation routes which are at such times saturated with the civilian population as well. See map of Biloxi and vicinity.

COST OF RECOMMENDED IMPROVEMENTS

Engineers for Keesler and the city of Biloxi estimate that the total cost of the recommended improvements, including right-of-way acquisition, would be as follows:

Part I. Pass Road, that is going west on the Pass Road-----	\$2, 022, 400
Part II. Rodenburg Avenue and portion of White Avenue-----	377, 410
Part III. Roads on east edge of Keesler, connecting Keesler to the I-110 interchange-----	1, 000, 000
Total -----	3, 399, 810

LOCAL AND STATE PARTICIPATION

These cost requirements are beyond the capabilities of the city of Biloxi for the foreseeable future. The city does offer to pay 10 percent of the total cost. Also, the city believes that right-of-way acquisition would be less costly if executed by the city. The city is willing and able to act as agent for design and administrative supervision of the contracts for the project. Administration by the city, rather than the State Highway Department, would achieve faster results, because the State highway department is over-burdened with a new State highway program.

CITY AND STATE EFFORTS TO RELIEVE TRAFFIC PROBLEMS

However, the city and State of Mississippi have made and are making sizeable efforts to relieve the traffic problems affecting Keesler Air Force Base as well as the civilian community:

A. The city of Biloxi has budgeted \$642,301 of its current year's budget to widen Pass Road to four lanes for approximately 1 mile on the western end of Pass Road. That is this part in green. This represents over 75 percent of the total capital improvements of the city of this year. During the following fiscal year, the city plans to continue the widening of the western portion of Pass Road up to Jim Money Road, which is the western end of the access road for which we are asking assistance.

B. The State of Mississippi has contracted for immediate overlaying of U.S. Highway 90, which services many Keesler personnel, particularly through the White Avenue Main Gate. Now they are presently working on this Beach Drive.

C. The city of Biloxi pledges to complete the four-laning and straightening of White Avenue, which is the access link between Highway 90 and Keesler's Main Gate.

D. The State of Mississippi has designated part of its interstate highway allocation for I-110, which will link I-10 and U.S. Highway 90 through the city of Biloxi. The recommended improvements to the Division Street and Bay View access roads would greatly facilitate the use of I-110 by Keesler personnel, particularly those that live north of the Bay of Biloxi. Likewise, these access roads are the essential link for Keesler to use I-110 as another evacuation route.

E. The city of Biloxi has budgeted \$100,000 during the current year as seed money for the Mississippi Coast Transportation Authority to provide a mass transit system which will service Keesler. However, the

reduction in vehicular traffic as a result of this mass transit system will be offset by anticipated increased population in the Biloxi vicinity, which increased in population 14 percent between 1970 and 1972.

CONCLUSION

Keesler Air Force Base and the city of Biloxi need \$3,059,829 in Department of Defense funds to make essential improvements to access roads for Keesler Air Force Base.

We have our exhibits here to indicate where these roads would be improved. We thank you for the opportunity, Senator, to make our statement here this morning. We will be happy to answer any questions that you might have.

[The exhibits and maps were furnished and inserted in the subcommittee files.]

LOCAL CONTROL OF CONSTRUCTION PROGRAM

Senator SCHWEIKER. Mayor, can the city of Biloxi oversee the construction of these roads or will the Highway Department of the State of Mississippi have to supervise the construction?

Mayor O'KEEFE. We feel that we could better handle it on a local basis, Senator, because we have the engineering knowhow and we feel, No. 1, we could acquire the rights of way, if we do it on a local basis, much more economically than could be done through either the State highway department or the Department of Defense.

We feel that by handling it locally we can do it more expeditiously because the State highway department is really overburdened and behind now and they don't really have the staff. They are far understaffed and way behind in their scheduling in doing the job that they have already set out to do.

Senator SCHWEIKER. Very well, Mayor O'Keefe, we appreciate your testimony today. It is something we will take into consideration. Thank you very much for being here.

Mayor O'KEEFE. Thank you very much, Senator.

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE AIR FORCE

CONSTRUCTION OF ACCESS ROADS TO KEESLER AIR FORCE BASE,
BILOXI, MISS.

STATEMENT OF HARRY RIETMAN, ASSOCIATE DIRECTOR, DIRECTORATE OF CIVIL ENGINEERING, U.S. AIR FORCE

ACCOMPANIED BY:

JOHN LEE, DIRECTORATE OF THE AIR FORCE BUDGET, U.S. AIR FORCE

ALAN DOWD, MILITARY TRAFFIC MANAGEMENT, AND TERMINAL SERVICE (MTMTS), DEPARTMENT OF THE ARMY

INTRODUCTION OF ASSOCIATES

Senator SCHWEIKER. We will now hear from Mr. Harry Rietman, Associate Director, Directorate of Civil Engineering, U.S. Air Force, who will explain the position of the Air Force on these access roads at Biloxi, Miss.

Mr. RIETMAN. Thank you, Mr. Chairman.

Senator SCHWEIKER. Will you identify your associates?

Mr. RIETMAN. Mr. Chairman, I have with me on my right Mr. John Lee, Air Force Directorate of Budget. I have with me also Mr. Alan Dowd from the Department of the Army, Military Traffic Management and Terminal Services.

AIR FORCE SUPPORT OF PROJECT

Keesler Air Force Base and Biloxi have very close and friendly relationships. Our people have worked with them in the development of the project that the mayor described to you this morning. Consequently I can say without qualification that the Air Force fully supports the figures and the situation that the mayor has depicted.

We see a great need for this project. We are prepared if this money is provided by the Congress to expedite the allocation of those funds through the normal channels to the city for the execution of the work.

Senator SCHWEIKER. Now did the Defense Department include these funds in their budget request to Congress?

Mr. RIETMAN. No, sir; they did not. The traffic study by the MTMTS was completed in June 1972. Based on that study and the necessary engineering development work they had to do after that was complete, there was not time to get this into our 1974 budget that came up to Congress the first part of this year. Therefore, we could not put it in, and the earliest budget that we could get it in would be 1975, which will come up next January.

Since the city has moved so rapidly in completing their design work and have started some initial phases of the route acquisition, we feel that consideration of this project at this time is very well warranted.

Senator SCHWEIKER. You are saying that the Department does favor it and was planning to request it in next year's budget?

Mr. RIETMAN. The Air Force was planning to request this in its next budget.

OMB REVIEW

Senator SCHWEIKER. Do you have a review of OMB on it?

Mr. RIETMAN. No, sir; we do not.

Senator SCHWEIKER. They are not the easiest thing to get through these days.

Mr. RIETMAN. It has not been presented to them, sir.

Senator SCHWEIKER. It still is not the easiest thing to get through, whether presented or not?

Mr. RIETMAN. That is correct.

Senator SCHWEIKER. How do we know that it will be spent if it is appropriated? That seems to be the name of the game around here. It is good to know the Office of the Secretary's position on it, I think that is important. I gather at this point you are not able to give us any assurance that if we do appropriate, that it will be spent and not impounded.

Mr. RIETMAN. No more so than our best efforts to get the money through and apportioned to the service and gotten to the city for construction.

Senator SCHWEIKER. We appreciate your coming here and stating your position. If there is nothing further we will need, before we close the record on it, we may well request it.

Mr. RIETMAN. Thank, you sir.

SUBCOMMITTEE RECESS

Senator SCHWEIKER. I just want to say that the Military Construction Subcommittee will stand in recess subject to the call of the Chair.

[Whereupon, at 12 noon, Tuesday, October 9, the subcommittee was recessed to reconvene at the call of the Chair.]

MILITARY CONSTRUCTION APPROPRIATIONS FOR FISCAL YEAR 1974

TUESDAY, OCTOBER 30, 1973

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met at 10:08 a.m., in room S-126, the Capitol, Hon. Richard S. Schweiker presiding.

Present: Senators Mansfield, Schweiker, Bellmon and Young.

PROPOSED TRANSFER OF THE MARINE CORPS SUPPLY ACTIVITY FROM PHILADELPHIA TO ALBANY, GA.

NONDEPARTMENTAL WITNESSES

SUBCOMMITTEE PROCEDURE

Senator SCHWEIKER. The subcommittee will be in order.

Today we begin the second round of hearings by the Military Construction Appropriations Subcommittee on the proposed transfer of the Marine Corps Supply Activity from Philadelphia to Albany, Ga.

On October 9, the subcommittee focused on the effect this move will have on the present employees of the Supply Activity in Philadelphia, receiving testimony from Harry Belinger, Director of the Philadelphia Department of Commerce, and Mr. Royal Sims and Mr. Forrest Sellers who represented the American Federation of Government Employees.

LIST OF WITNESSES TO APPEAR

In the hearings this morning we will receive testimony from my distinguished congressional colleagues from Georgia, Senator Talmadge, Senator Nunn, and Congressman Mathis who will provide information on this move from the perspective of their constituents from Albany, Ga. We will also hear from Mr. Arthur I. Mendolia, Assistant Secretary of Defense for Installations and Logistics; Mr. Thomas P. Ruane, Director of Program Development, Office of Economic Adjustment in the Office of the Secretary of Defense; and Maj. Gen. Harry C. Olson, Deputy Chief of Staff for Installations and Logistics, Headquarters Marine Corps.

ASPECTS OF PROBLEM

As I stated on October 9, I am particularly interested in the following aspects of the problem, to which I hope the Defense Department witnesses will address themselves:

1. An explanation of how this decision was made, what factors were considered, and which were judged to be most important.

2. The economic calculations that were made—a detailed explanation of what is going to be built in Albany, Ga.; a breakdown of the estimated costs; a detailed explanation of the nearly \$5 million in construction avoidance in Philadelphia which is claimed as a savings; an assessment of how firm the projected costs really are; and any other cost information which it is felt the committee may find useful on this matter.

3. What assistance, specific and in detail, has already been provided or will be provided, both to affected individuals and to areas economically impacted by such decisions?

4. Last, what recommendations, if any, can be made for either new legislation or new administrative capabilities which could ease the pain caused by the Federal Government lurching around the country like this with its installations and facilities.

**STATEMENT OF HON. DAWSON MATHIS, U.S. REPRESENTATIVE
FROM GEORGIA**

PREPARED STATEMENT

At this point I would like to call on the Congressman from Georgia, Congressman Mathis.

Will you please come forward.

Glad to have you with us here this morning. You may proceed.

Mr. MATHIS. Thank you, Senator.

I would like at this point in the interest of time, if it would be acceptable, to submit for the record my entire testimony.

Senator SCHWEIKER. It will be included without objection.

So ordered.

[The statement follows:]

Mr. Chairman and distinguished members of the Subcommittee, I very much appreciate the opportunity to appear before you today, not only to defend the merits of the Defense Department's proposal to transfer the Marine Corps Supply facility from Philadelphia to Albany, but also to refute the charges made against the city of Albany by a witness from Philadelphia when he appeared before this Subcommittee on October 9.

As we all know, the decision to functionally relocate the Marine Corps Supply Activity in Philadelphia was prompted by the need to reduce support establishment requirements commensurate with reductions in force strength. The relocation of the supply activity will enable the Marine Corps to consolidate identical support-type functions which are currently being independently performed at Philadelphia and the Marine Corps Supply Center in Albany. Functional consolidation, to be effected in the fields of automatic data processing, comptrollership, civilian and military personnel administration, procurement and personnel services, will permit the reduction of 234 billets (184 civilians and 50 military). This reduction will result in annual savings in operating costs of \$2.6 million.

The move to Albany, Georgia, will enable the Marine Corps to avoid major costs associated with maintaining the habitability of the seventy-year-old building complex at Philadelphia. This cost avoidance is explained below.

Actual maintenance costs in the five fiscal years ending in 1973 totaled almost \$1.9 million. These actual costs, which represent 50 percent of the buildings' acquisition cost, represent only part of the continuing and immediate maintenance requirements. Additional requirements, which total \$871 thousand, have not been funded by the Marine Corps pending the final approval of the new construction at Albany which will permit relocation of the supply activity.

Major military construction costs of \$4.9 million will be avoided. These costs are required for the installation of safety and productivity-

related equipment for sprinkler systems, power generation and air conditioning.

The consolidation of functions at Albany will enhance the Marine Corps' capability to improve the morale in the all-volunteer services environment. Currently, the majority of the Marines stationed at Philadelphia subsist on the local economy. A significant feature of the planned move is the Marine Corps takeover of 630 Capehart houses from the Naval Air Station, Albany. Thus, all eligible enlisted and officer personnel will be afforded the much desired opportunity to occupy substantial benefits to lower graded Marines in terms of nearby recreation, exchange and commissary privileges. I might add also that the Capehart units are among the best, if not the best, facilities anywhere.

The functional consolidation of two major elements of the Marine Corps' distribution system will provide for greater efficiency and economy in accomplishing the Marine Corps supply mission. Over and above easily quantified personnel savings are as yet undefined savings in: costs associated with travel between the Philadelphia activity and Albany; the reduction data transmission (AUTODIN, AUTOVON) requirements; and, most important, the expense benefit realized by collocation of inventory management and storage and traffic functions.

\$4.9 million "cost avoidance" figure: Is this an accurate projection? The Philadelphia witnesses stated that the cost of air conditioning the Philadelphia facility should not be included as a cost avoidance item since the Marine Corps has never approved the request for air conditioning. Let's place this conclusion into its proper perspective.

The major portion of this is for complete air conditioning of the Philadelphia building. The program has not been effected up to now because of higher Marine Corps priorities stemming from operational requirements and personnel facility requirements associated with the

all-volunteer services. The fact remains, however, that if the supply activity stays in its present location, this improvement and others must be made. The original buildings were built in 1907-1908 with additions to the complex in 1918, 1920, 1931, 1941, 1943 and 1945. The major portion of the complex was built as a clothing factory; a function which has not been performed within the Marine Corps since the early sixties. The complex of buildings cannot in its present state be considered an efficient facility for the functions of the supply activity. The expenses involved in a major modernization program in order to achieve optimum efficiency would be prohibitive.

While it is true that 40 percent of the office/conference room space is currently air conditioned, it is also true that 73 percent of all civilian employees work in spaces which are not air conditioned. This past summer over 3200 productive man hours were lost because employees were sent home during periods of high temperature and humidity.

The general condition of the facility, including the lack of air conditioning, has been of major concern to the Marine Corps during recent years for a number of reasons. For instance, during the next ten years, over 55 percent of the Philadelphia employees will be eligible for retirement. To replace them, the Marine Corps must be able to attract like numbers of young people with high potential. This places the Marine Corps in direct competition with industry and other governmental agencies-- city, state and federal. In this day and age, the Marine Corps must be able to offer clean, comfortable facilities in order to compete for the new breed of individual coming into today's labor market.

In summary, while the air conditioning and other modernization efforts have in the past been preempted by higher priority projects, the current situation cannot be allowed to continue. If the activity is to remain in its current location, the Marine Corps must certainly request funds from the Congress to accomplish a major modification program.

These and many more facts concerning the actual relocation have already been, or will be, submitted for the Subcommittee's record, and I will not reiterate these points at this time.

Mr. Chairman, I can't blame the people in Philadelphia who resent this transfer, because Senator Nunn, Senator Talmadge and I strongly protested the closure of the Naval Air Station in Albany. Even though I protested the closure, I never resorted to making derogatory statements about the city of Key West, Florida, where most of the facility was being transferred. By the same token, I do not desire to get into a public argument with the city of Philadelphia over the merits of the two cities, but I would like to answer allegations made about my hometown by an earlier witness.

The Philadelphia witness stated that neither of the two colleges in Albany were accredited. I will simply answer this by stating that both colleges are fully accredited and are under the University of Georgia system. Also, within a hundred mile area of Albany, we have both Mercer University and Wesleyan College in Macon, Georgia Southwestern College at Americus, and Valdosta State College in Valdosta.

Contrary also to the testimony on the public schools, the Dougherty system is proving daily that it is more than capably fulfilling its role preparing its students and is extremely proud of the merit scholars attending the system. I would also say that the pupil-teacher ratio of 23-1 at the elementary level and 25-1 at the high school level exemplifies the efficiency of the system.

Another disparagement cast on Albany was the lack of adequate housing. I mentioned earlier in my testimony that the military housing would more than handle the Marine Corps population transferring to Albany. From the civilian standpoint, the Albany Planning Department has just completed a housing survey and there are approximately 400 single family units on the market at the present time. There are

approximately 525 units now vacant or in the final stages of construction. Permits for 1,109 apartment units have been issued in 1973 through September.

While Albany cannot boast of the liberty bell and Independence Hall, the area does abound in cultural and recreational facilities. The cultural features include the Albany Jr. Museum, Haley Art Gallery, Albany Little Theatre, Community Concert Association, Albany Symphony Orchestra, and many others.

For recreation, Albany, Georgia, is the center of numerous recreational activities. Within one hour's driving range are numerous lakes and resorts that offer swimming, boating, fishing, picnicing and family recreational activities.

The Municipal Recreation Department of the city of Albany offers a wide variety of activities for all ages. There are 11 lighted athletic fields for softball, baseball, and football. Over 65 adult softball teams enjoy softball, 28 sandlot baseball teams, 30 little league teams, as well as pony league and colt league teams. Over 40 teams participate in the midget football program. High school baseball and American Legion as well as adult baseball teams give a well rounded baseball program.

The City Parks offer over 200 acres of parks and playgrounds with picnic shelters and all types of playground equipment available. The largest and most modern zoo south of Atlanta is located in the city at Tift Park. Visitors from all over the Southeast throng this park to see the attractions of the zoo.

A million dollar YMCA with indoor pool, health club, physical rooms and gym offers a complete family type program with tremendous participation. The Boys Club with an olympic size pool, library, and complete gym facilities offers a complete program the year round. Eight lighted tennis courts, a municipal stadium seating over 11,000, 11 gymnasiums for basketball and indoor activities give Albany a well-rounded

indoor program. Five motion picture theatres, two drive-in theatres, 6 golf courses, 2 modern bowling alleys and 3 swimming pools are located in the Albany city limits.

The entire Albany area is a haven for the hunter and the fisherman. Quail, duck, turkey, dove, rabbit and deer are in abundance. Albany is the home of the Southern Field trials, and some of the finest dogs in the world are raised in Albany.

Albany is a very friendly city and likes to play and enjoy its leisure time, and the Albany Recreation program is slanted toward the entire family and offers recreational opportunities for all ages.

In conclusion, Mr. Chairman, let me say that Major General Roy Gulick, Major General Robert Fairburn, and Brigadier General Alvin Sanders are former commanding generals of the United States Marine Corps Supply Center who decided to retire in the city of Albany. I am sure these gentlemen would welcome an opportunity to express to the members of your Subcommittee their feelings about Albany and Dougherty County. In addition, there are thousands of retired enlisted and officer personnel who have chosen to reside in the Dougherty County area, and I am sure they share the feelings of the retired generals about the city of Albany.

Thank you.

OPPOSITION TO CLOSURE OF ALBANY NAVAL AIR STATION

Mr. MATHIS. The first four pages of my testimony deal primarily with the cost factors involved which I am sure this committee has heard from previous witnesses or from witnesses who are coming today. I would like, Mr. Chairman, to begin my testimony on page 5 of the statement which has been distributed to the members of the committee.

Mr. Chairman, I cannot blame the people in Philadelphia who represent this transfer because Senator Nunn, Senator Talmadge, and I strongly protested the closure of the Naval Air Station in Albany.

Mr. SCHWEIKER. We appreciate your protest.

Mr. MATHIS. Even though I protested the closure, I never resorted to making derogatory statements about the city of Key West, Fla., where most of the facility was being transferred. By the same token, I do not desire to get into a public argument with the city of Philadelphia over the merits of the two cities, but I would, if I might, like to answer allegations made about my hometown by an earlier witness before the subcommittee.

STATUS OF ALBANY AREA COLLEGES

The Philadelphia witness stated that neither of the two colleges in Albany were accredited. I will simply answer this by stating that both colleges are fully accredited and are under the University of Georgia system. Also, within a hundred mile area of Albany we have both Mercer University and Wesleyan College in Macon, Ga., Southwestern College at Americus and Valdosta State College in Valdosta, which are all accredited.

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Contrary also to the testimony on the public schools, the Dougherty system is proving daily that it is more than capably fulfilling its role preparing its students and is extremely proud of the merit scholars attending the system. I would also say that the pupil-teacher ratio of 23-1 at the elementary level and 25-1 at the high school level exemplifies the efficiency of the system.

AVAILABILITY OF HOUSING

Another disparagement cast on Albany was the lack of adequate housing. I mentioned earlier in my testimony that the military housing would more than handle the Marine Corps population transferring to Albany. From the civilian standpoint, the Albany Planning Department has just completed a housing survey and there are approximately 400 single family units on the market at the present time. There are approximately 525 units now vacant or in the final stages of construction. Permits for 1,109 apartment units have been issued in 1973 through September.

CULTURAL AND RECREATIONAL FACILITIES

Mr. Chairman, while Albany cannot boast of the Liberty Bell and Independence Hall, the area does abound in cultural and recreational

facilities. The cultural features include the Albany Jr. Museum, Haley Art Gallery, Albany Little Theater, Community Concert Association, Albany Symphony Orchestra, and many others.

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Albany is a very friendly city and likes to play and enjoy its leisure time, and the Albany recreation program is slanted toward the entire family and offers recreational opportunities for all ages.

CONCLUDING REMARKS

In conclusion, Mr. Chairman, let me say that Maj. Gen. Roy Gulick, Maj. Gen. Robert Fairburn, and Brig. Gen. Alvin Sanders are former commanding generals of the U.S. Marine Corps Supply Center who decided to retire in the city of Albany. I am sure these gentlemen would welcome an opportunity to express to the members of your subcommittee their feelings about Albany and Dougherty County. In addition, there are thousands of retired enlisted and officer personnel who have chosen to reside in the Dougherty County area, and I feel sure they share the feelings of the retired generals about the city of Albany.

I thank you very much, Mr. Chairman, for the opportunity to present the testimony.

Senator SCHWEIKER. Let me say you are a very able defender of Albany.

Mr. MATHIS. Thank you, sir.

Senator SCHWEIKER. Senator Bellmon, do you have any questions?

Senator BELLMON. No, sir.

Senator SCHWEIKER. Senator Young?

Senator YOUNG. No questions.

Senator SCHWEIKER. All right.

Thank you very much, Congressman. We appreciate your attendance here today.

Mr. MATHIS. Thank you.

DEPARTMENT OF DEFENSE

STATEMENT OF HON. ARTHUR I. MENDOLIA, ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND LOGISTICS)

ACCOMPANIED BY:

MAJ. GEN. HARRY C. OLSON, DEPUTY CHIEF OF STAFF, INSTALLATIONS AND LOGISTICS, HEADQUARTERS, U.S. MARINE CORPS

THOMAS P. RUANE, DIRECTOR, PROGRAM DEVELOPMENT, OFFICE OF ECONOMIC ADJUSTMENT, OFFICE OF THE SECRETARY OF DEFENSE

INTRODUCTION OF ASSOCIATES

Senator SCHWEIKER. At this time we will call as our next witness the Honorable Arthur I. Mendolia, Assistant Secretary of Defense (Installations and Logistics).

Will you introduce your associates, Mr. Secretary.

Mr. MENDOLIA. My associates are General Olson of the Marine Corps and Mr. Ruane of my Office of Economic Adjustment.

Senator SCHWEIKER. Glad to see you.

FUNDING FOR ADMINISTRATIVE BUILDING

Mr. MENDOLIA. Mr. Chairman and members of the committee, it is my pleasure this morning to testify on behalf of the Marine Corps' requirement for military construction funds for the erection of an administrative building at the Marine Corps Supply Center, Albany, Ga.

My statement will address the following points:

First, a decision of the factors which led to the decision to relocate the Marine Corps Supply Activity from Philadelphia to Albany, Ga.

Second, information relating to the costs and savings associated with the move to Albany.

Third, a discussion of the assistance which is and will be provided to individuals and the Philadelphia community.

Finally, I will comment on other concerns that have been expressed to this committee with respect to this move.

DECISION ON RELOCATION OF SUPPLY ACTIVITY

The decision to relocate the supply activity from Philadelphia was prompted by the need to retrench in line with overall adjustments throughout the Department of Defense; in essence to save money by reducing our overhead so that defense missions can continue to be performed within available resources. Factors that went into the decision included logistics readiness and continuity of operations.

These are primary concerns that cannot be sacrificed for the sake of economy. We are satisfied that neither readiness nor the ability of the Marine Corps to continue operations will be jeopardized. Yet the relocation will produce significant economies as I will discuss later.

We considered the ability of the Albany area to accommodate the increased numbers of people both civilian and military. The impact of the move on people was an important consideration.

There will be no disruption of mobilization support capability during the move. Normal operations will be continued. Upon completion of the move we are confident that the collocation of material management with storage and traffic functions at MCSC, Albany, will improve capabilities to meet mobilization requirements and increase efficiency of peacetime support operations.

I will cover the economic considerations in more detail as I address costs and the specific issue raised previously before this committee.

AVAILABILITY OF EFFECTIVE WORK FORCE

The continued availability of an effective work force is of primary importance in order to sustain operations during a move of this magnitude. This is a valid but wholly surmountable consideration. Realistically, as you and we are both aware, a large number of our current employees will choose not to relocate regardless of our best efforts to encourage them to do so. This is not uncommon. We are geared in the Department of Defense to hire and train individuals to perform a broad range of functions.

AREA HOUSING CONCERN

The ability of the Albany metropolitan area to accommodate all civilian families that may move into the area is not a problem. As you recall, on April 17, the closure of Naval Air Station, Albany was announced. This closure alone will place at least 1,000 housing units on the market, and we expect these to cover the broad spectrum of incomes. Our review of educational and other community services reveals that the relocation will place no stress on existing facilities in the Albany area.

One-time costs associated with the move to Albany total \$11 million. Included in this total is \$5.2 million for construction, which is a capital investment. The balance of \$5.6 million is a one-time cost for relocating personnel and equipment for training new personnel.

COST OF IMPROVEMENTS IN EXISTING FACILITY

Offsetting this is a one-time cost avoidance of \$4.9 million for improvements that would have been required at the Philadelphia facility had we stayed there. Added to this is a recurring annual savings of \$2.6 million through personnel reductions. This means that the total cost of the move, which will commence in fiscal year 1975, will be completely amortized by the end of fiscal year 1978. I want to emphasize that the \$2.6 million in savings is an annual recurring savings that continues indefinitely.

EFFECT ON EMPLOYEES OF FACILITY MOVE

The move to Albany will affect approximately 430 Marines and 1,100 civilian employees. Prior testimony before this committee focused on the impact of this move on our civilian employees. These people are faced with a decision. They can choose to transfer to Albany, in which case they will receive significant financial assistance including a Government-paid house-hunting visit, allowance for movement of their families and household goods, and reimbursement for certain expenses associated with purchase of housing.

Almost 25 percent of our current work force will be eligible for retirement with full benefits. We expect that many would choose to do so in any event. Another 25 percent of our employees will be eligible for retirement on reduced benefits. Some will choose this option.

For the remainder of our employees who choose not to relocate for one reason or another, we will do everything possible to help them obtain new employment, either elsewhere in Government service or with private enterprise. As a matter of interest, since the April 17 announcement, 41 employees have transferred to other Federal agencies in the Philadelphia area.

COMMITTEE ACTIONS IN ASSISTING DEFENSE-IMPACTED COMMUNITIES

I believe the committee is aware of the activities of the Defense Office of Economic Adjustment and the President's Inter-Agency Economic Adjustment Committee in assisting defense-impacted communities. For the record I would like to provide copies of the following:

A 1972 Economic Adjustment Committee Report to the President;
A 1973 Economic Adjustment Committee Report to the Congress;
and

A brochure explaining the Economic Adjustment Committee's function.

[The above material has been inserted in the subcommittee files.]

RESULTS OF DEFENSE PROGRAM CHANGES

Mr. MENDOLIA. These documents indicate that 81,000 new private-sector jobs were created to replace the 79,000 defense jobs lost in communities affected by defense program changes between 1969 and 1972. Specific to this is the case of Middletown Air Material Area, which included the Marietta Storage Annex, Mr. Chairman, in the State of Pennsylvania.

These activities which were closed in 1968 employed 10,800 civilians. Through the efforts of the Defense Office of Economic Adjustment, local officials, private enterprise and the Commonwealth of Pennsylvania, the facilities now employ approximately 5,200 persons with an additional 2,000 students. In addition, the Harrisburg Chamber of Commerce estimates it has attracted 7,000 to 8,000 new jobs to this area as a result of the new economic development capability created for the Harrisburg area. I regret that it is too early to know the results of current economic adjustment efforts to assist communities affected by

the April 17 announcement and discussed in our July report to the Congress.

ECONOMIC ADJUSTMENT ACTIVITIES

Earlier this year the President asked the Secretary of Defense to strengthen economic adjustment activities. He also directed each member of the Inter-Agency Economic Adjustment Committee to strengthen his agency's participation. The significant resulting actions are discussed in detail on pages 6, 7, and 8 of the 1973 report to the Congress which is furnished for the record. From this you will see that our efforts are continuous.

Experience has shown that prompt action is the single most important ingredient in a successful effort to minimize the impact of change on a community. The very first requirement is for community leaders to understand the need and accept the challenge to organize, plan and carry out a vigorous adjustment effort. Essentially, this is a task of persuasion and encouragement. Although we are usually successful in this effort, it is interesting to note that there are exceptions when local leaders feel Federal assistance is not required. In the case of Philadelphia, Mayor Rizzo has recently requested assistance for the city of Philadelphia under the President's Economic Adjustment program.

FEDERAL RESOURCES FOR INITIAL PLANNING EFFORTS

The second critical requirement is the need for Federal resources for initial planning efforts to assess local conditions and determine the course of action appropriate to the circumstances. In this regard, no two communities are identical. On pages 11 and 12 of the July report to the Congress, we noted the need to expedite the normally time-consuming process by which Federal funds can be made available for these vital planning efforts. While some timely funding action has been achieved, it would be misleading to suggest that further improvement is not needed.

To an extent, the situation has been complicated by changes that are being considered in the way Federal funds are provided in States. As I have noted, however, the need in the defense realignment situation is for prompt funding actions. This suggests the need for a readily available source of funds for these disaster situations.

Based on past experience, neither existing grant programs nor revenue-sharing programs are particularly suited for the prompt response that would be most helpful in community economic adjustment projects. Accordingly, we are trying to work out some proposal for Congress' consideration that would enable us to meet this early need while at the same time preserving our ability to make maximum use of those Federal resource programs which can and should be applied over the long term to strengthen the local economy and expand job opportunities in affected communities.

SPECIFIC POINTS IN RESPONSE TO CONCERNS EXPRESSED AT PREVIOUS
HEARINGS

Now, Mr. Chairman, I would like to make the following points in specific response to the concerns expressed to this committee during prior hearings:

The \$4.9 million cost avoidance is accurate. The major portion of this would have been for complete air conditioning of the Philadelphia buildings. We haven't done this in the past simply because we have had higher priority claims on available resources. The fact remains, however, that if the Marine Corps Supply Activity had stayed in Philadelphia, this improvement and others would have to have been made. The original buildings were built in 1907 with the last addition in 1945. This complex of buildings cannot in its present state be considered an efficient facility for the current functions of the supply activity. The expenditure of almost \$5 million to accomplish required improvements to the aging Philadelphia complex simply could not be justified.

The cost of \$5.2 million for construction at the new site is accurate. Construction costs are in 1974 dollars and computed in accordance with Department of Defense cost guidance. The estimate is a projection based on building cost experience and takes into account inflationary trends for the specific location. Additionally, our projected annual savings of \$2.6 million in operational costs are accurate. The reduction of 234 spaces (50 military and 184 civilians) are specifically the result of the consolidation of support functions that could not be achieved without this consolidation of the two activities at a single location.

As I have mentioned earlier I have with me Maj. Gen. Harry C. Olson, Deputy Chief of Staff, Installations and Logistics, Headquarters, U.S. Marine Corps, and Mr. Thomas P. Ruane, Director for Program Development in our Office of Economic Adjustment. Mr. Chairman, General Olson, Mr. Ruane, and I will be available to answer your questions and we would be pleased to provide such additional information as you request.

Thank you.

Senator SCHWEIKER. Thank you.

I see our leader has come in.

Senator Mansfield, do you have any questions?

Senator MANSFIELD. No.

Stay where you are, Senator.

Senator SCHWEIKER. Senator Bellmon.

Senator BELLMON. Yes, just a few questions.

SAVINGS AS RESULT OF PERSONNEL REDUCTION

In your statement, Mr. Mendolia, you mentioned there is a \$2.6 million in annual savings and you referred to the fact that that comes about partially because of the reduction in personnel.

Mr. MENDOLIA. Yes, sir.

Senator BELLMON. Couldn't this be accomplished in Philadelphia?

Mr. MENDOLIA. No, sir. The reduction comes about by the consolidation of the overhead function by putting it at one site.

Senator BELLMON. It is not now in one site.

Mr. MENDOLIA. No, it is not. We have a Marine supply center at Albany, Ga., and a supply management operation in Philadelphia.

Senator BELLMON. Does this figure of \$2.6 million savings include the increased costs of earlier retirements that you mentioned?

Mr. MENDOLIA. No, sir, it does not.

Senator BELLMON. In other words—

Mr. MENDOLIA. That is a continuing savings as a result of eliminating 184 civilian places.

Senator BELLMON. Of those 184 people most of them will go on retirement.

Mr. MENDOLIA. I would think so because 50 percent of the force is eligible for full or actuarially reduced retirement.

Senator BELLMON. What will be the cost to the Government of the retirement benefits that those people will receive?

Mr. MENDOLIA. General Olson, do you have a list made up?

General OLSON. I think we have that.

Severance or reduction in force pay for civilians choosing not to relocate would be \$708,000.

Senator BELLMON. Severance and what other?

General OLSON. Reduction in force pay for civilians choosing not to relocate in Philadelphia. It would be \$708,000.

ANNUAL COST IN BENEFITS OF RETIRED PERSONNEL

Senator BELLMON. What is the annual cost in retirement benefits to those 184 people?

General OLSON. I don't believe I have that information but I can get it for you, sir.

[The material follows:]

The assumption that there is a direct correlation between the 184 positions to be saved as a result of the relocation and the number of retirements is incorrect. In all probability, the Marine Corps will be able to attrite or reassign incumbents in these positions so that by the end of calendar year 1975, the positions will be unencumbered and simply disappear. In this way, no individuals will be directly affected by the reduction of 184 civilian positions.

Retirements will occur across the entire spectrum of the workforce and must be addressed separately. Comments in response to Senator Schweiker's request in this area are provided on page 392.

ANNUAL SAVINGS RESULTING FROM RETIREMENTS

Senator BELLMON. Those figures would be deducted from the \$2.6 million annual saving.

General OLSON. Well, the way this amortizes out, by 1978 we have a straight \$2.6 million savings as all these other factors of changeover have been taken up or assumed in this period, have been amortized, so we have a straight \$2.6 million saving from 1978 on.

Senator BELLMON. But you still have 184 people who are being paid retirement benefits who otherwise would have been on the payroll.

General OLSON. Well, of course, sir, this is their option at any time they are eligible.

Senator BELLMON. I am trying to get at the point there is not a \$2.6 million saving to the Government. If you are going to take 184 people off the payroll and put on retirement benefits, it is still going to cost money to keep their retirement benefits paid, isn't that right?

Senator SCHWEIKER. In other words you are estimating that 25 percent of the people will retire, yet you have not figured the retirement costs and what this will cost the Federal Government. I think it is a very excellent question.

Why you would consider the 25 percent forced retirements as part of the package and say it is a \$2.6 million saving is kidding ourselves. How much would that amount to? I think we would like to have the figures on that.

Excuse me.

Senator BELLMON. That is the only point I was trying to make.

That is all the questions I have. I believe we do need those figures.

Senator SCHWEIKER. Yes. Could we have the figures for the record? It is just ridiculous to say you have a \$2.6 million savings when you are forcing people to retire.

[The figures referred to above can be found on page 392 of the record.]

AIR-CONDITIONING COSTS IN CURRENT FACILITY

Senator SCHWEIKER. Another figure I would like to get into is the air-conditioning situation. You are using that as half the justification for the saving you are making.

First, I wonder if you could explain the difference between the \$4.9 million used in your statement and the 6-year dollar limitation applied by the Defense Department from fiscal years 1974 to 1979 for Facility Planning and Programing for Philadelphia of \$2 million.

On a 5-year projected basis your own group allocated only \$2 million for the cost of air-conditioning and yet you are now saying it is going to cost \$4.9 million. This information was contained in Guidance for Facility Planning and Programing dated August 1972, so as recently as August this whole air-conditioning program was going to cost \$2 million by your own figures. Now you are saying it is going to cost \$4.9 million. I would like to hear the reasons.

Mr. MENDOLIA. As I think we pointed out in the statement, we have said that air-conditioning has long been required. On the basis of the priorities that have been established in the Corps, they have not been able to fund the air-conditioning. As to the situation that might prevail in the future, it would affect the ability of the Marine Corps activity in Philadelphia to retain and recruit competent people. Our feeling would be that the building would have to be air-conditioned.

As you lose about 50 percent of your employees over the next 10 years you have to recruit them in competition with other Federal agencies in the Philadelphia area. We think that competition would not be very successful without facility improvements.

Senator SCHWEIKER. What was the \$2 million for?

General OLSON. The total price for the air-conditioning runs up to \$4.9 million plus the sprinkler system that is involved in this particular renovation. I think I can speak with reasonable experience in

this area. When I came back from Vietnam, I was assigned to the Marine Corps Supply Activity and at that time initiated a \$200,000 program to try to upgrade some of the Corps' facilities that we had.

CONDITION OF BUILDING

This used to be a clothing factory. The Marine Corps used to manufacture all its tenting and clothing. We converted this to an ICP and as such we never had the money or never had the capability of going ahead to modernize the building.

I will give you a typical example of what I am talking about. During the period that I was there we had flush toilets in which the tank was located up on the ceiling with the long chain that we had about 20 or 30 years ago. You pull that in order to make the toilet operate. That is the type of antiquated problems that we face.

I can say that during my tour I made a definite effort to improve these facilities, and I think that there are constituents here from Philadelphia who would back up my statement in this area. This particular facility in my opinion has really outlived its useful life considering its initial construction period back in 1904, the different levels that are involved in the building. I have pictures here to describe certain construction characteristics which are present in the building today if the Congressmen would like to observe those.

FUNDING ALLOCATION OF CORPS

Senator SCHWEIKER. Well, I am at a loss, General, to get the answer to my question. Here is a 20-page document from the Commandant of the Marine Corps dated August 3, 1972, which makes a 5-year projection with a 6-year dollar control figure on the presumption we are operating before they allocate \$2 million. Either air-conditioning was not important enough to even project in the picture or it could be done for a lot less than \$4.9 million. I am just trying to figure out which it was. I mean these are your figures, they are not mine; I didn't invent them. Have you shifted gears and why?

General OLSON. We had approximately \$40 million.

Senator SCHWEIKER. Somebody must have figured out that figure somehow.

General OLSON. We had approximately \$40 million in the Marine Corps to allocate for the various functions and at that point in time we figured that the proportionate share that we could allocate to Philadelphia would be approximately \$2 million for this particular plant and that is where the figure was generated.

Senator SCHWEIKER. The \$4.9 million, is that for central air-conditioning?

General OLSON. That is for the complete central air-conditioning doing away with the window air-conditioning that we have now.

WINDOW AIR-CONDITIONING UNITS

Senator SCHWEIKER. That brings me to my next point. The supply activity is now 40 percent air-conditioned by window units. If you really talk about saving money, it would probably be a lot cheaper

using air-conditioning window units to fill out the remaining 60 percent. Then you could use that cost figure instead of the cost figure for ripping out and throwing away the present 40 percent. Why didn't you use that alternative? Maybe that was the \$2 million you fellows had in the first figure.

Mr. MENDOLIA. I would point this out, Mr. Chairman. I think that no matter how we determine what the cost of the air-conditioning is, the fact remains that the \$2.6 million savings will only be obtained by the consolidation. So, even if you were to assume that the \$4.9 million would never be spent, the return on the new money would still be recaptured in less than 5 years. So, I would make it as a premise, that it is still a desirable objective for the Government to make that consolidation.

SAVINGS AS RESULT OF RETIREMENT

Senator SCHWEIKER. Let's follow that presumption. By your own statement, that presumption is inaccurate. You say here:

Almost 25 percent of our current work force will be eligible for retirement at full benefits. We expect they would choose to do so in any event. Another 25 percent will be eligible for reduced benefits.

Therefore, you cannot say you are saving \$2.6 million. By your own admission, 25 percent of the present employees will be forced to retire. The Government pays that out of some of our appropriations, one way or another. I think you have to say it is a \$2.6 million saving, less the forced retirements, and then, maybe, you can say you have a saving. But you have not figured that.

I cannot agree with your second assumption because I think that is as unrealistic as the first assumption. How can you say that is not going to cost the Government x amount of dollars?

Mr. MENDOLIA. The pension costs will remain the same if we do this or not.

Senator SCHWEIKER. Not if they don't retire.

Mr. MENDOLIA. 25 percent of them are eligible to retire and we would replace those people at Philadelphia if we were to stay there to perform the function. What we are saying is that by consolidating the function at one location we can eliminate 184 civilian positions. I don't think it is appropriate to bring in the pension costs because that would be borne whether we make the move or not. This is not an appropriate deduction from the saving. That \$2.6 million will continue. If you added the pension cost literally, say if you look 10 years off, you would offset all the savings because 50 percent of the people would be on pension.

Senator SCHWEIKER. At some point in time, yes. But certainly your own words indicate that some are going to retire early. That is going to cost the Government more money, eventually after 3 or 5 years. You are presuming that we are going to start saving money in a few years, and I am just pointing out I am not sure.

This is a debatable point.

Mr. MENDOLIA. We said that to make the move would cost \$5.2 million for construction funds and \$5.8 million for relocation expenses and retraining for a total of \$11 million. We are saying that we can

recapture that money in about 2½ years. Even if you assume that the air-conditioning funds were never spent in Philadelphia, we can recapture the whole \$11 million in less than 5 years which I think anyone would say was a pretty good investment. It is required, as I see it, in the Department of Defense because we are literally having to operate on less constant dollars each year. We have to make moves that enable us to preserve force structure and to modernize weapons. This is one of those things we have to do to accomplish this.

General OLSON. Senator, I might add that since this intended relocation was announced we have lost 41 people who have transferred to other Government activities within the civil service structure leaving Philadelphia and therefore it would not be a proper assumption to say all of these people are going to actually accept retirement. They will be on civil service rolls but they will be working in other areas.

Senator SCHWEIKER. It was your statement I picked up, not my statement.

Mr. MENDOLIA. Literally, our experience is that we cannot predict what decisions individuals will make. We can look at the roll and say that 25 percent are eligible to retire. Whether they opt to retire is probably a matter of the job market in Philadelphia and, what they choose to do. If they choose to retire, that is their decision. We will not really know that until we are in the last phases of the shutdown which would not be until the early part of 1976.

Mr. RUANE. Mr. Chairman, we do have some information based on January to date in terms of the base closures and reassignments that took place throughout the country. Some 32 percent of the people that were affected by these actions have retired. So, if you were to look at the 50-percent figure, just the experience in the past 9 months has shown that it has been certainly below 50 percent. This is not to say that 32 percent of the workers in Philadelphia will retire, but this is factual experience.

Senator SCHWEIKER. My point was how much does that cost the Government a year and why don't you figure it? I accept your figure. I think it is probably a little more realistic than the figures provided in your statement. I think, however, that unless you put that on the balance sheet, it is unfair to say you are going to save \$2.6 million each year when you are actually forcing people to take an early retirement with the Government paying x percentage for the retirement program. 50 percent or more will be paid by the Government, a direct cost to the taxpayers. Eventually it wipes itself out, but I think it is unfair to say it is a recurrent saving.

DILLARD STUDY

I now have a question about the Dillard study. I would like to know, Mr. Secretary, whether you are familiar with the Dillard study of 1970-71. Did it make any recommendations with regard to moving the Supply Activity from Philadelphia to Albany and did it recommend the closing of the Supply Activity?

Mr. MENDOLIA. I am not familiar with that study.

General OLSON. This study did evaluate the complete requirement for relocation and it was looked at and reviewed during the most

recent study which we made and in which we came up with this particular decision.

Senator SCHWEIKER. Well, did the Dillard study specifically recommend a move to Albany, Ga.?

General OLSON. It listed a number of alternatives which did not make an affirmative decision.

Senator SCHWEIKER. Would you supply a copy of the Dillard study for insertion in the subcommittee files so that we may have a copy for reference?

Mr. MENDOLIA. Certainly.

[A copy of the Dillard study was subsequently supplied to the subcommittee for use in its files.]

[NOTE.—The Dillard study was prepared during 1970 as an internal study within the Supply Department, Headquarters, U.S. Marine Corps. The report was never approved by the Quartermaster General or any other Marine Corps official and therefore may not in any way be construed as an officially approved or sanctioned document representing official Marine Corps or Department of Defense positions.]

DESCRIPTION OF ALBANY FACILITY

Senator SCHWEIKER. I think the fact that the Government made a previous study not recommending what you are recommending now is a very significant point. I think the Congress should know why the study did not recommend a move to Albany, Ga., what the cost factors were, and why it wasn't found feasible at that time.

General OLSON. Mr. Chairman, I might add here for information that in 1952 the Marine Corps Supply Center, Albany, was constructed from the ground up for the purpose for which it serves. In other words, in the military sometimes it is unique that we actually build something and use it for the purpose for which it was intended.

If you ever visit Albany to see this particular facility, I think you would be amazed at the effective and efficient type of construction that was used in its mission of accomplishment. Within that particular ball park there was actually at that time in 1952 an area earmarked with the utilities underground, electrical facilities into where a future inventory control point for the Marine Corps would be located. Since 1952 this thing has been under constant reevaluation. I can produce the maps or the charts which show that this was in the planning stages but the opportunity or the requirement to effect this particular change had never materialized.

Now if I may go back, Mr. Chairman, to your previous remark and be more direct in my answer to your question, when you look at the Dillard study you will see that in the final conclusions that it was never officially accepted by the Commandant of the Marine Corps and endorsed as an accepted study.

Senator SCHWEIKER. Who made it if the Commandant didn't accept it?

General OLSON. It was made within the Supply Department or under the Quartermaster General's cognizance who I think was General Chip or General Robinson at that time. Studies can be made at lower echelons of organization within the Marine Corps, but until

these particular studies have been signed off and approved by the Commandant, their official status is negative as far as any positive actions indicated or inferred.

COMMANDANT RECOMMENDATION FOR FACILITY

Senator SCHWEIKER. My obvious question here is this 20-page memorandum from the Commandant, who recommended only \$2 million for facility improvement at the location in Philadelphia for a 6-year period. It just seems to me he had to take presumption of the Dillard study as a basis for making such a recommendation, or he would not have had the \$2 million figure, but rather the \$4.9 million figure we have today.

I am not so sure there is not some relationship here. Where is the \$2 million figure and what does it mean? Give me some substantiation to show me I am wrong, that the Commandant based it on some recommendation; that is, the Dillard study.

What does the \$2 million figure mean? I still have not heard the answer to that. If you say he did not use the Dillard study, what did he use? Here is an official order by the Commandant of the Marine Corps which is official and which is a decision which accepts some presumption. If there is some other information you have on the \$2 million, I would be glad to have it.

General OLSON. Mr. Chairman, in the budget process it is necessary to make planning factors in which the field commands can evaluate their urgent requirements. As such, this planning data must be put out to the field so that they can time their budget submissions, and this is essentially what this was.

Now whether these things fall out or stand in the Milcon budget as it is processed through the committee depends upon really the urgency of need and the importance that the Commandant places on these particular installations proposed for inclusion in the Milcon budget. So therefore if there is a higher priority, and each post and station is required to submit their No. 1, 2, and 3 priorities, and these priorities are then meshed at the CMC level and a judgment factor is injected and the Commandant is given a basis for decision, obviously the air-conditioning element that was put forth at this particular time did not stand the test of being of high enough priority to get the allocation funds required to install that.

Senator SCHWEIKER. And apparently it didn't stand a test in the Dillard study either. That is my point.

General OLSON. I would say again the Dillard study was never officially approved by the Commandant and it was generated by the Quartermaster General with the staff support essentially being accomplished by the supply department.

REQUEST FOR ADDITIONAL MILITARY STAFF

Senator SCHWEIKER. General, I would like to ask you, has the Marine Corps requested or will it request augmentation of military personnel in key civilian positions in this transfer operation to the Albany post—additional military staff?

General OLSON. You are familiar with the fact that we do effect an actual reduction in civilian and military billets. During the transition period we have a factor in here which shows that we have a dual staffing requirement; that is, we must maintain the shop at Philadelphia during the process that we are reestablishing and putting into business those phases of the operation which can be effectively and efficiently transferred during this interim period. This is all figured in the costing factors which Secretary Mendolia mentioned at the \$11 million figure and each offsetting each other.

Senator SCHWEIKER. Do you have the number of new slots in there, too? I know you have the net in there.

General OLSON. Well, the net reduction was previously discussed by Secretary Mendolia stating that, for example, those common support areas such as Civil Service Administration or the Civilian Personnel Office or the Comptroller's facility, the joint utilization of data processing facilities, maintenance facilities which are common—these are the support-type functions which support the \$2.6 million reduction which we say we will save starting in 1978.

We are not talking about any of the technical functions being eliminated that are being performed currently by the inventory control point, they are still valid and they have a real requirement. We are only talking about economies affected by consolidating these support functions which I mentioned.

PERSONNEL REQUEST AND OFFSETTING SAVINGS

Senator SCHWEIKER. Will you supply for the record if you have not already, the new military positions that will be needed, as well as the offsetting savings? In other words, I have here a sheet that says eight majors, six officers, four supply officers—

General OLSON. Mr. Chairman, I can explain this on the basis of the augmentation staffing during the transition period that will be required in order to have a continuity of operations at Philadelphia and also to establish a base from which we can operate down in Albany. Obviously we cannot direct civilian personnel who are employed by the Marine Corps to move. This is their option, they can accept or decline. But we can direct Marines to augment or pick up and move and fill this gap.

This is part of our interim plan, to fill these areas or voids which will be present because we will not have the civilians that will transfer in toto during this interim period. That is why I mentioned that augmentation and I will be glad to give you a listing of the military that is involved in that.

Senator SCHWEIKER. All right.

[The material follows:]

No new, permanent military positions will be required. There will be a requirement for the temporary augmentation, within current Marine Corps resources, of military skills during the transition period.

Some military augmentation will occur to replace civilians who elect to transfer to other government agencies in Philadelphia prior to the time the activity is completely relocated.

PERSONNEL CUTBACK AND STEPUP

Senator SCHWEIKER. Now you talk about a reduction of 234 positions. There is also, I believe, an estimate that 537 technical people will be needed by 1976. Is this accurate? Why the cutback and then the stepup?

Mr. MENDOLIA. My understanding is to replace people whom we would expect to retire. In other words, half of the force is eligible to retire in the next 10 years.

Senator SCHWEIKER. This is replacement and not new slots?

Mr. MENDOLIA. Yes, sir.

Senator SCHWEIKER. Are they all replacements or are they new people based on some expansion?

Mr. MENDOLIA. There is no expansion. There are projections that are based on having 184 fewer people at Albany than there are now at Philadelphia. Now what we will have to do is hire people either to replace those which choose not to come down there or to replace retirees.

Senator SCHWEIKER. Can you give us some details of the 537; where the figure comes from and what costs, either training or otherwise, might be needed there?

Mr. MENDOLIA. Well, the training cost is the \$5.9 million.

Senator SCHWEIKER. That would include this 537?

General OLSON. Yes.

Senator SCHWEIKER. All right.

NONDEPARTMENTAL WITNESSES

STATEMENT OF HON. SAM NUNN, U.S. SENATOR FROM GEORGIA

RELOCATION OF SUPPLY CORPS ACTIVITY

Senator SCHWEIKER. I see Senator Nunn has come in so why don't we just interrupt.

Senator, would you like to make a statement?

Senator NUNN. I would like to make a statement, Mr. Chairman. I am going to submit some exhibits for the record and I won't take a lot of the committee's time.

Senator SCHWEIKER. Proceed.

Senator NUNN. Mr. Chairman and distinguished members of the Appropriations Committee, I appreciate the opportunity to appear before you and discuss the proposed relocation of the Marine Corps Supply Activity from Philadelphia, Pa., to Albany, Ga. My appearance arises out of testimony taken by the Military Construction Subcommittee on Tuesday, October 9, 1973, concerning this proposed relocation.

This testimony, offered by concerned citizens from Philadelphia, addressed the relocation from two standpoints: (1) Was Albany, Ga., a desirable location for the facility when compared to Philadelphia? In this particular area the witnesses attacked Albany, Ga., both as to its desirability for the Supply Activity and as to its desirability as a home for employees; and (2) Would a savings really be effectuated by the relocation to Albany? In this area the witnesses attacked the economics of the move, as determined by the Marine Corps.

EFFECT OF BASE CLOSINGS ON GEORGIA

Mr. Chairman, I would first like to say I understand and sympathize with the concern expressed by the Philadelphians. Certainly the prospect of losing jobs and payrolls is not pleasant. Indeed, Georgia has been more adversely affected by such actions than Pennsylvania and it has been traumatic. Base relocations have cost Georgia the Hunter Army Airfield in Savannah, Ga.; the Naval Air Station in Albany, Ga.; and the Glynco Naval Air Station in Brunswick, Ga. These closures have cost Georgia 5,497 military positions and 1,088 civilian positions. The relocation of the Supply Activity will increase personnel at that facility by only 381 military positions and 948 civilian positions.

So, Mr. Chairman, we are losing in the neighborhood of 5,116 military and 140 civilian positions. When you take it overall, it has been a very severe year for our State.

I just want to make it clear in the beginning, I am in sympathy with those who are being uprooted, moving, losing their job. At this point I want to make that clear. I have been through it myself and I know

how hard it is on not only the citizens themselves, but on the economy of the area and most of all on the employees and their families.

I would like to say, though, when we look in terms of base closures we have, I think, a duty to really rise above and look above regional interests. We must assist the military to cut costs where possible. We cannot afford the luxury of maintaining facilities for a wartime military establishment when that establishment has now been drastically reduced.

Mr. Chairman, I know you realize we cut in the Senate version of the Military Procurement Authorization bill about 156,000 military personnel. That was reduced in the conference committee to somewhere in the neighborhood of 40,000, so there is an overall rather drastic cut in the military personnel throughout the United States.

LETTER CONCERNING ALBANY FACILITIES

The aspersions cast by the Philadelphia witnesses on the education system, the health delivery system, the recreational resources, the housing situation, and the job market in Albany, Ga., have been thoroughly and completely refuted in my letter of October 12, 1973, and therefore, Mr. Chairman, without reading it I will simply attach it.

Senator SCHWEIKER. Without objection, the letter and your statement will be inserted in the record at this point.

[The letter and statement follow:]

October 12, 1973

Dear Mr. Chairman:

On Tuesday, October 9th, Honorable Richard Schweiker chaired Appropriations Subcommittee hearings on military construction. One of the matters taken up involved \$5.2 million to relocate the operation of the Marine Corps Supply Activity from Philadelphia, Pennsylvania to Albany, Georgia.

During the course of that hearing certain witnesses testified as to the economics of the move and the desirability of Albany, Georgia as a location for the facility.

I understand and sympathize with the concern of these witnesses in seeking to retain the Philadelphia facility. All Senators adversely affected by the base closures would prefer that the changes not take place. For example, in my own state of Georgia, the Army has closed the Hunter Army Airfield in Savannah, Georgia and the Navy is closing the Albany Naval Air Station at Albany, Georgia and the Glynco Naval Air Station in Brunswick, Georgia.

As a result of these actions, Georgia will lose a total of 5,497 military positions and 1,088 civilian positions. The relocation of the Supply Activity from Philadelphia to Albany will increase personnel by only 381 military positions and 943 civilian positions. Georgia will suffer a net loss of 5,116 military positions and a net decrease of 140 civilian positions. I speak with personal experience when I say I share these witnesses' concern.

I do not feel, however, that I can allow the aspersions cast on Albany, Georgia or the allegations as to the adverse economics of the move to remain unchallenged.

It is totally incorrect to state, as witnesses did, that neither the four-year nor two-year colleges in the Albany area is accredited. Both the Albany State College (four-year) and the Albany Junior College (two-year) are accredited by the Southern Association of Colleges and Universities. Both are part of the University System of Georgia. In addition, Albany has a fully accredited Vocational-Technical School and a Technical High School.

Contrary to testimony received, the public schools of Albany are viable institutions fulfilling their college preparatory roles quite capably. School officials are proud of the high number of merit scholars attending Albany public schools. They are also proud of the very low pupil/teacher ratio; 23 to 1 at the elementary level; 25 to 1 at the high school level.

Health facilities available can only categorize Albany as a regional medical center. The 450 bed Phoebe Putney Hospital is a modern facility offering a full range of medical services. Currently this facility is operating at 65 percent occupancy. Albany boasts the fully equipped 220 bed Palmyro Hospital which is operating at 80 percent capacity. Also, there is a 36 bed facility at the Naval Air Station which can be expanded to 70 beds. In addition, officials in Albany have established one of the finest Emergency Medical Services Systems in the state.

Albany, Georgia has more than adequate housing available for the new families moving to Albany. There are currently 400 single family units available; 525 apartments; and 900 units at the Naval Air Station. Six-Hundred-thirty of the NAS units are allocated for the Marine Corps, leaving 270 units for civilian use.

Albany is proud of its record of attracting and holding highly skilled labor. Firestone, DuPont, and Rockwell International are just three of the well-known national firms that have located in Albany in recent years. There have been no complaints from these employers concerning any difficulty in recruiting skilled personnel.

Finally, Albany has long been considered a hunting and fishing paradise. Former President Eisenhower was a frequent visitor to the area during his Presidency, hosting many hunting expeditions. Recreation facilities abound but one of the notable new additions now being developed is a 430 acre park which will be the home of a nature zoo featuring animals from all over the world.

I would also point out the following plus (+) economic factors as to the relocation of the Supply Activity.

The decision to functionally relocate the Marine Corps Supply Activity in Philadelphia, Pennsylvania was prompted by the need to reduce support establishment requirements commensurate with reductions in force strength. The relocation of the Supply Activity will enable the Marine Corps to consolidate identical support-type functions which are currently being independently performed at Philadelphia and the Marine Corps Supply Center, Albany, Georgia. Functional consolidation, to be effected in the fields of automatic data processing, comptrollerhip, civilian and military personnel administration, procurement and personnel services, will permit the reduction of 234 billets (184 civilians and 50 military). This reduction will result in annual savings in operating costs of \$2.6 million.

The move to Albany, Georgia will enable the Marine Corps to avoid major costs associated with maintaining the habitability of the seventy-year old building complex at Philadelphia. This cost avoidance is explained below.

Actual maintenance costs in the five fiscal years ending in 1973 totaled almost \$1.9 million. These actual costs, which represent 50 percent of the buildings' acquisition cost, represent only part of the continuing and immediate maintenance requirements. Additional requirements, which total \$871,000, have not been funded by the Marine Corps pending the final approval of the new construction at Albany which will permit relocation of the Supply Activity.

Major military construction costs of \$4.9 million will be avoided. These costs are required for the installation of safety and productivity-related equipment for sprinkler systems, power generation and air conditioning.

The consolidation of functions at Albany, Georgia will enhance the Marine Corps' capability to improve the morale in the all-volunteer services environment. Currently, the majority of the Marines stationed at Philadelphia subsist on the local economy. A significant feature of the planned move, as previously mentioned, is the Marine Corps takeover of 630 Capehart houses from the Naval Air Station, Albany. Thus, all eligible enlisted and officer personnel will be afforded the much-desired opportunity to occupy government quarters and to utilize the nearby recreation, exchange and commissary privileges.

The functional consolidation of two major elements of the Marine Corps' distribution system will provide for greater efficiency and economy in accomplishing the Marine Corps supply mission. Over and above easily quantified personnel savings are as yet undefined savings in: costs associated with travel between the Philadelphia Activity and Albany; the reduction data transmission (AUTODIN, AUTOVON) requirements; and, most important, the expense benefit realized by collocation of inventory management and storage and traffic functions.

In accordance with our recent conversation, I respectfully request an opportunity to appear before the Committee in person, or by a written statement, to fully rebut the above-mentioned allegations.

I would add that I have discussed this matter with Senator Talmadge and he concurs in the comments contained herein. It is my further understanding that he also plans to address the Subcommittee on this matter.

Respectfully submitted,

Sam Nunn

STATEMENT OF SENATOR SAM NUNN
REGARDING THE PROPOSED RELOCATION OF
THE MARINE CORPS SUPPLY ACTIVITY FROM
PHILADELPHIA, PENNSYLVANIA TO ALBANY, GEORGIA

Mr. Chairman and Distinguished Members of the Appropriations Committee:

I appreciate the opportunity to appear before you and discuss the proposed relocation of the Marine Corps Supply Activity from Philadelphia, Pennsylvania to Albany, Georgia. My appearance arises out of testimony taken by the Military Construction Subcommittee on Tuesday, October 9, 1973 concerning this proposed relocation.

This testimony, offered by concerned citizens from Philadelphia, addressed the relocation from two standpoints: (1) Was Albany, Georgia a desirable location for the facility when compared to Philadelphia? In this area the witnesses attacked Albany, Georgia both as to its desirability for the Supply Activity and as to its desirability as a home for employees; and (2) Would a savings really be effectuated by the relocation to Albany? In this area the witnesses attacked the economics of the move, as determined by the Marine Corps.

I understand and sympathize with the concern expressed by the Philadelphians. Certainly the prospect of losing jobs and payrolls is not pleasant. Indeed, Georgia has been more adversely affected by such actions than Pennsylvania. Base relocations have cost Georgia the Hunter Army Airfield in Savannah, Georgia; the Naval Air Station in Albany, Georgia; and the Glynco Naval Air Station in Brunswick, Georgia. These closures have cost Georgia 5,497 military positions and 1,088 civilian positions. The relocation of the Supply Activity will increase personnel at that facility by only 381 military positions and 948 civilian positions.

I am sure that all Senators adversely affected by base closures and relocations would prefer that the same not take place. However, in this era of competing demands for federal dollars, we must look above regional interests: We must assist the military to cut costs where possible. We cannot afford the luxury of maintaining facilities for a war-time military establishment when that establishment has now been drastically reduced.

The aspersions cast by the Philadelphia witnesses on the education system, the health delivery system, the recreational resources, the housing situation and the job market in Albany, Georgia have been thoroughly and completely refuted in my letter of October 12, 1973, a copy of which is attached hereto as Exhibit "B". Accordingly, I do not feel it necessary to repeat them. To me the two criteria appropriate in Congressional review of base closures and relocations are:

- (1) Will the move adversely affect our national security?
- (2) Will the move result in a savings of federal dollars?

Our concern with the relocation of the Supply Activity should relate primarily to the questions of whether or not the relocation will result in a savings of federal dollars, and whether or not such a move will improve the efficiency of the Marine Corps Supply System.

The Philadelphia Supply Activity complex was originally constructed in 1907-1908. Additions were made in 1918, 1920, 1931, 1941, 1943 and 1945. Thus, the newest addition is twenty-eight years old.

In their testimony the Philadelphia witnesses stated that the cost of air conditioning the Philadelphia facility should not properly be included as a cost avoidance item since the Marine Corps has never approved the Philadelphia request for air conditioning. In the same breath they say that 40% of the Philadelphia facility is already air conditioned. In reply the Marine Corps states that, although 40% of the office/conference room space is air conditioned, 73% of the civilian employees work in non-air conditioned locations. In the past summer, this resulted in 3,200 productive man-hours lost because employees were sent home during periods of high temperature and humidity.

It is apparent, therefore, that should the Marines stay in Philadelphia, their stated intention of air conditioning the facility should be given full credence by this Committee. Likewise, the savings realized by moving to Albany, and not air conditioning the Philadelphia facility, constitute a legitimate element of cost avoidance in the amount of \$4,924,000 (including other avoided projects).

It appears as if the main element of savings will be in payroll--the \$2.6 million saved annually through the elimination of 184 civilian and 50 military billets. This savings is not seriously disputed by the Philadelphians. Furthermore, even should this Committee not consider the air conditioning cost avoidance, the Marine Corps will still realize this tremendous annual savings.

Finally, the Philadelphians dispute the computations, as determined by the Marine Corps, to construct the new administration building at the Albany Marine Corps Supply Center. They allege, without factual basis, that the \$5.2 million cost will really be 60% higher--\$8 million. This increase will be brought about by unidentified and unsubstantiated cost overruns and increased construction costs. In support of this allegation, they claim that it is not possible to

construct a federal structure without cost overruns. This allegation is too vague for serious consideration. Indeed, the same argument could be applied to renovation and modernization of the Philadelphia facility. No--we must presume that the Marine computations have a factual basis; and, as such, are entitled to due consideration.

Mr. Chairman, I would like to make one last statement on the anticipated move. Citizens of the Albany area are justifiably proud of their reputation of full cooperation with the Marine Corps. I am certain that new residents will be warmly welcomed by the citizenry and that the spirit of cooperation which has characterized the military-civilian association in the past will continue to be evident as the planned move evolves. I am hopeful that the Marine Corps Supply Center at Albany will continue to play a meaningful and vital role in the future of the Marine Corps Supply Activity.

APPROPRIATE CRITERIA IN CONGRESSIONAL REVIEW

Senator NUNN. Accordingly, I don't think it is necessary to repeat that.

To me the two criteria appropriate in congressional review of base closures and relocations are:

- (1) Will the move adversely affect our national security?
- (2) Will the move result in a savings of Federal dollars?

Those are the two criteria that in the final analysis I think we have to decide this matter on.

Our concern with the relocation of the Supply Activity should relate primarily to the questions of whether or not the relocation will result in a savings of Federal dollars, and whether or not such a move will improve the efficiency of the Marine Corps Supply System.

The Philadelphia Supply Activity complex was originally constructed in 1907-08. Additions were made in 1918, 1920, 1931, 1941, 1943, and 1945. According to my understanding, the newest addition is 28 years old.

AIR-CONDITIONING COSTS

In their testimony the Philadelphia witnesses stated that the cost of air-conditioning the Philadelphia facility should not properly be included as a cost avoidance item since the Marine Corps has never approved the Philadelphia request for air-conditioning. In the same breath they say that 40 percent of the Philadelphia facility is already air-conditioned. In reply the Marine Corps states that, although 40 percent of the office/conference room space is air-conditioned, approximately 73 percent of the civilian employees work in non-air-conditioned locations. In the past summer this resulted in 3,200 productive man-hours lost because employees were sent home during periods of high temperature and humidity.

It is apparent, therefore, that should the Marines stay in Philadelphia their stated intention of air-conditioning the facility should be given full credence by this committee. Likewise, the savings realized by moving to Albany, and not air-conditioning the Philadelphia facility, constitute a legitimate element of cost avoidance in the amount of \$4,924,000 (including other avoided projects).

PAYROLL SAVINGS

It appears as if the main element of savings will be in payroll—the \$2.6 million saved annually through the elimination of 184 civilian and 50 military billets. This savings, according to my understanding, is not seriously disputed by the Philadelphians. Furthermore, even should this committee not consider the air-conditioning cost avoidance, the Marine Corps will still realize this tremendous annual savings that recurs every year.

NEW BUILDING CONSTRUCTION COSTS

Finally, the Philadelphians dispute the computations, as determined by the Marine Corps, to construct the new administration building at

the Albany Marine Corps Supply Center. They allege, without factual basis, that the \$5.2 million cost will really be 60 percent higher—\$8 million. This increase will be brought about by unidentified and unsubstantiated cost overruns and increased construction costs. In support of this allegation they claim that it is not possible to construct a Federal structure without cost overruns. This allegation is too vague for serious consideration. Indeed, the same argument could be applied to renovation and modernization of the Philadelphia facility. No, we must presume that the Marine computations have a factual basis and, as such, are entitled to due consideration.

Mr. Chairman, I would like to make one last statement on the anticipated move. Citizens of the Albany area are justifiably proud of their reputation of full cooperation with the Marine Corps. I am certain that new residents will be warmly welcomed by the citizenry and that the spirit of cooperation which has characterized the military-civilian association in the past will continue to be evident as the planned move evolves. I am hopeful that the Marine Corps Supply Center at Albany will continue to play a meaningful and vital role in the future of the Marine Corps Supply Activity.

COST BREAKDOWN FOR RELOCATION

In conclusion, I am attaching as Exhibit A a complete cost breakdown for the relocation, the net effect of which establishes increased efficiency and savings.

Thank you very much, Mr. Chairman.
[Exhibit A follows:]

**SUMMARY OF ECONOMIC JUSTIFICATION CONCERNING THE RELOCATION
OF THE MARINE CORPS SUPPLY ACTIVITY, PHILADELPHIA, PENNSYLVANIA**

Fiscal Year	Item	Costs (Millions)		Savings (Millions)		Note
		Military Construction	Other	Military Construction	Other	
1974	Military Construction for Marine Corps Supply Center, Albany, Georgia	\$5.2	\$	\$	\$	1
1975	Military Construction for Marine Corps Supply Activity, Philadelphia, Pennsylvania			2.3		2
1976	Military Construction for Marine Corps Supply Activity, Philadelphia:			1.1		2
	Dual Staffing for Training		3.1			3
	Personnel Reduction				1.2	5
	Relocation of People and Equipment		2.6			4
1977	Military Construction for Marine Corps Supply Activity, Philadelphia:			.6		2
	Caretaker Status at Philadelphia		.1			6
	Personnel Reduction				2.6	5
1978	Military Construction for Marine Corps Supply Activity, Philadelphia:			.9		2
	Personnel Reduction				2.6	5
	Subtotals	\$5.2	\$5.3	\$4.9	\$6.1	
	TOTALS		\$11.0		\$11.3	

Enclosure (1)

EXHIBIT A

NOTES

1. A building to house approximately 1,200 people will be required. Using the standard Department of Defense space and construction criteria, the cost for this was estimated at \$4,800,000. Another \$400,000 will be required for parking areas, utilities, and modification of the existing automated data processing facility. All other supporting facilities at the Marine Corps Supply Center, Albany, are adequate without modification. Cost estimates are detailed as follows:

Administration building: 172,000 square feet @ \$27.90 per square foot	\$4,800,000
Convert existing floor space for automated data processing functions: 4,300 square feet @ \$40 per square foot	172,000
Parking for administrative building and electrical, heat, plumbing, and telephone hookups	232,000
Total Construction Cost for New Facility	\$5,204,000

2. Improvements in the facilities at Philadelphia had been requested by that command and have been carried at Headquarters Marine Corps as a programmed requirement. The current 4-year program is as follows:

<u>Fiscal Year 1975</u> . Alterations, emergency generator, first increment air-conditioning, and sprinkler system	\$2,303,000
<u>Fiscal Year 1976</u> . Second increment air-conditioning	1,115,000
<u>Fiscal Year 1977</u> . Third increment air-conditioning	574,000
<u>Fiscal Year 1978</u> . Fourth increment air-conditioning	932,000
Total Programed Military Construction for Philadelphia Facility	\$4,924,000

3. Projection of costs of training to replace skills of personnel not desiring to relocate are reflected in the following. This cost is essential to ensure continuity of operations and no serious degradation of support to the Fleet Marine Forces. (613 congressional report refers.)

<u>Fiscal Year 1976</u>	
Dual staffing for training	\$2,045,000
Temporary additional duty	<u>1,025,000</u>
Total Cost of Training	\$3,070,000

"Dual staffing" means the hiring of new personnel for employment at the Marine Corps Supply Center, Albany, while the present civilian personnel who elect not to relocate from Philadelphia are still employed. The temporary additional duty costs will allow those new personnel hired to train in their jobs at Philadelphia.

4. Costs for the relocation of personnel and equipment are as follows. This display of costs reflects updated planning as of June 1973. It reflects a change from previous information, wherein these relocation costs previously were split between fiscal years 1975 and 1976. Also, estimates of costs associated with severance pay, automated data processing rental, and overtime during the physical move have been developed and included.

Fiscal Year 1976

Relocation of civilian personnel and costs for overtime required during the relocation phase	\$1,180,000
Severance (reduction in force) pay for civilians choosing not to relocate	708,000
Maintenance of real property (Philadelphia)	180,000
Transportation costs incidental to relocation	24,000
4th Marine Corps District relocation	8,000
Automated data processing costs--includes equipment disconnects at Philadelphia and reconnects at Albany, 2-month equipment rental during relocation of Philadelphia equipment to Albany, and contract services to include keypunch services during relocation and consumable supplies	461,000
Total Cost for Relocation of Personnel and Equipment	\$2,561,000

5. Real savings realized from personnel reductions through amalgamation of the Philadelphia functions with those of the Marine Corps Supply Center, Albany, will amount to \$1.2 million the first year of the relocation and \$2.6 million each year thereafter. Functions to be combined include procurement, comptrollership, management engineering, military personnel administration, civilian personnel offices, and automated data processing.

6. These costs are incidental to maintaining the Philadelphia facility in a caretaker status until it is accepted by the General Services Administration for disposal/use by other Government agencies.

EXHIBIT B

*United States Senate*COMMITTEE ON ARMED SERVICES
WASHINGTON, D.C. 20510

October 12, 1973

Honorable Mike Mansfield
Chairman
Senate Appropriations Subcommittee
on Military Construction

Dear Mr. Chairman:

On Tuesday, October 9th, Honorable Richard Schweiker chaired Appropriations Subcommittee hearings on military construction. One of the matters taken up involved \$5.2 million to relocate the operation of the Marine Corps Supply Activity from Philadelphia, Pennsylvania to Albany, Georgia.

During the course of that hearing certain witnesses testified as to the economics of the move and the desirability of Albany, Georgia as a location for the facility.

I understand and sympathize with the concern of these witnesses in seeking to retain the Philadelphia facility. All Senators adversely affected by the base closures would prefer that the changes not take place. For example, in my own state of Georgia, the Army has closed the Hunter Army Airfield in Savannah, Georgia and the Navy is closing the Albany Naval Air Station at Albany, Georgia and the Glynco Naval Air Station in Brunswick, Georgia.

As a result of these actions, Georgia will lose a total of 5,497 military positions and 1,088 civilian positions. The relocation of the Supply Activity from Philadelphia to Albany will increase personnel by only 381 military positions and 948 civilian positions. Georgia will suffer a net loss of 5,116 military positions and a net decrease of 140 civilian positions. I speak with personal experience when I say I share these witnesses' concern.

I do not feel, however, that I can allow the aspersions cast on Albany, Georgia or the allegations as to the adverse economics of the move to remain unchallenged.

It is totally incorrect to state, as witnesses did, that neither the four-year nor two-year colleges

in the Albany area is accredited. Both the Albany State College (four-year) and the Albany Junior College (two-year) are accredited by the Southern Association of Colleges and Universities. Both are part of the University System of Georgia. In addition, Albany has a fully accredited Vocational-Technical School and a Technical High School.

Contrary to testimony received, the public schools of Albany are viable institutions fulfilling their college preparatory roles quite capably. School officials are proud of the high number of merit scholars attending Albany public schools. They are also proud of the very low pupil/teacher ratio; 23 to 1 at the elementary level; 25 to 1 at the high school level.

Health facilities available can only categorize Albany as a regional medical center. The 450 bed Phoebe Putney Hospital is a modern facility offering a full range of medical services. Currently this facility is operating at 65 percent occupancy. Albany boasts the fully equipped 220 bed Palmyro Hospital which is operating at 80 percent capacity. Also, there is a 36 bed facility at the Naval Air Station which can be expanded to 70 beds. In addition, officials in Albany have established one of the finest Emergency Medical Services Systems in the state.

Albany, Georgia has more than adequate housing available for the new families moving to Albany. There are currently 400 single family units available; 525 apartments; and 900 units at the Naval Air Station. Six-hundred-thirty of the NAS units are allocated for the Marine Corps, leaving 270 units for civilian use.

Albany is proud of its record of attracting and holding highly skilled labor. Firestone, DuPont, and Rockwell International are just three of the well-known national firms that have located in Albany in recent years. There have been no complaints from these employers concerning any difficulty in recruiting skilled personnel.

Finally, Albany has long been considered a hunting and fishing paradise. Former President Eisenhower was a frequent visitor to the area during his Presidency, hosting many hunting expeditions. Recreation facilities abound but one of the notable new additions now being developed is a 430 acre park which will be the home of a nature zoo featuring animals from all over the world.

I would also point out the following plus (+) economic factors as to the relocation of the Supply Activity.

The decision to functionally relocate the Marine Corps Supply Activity in Philadelphia, Pennsylvania

was prompted by the need to reduce support establishment requirements commensurate with reductions in force strength. The relocation of the Supply Activity will enable the Marine Corps to consolidate identical support-type functions which are currently being independently performed at Philadelphia and the Marine Corps Supply Center, Albany, Georgia. Functional consolidation, to be effected in the fields of automatic data processing, comptrollership, civilian and military personnel administration, procurement and personnel services, will permit the reduction of 234 billets (184 civilians and 50 military). This reduction will result in annual savings in operating costs of \$2.6 million.

The move to Albany, Georgia will enable the Marine Corps to avoid major costs associated with maintaining the habitability of the seventy-year old building complex at Philadelphia. This cost avoidance is explained below.

Actual maintenance costs in the five fiscal years ending in 1973 totaled almost \$1.9 million. These actual costs, which represent 50 percent of the buildings' acquisition cost, represent only part of the continuing and immediate maintenance requirements. Additional requirements, which total \$871,000, have not been funded by the Marine Corps pending the final approval of the new construction at Albany which will permit relocation of the Supply Activity.

Major military construction costs of \$4.9 million will be avoided. These costs are required for the installation of safety and productivity-related equipment for sprinkler systems, power generation and air conditioning.

The consolidation of functions at Albany, Georgia will enhance the Marine Corps' capability to improve the morale in the all-volunteer services environment. Currently, the majority of the Marines stationed at Philadelphia subsist on the local economy. A significant feature of the planned move, as previously mentioned, is the Marine Corps takeover of 630 Capehart houses from the Naval Air Station, Albany. Thus, all eligible enlisted and officer personnel will be afforded the much-desired opportunity to occupy government quarters and to utilize the nearby recreation, exchange and commissary privileges.

The functional consolidation of two major elements of the Marine Corps' distribution system will provide for greater efficiency and economy in accomplishing the Marine Corps supply mission. Over and above easily quantified personnel savings are as yet undefined savings in: costs associated with travel between the

Philadelphia Activity and Albany; the reduction data transmission (AUTODIN, AUTOVON) requirements; and, most important, the expense benefit realized by collocation of inventory management and storage and traffic functions.

In accordance with our recent conversation, I respectfully request an opportunity to appear before the Committee in person, or by a written statement, to fully rebut the above-mentioned allegations.

I would add that I have discussed this matter with Senator Talmadge and he concurs in the comments contained herein. It is my further understanding that he also plans to address the Subcommittee on this matter.

Respectfully submitted,



Sam Nunn

LETTER AND PREPARED STATEMENT OF HON. HERMAN E. TALMADGE, U.S. SENATOR FROM GEORGIA

Senator NUNN. I would like to close by saying that Senator Talmadge concurs in these remarks and I concur in the remarks that he is going to submit for the record, and he has authorized me to submit a letter and statement for the record with the approval of the committee.

Senator SCHWEIKER. We will include his remarks in the record as well as your complete statement.

[The letter and statement follow:]

United States Senate

COMMITTEE ON
AGRICULTURE AND FORESTRY
WASHINGTON, D.C. 20510

October 19, 1973

The Honorable Mike Mansfield
Chairman
Subcommittee on Military Construction
Senate Committee on Appropriations
United States Senate

Dear Mr. Chairman:

My purpose in writing is to endorse the proposed functional relocation of the Marine Supply Activity from Philadelphia, Pennsylvania, to Albany, Georgia, and to urge sufficient appropriations to accomplish this relocation.

I understand that at a hearing recently conducted by the Subcommittee on Military Construction, some of those who oppose this move disparaged the City of Albany and the State of Georgia. I have had an opportunity to review the remarks made by certain witnesses at that hearing and am amazed that responsible people would make such unfounded allegations.

The City of Albany and the educational, recreational, and cultural opportunities it offers need no defense. However, it may be helpful to you and your colleagues to have accurate, factual information on those matters. Therefore, I would be deeply grateful for the opportunity to appear before your Subcommittee for this purpose. My colleague, Senator Sam Nunn, who has already written a lengthy letter to you on this subject, joins me in this request.

With best wishes and kindest personal regards, I am

Sincerely,



STATEMENT OF U. S. SENATOR HERMAN E. TALMADGE

Mr. Chairman, I appreciate this opportunity to appear before your Subcommittee with regard to the relocation of the U. S. Marine Corps Supply Activity from Philadelphia, Pennsylvania, to Albany, Georgia.

Those of us who are familiar with the situation have been appalled at the rash of sweeping allegations and unfounded, totally incorrect assumptions in testimony recently presented to the Subcommittee. Moreover, there was a deplorable, undisguised downgrading of the State of Georgia in general, and the City of Albany in particular.

This attack on Albany was not only regrettable, it was without basis. To set the record straight, the Subcommittee will be furnished a mass of facts and figures, not only on the question of relocation, but also on the City of Albany. This will enable you to judge the case on its merits and, consequently, I do not intend to dwell on this subject. There were, however, several comments made before the Committee which require closer examination. For example, unfair and inaccurate allegations were made that Albany lacks sufficient housing. The facts are that Albany presents services and programs in every important area that are adequate to the needs of citizens, and these services and programs are unmatched by most cities of comparable size in the nation.

Albany and Dougherty County constitute one of the fastest growing and most progressive parts of the entire State of Georgia. The City itself has doubled in size since 1950, and now has a population of 90,000. Growth has been orderly, and the municipal and county governments have responded well

to increased demand for services that naturally comes with rapidly growing population.

Significant sums are devoted to police and fire protection, and Albany boasts an overall crime rate far below the national average -- and certainly its streets are far safer than those in most of our nation's huge metropolitan areas.

In Albany, 12,500 persons own and live in homes with a median value of \$16,200. In addition, almost 13,000 units are available for rental. Mortgage loan closings are steadily setting new records, and several hundred more housing starts are in the planning stages.

Contrary to earlier testimony, education opportunities abound in Albany, ranging from excellent grade schools, a highly sophisticated vocational-technical training center, and on through quality institutions of higher learning. A wide scope of college instruction is readily available, in both four-year and two-year institutions. Further, several other major universities are within easy driving distance.

Albany is a regional health center, with medical care being given a very high priority by the city and county governments.

In short, I know of no reason for the State of Georgia or the City of Albany to apologize for its local government or for the excellent services it offers to its people. To the contrary, the citizens of Albany have every right to be very proud of their city, and Marines and other service personnel who have served there regard the area as an excellent place to live and work and rear a family.

I can understand the concern of Philadelphians over the loss of the Marine Corps Supply Activity. The State of Georgia has also suffered military base closings and relocations, having lost three major installations in the past nine months alone.

However, Mr. Chairman, once inaccurate allegations have been rejected and emotional misstatements have been set aside, there are two fundamental points that have to be considered in this matter:

- (1) Is the move sound militarily, and
- (2) Is it sound economically?

Insofar as the Marine Corps is concerned, there can be no question about the soundness of this move from a military standpoint. Relocation of the Philadelphia activity to the supply center at Albany will create a supply readiness that has been unknown in the past. It will eliminate costly and time consuming duplication of services. As a matter of fact, such a relocation and centralization move to Albany has been considered in the past, and I am surprised that it has taken so long to finally reach the point of making this move.

From the standpoint of economics, 234 billets currently filled at Philadelphia duplicate positions functioning at Albany where they function more efficiently because the central supply center computers are located in Albany. This move would eliminate those billets, resulting in a \$2.6 million savings annually.

The 60-year old, outmoded building in Philadelphia is too small for efficient operation; it lacks adequate air conditioning for over 70 per cent of its employees. It has been estimated that to correct this situation and bring the Philadelphia facility up to standard and up to an efficient peak of productivity would cost approximately \$4.9 million.

Furthermore, the Department of the Navy has pointed out that the relocation of the function at Philadelphia to the supply center at Albany would result in a total savings of \$1.2 million the first year of the move, and \$2.6 million each year thereafter.

In closing, Mr. Chairman, let me say that military and civilian personnel who are to be relocated will find a sincere welcome and a spirit of hospitality in the City of Albany. Speaking from a personal standpoint, I am amazed that there would be such a protest. Every national poll that I see shows that an overwhelming majority of people are anxious to leave crime ridden, congested metropolitan areas, many of which have not only become unliveable but ungovernable. Surveys indicate without a doubt that most people today prefer to reside in small towns and medium sized cities which retain the quality of life that is so important to all of us.

Mr. Chairman, I am proud to say that Albany has that quality. I am certain that Philadelphians will find Albany a wonderful place to live and work. Moreover, the overall military and economic benefits to be gained strongly compel this move.

CONCLUDING REMARKS

Senator SCHWEIKER. I appreciate your very able statement and the articulate way in which you and Congressman Mathis have extended the welcome mat from Albany and pointed out its assets.

I do see a little note in the St. Louis paper that "We are contemplating placing 3,900 jobs to the Hunter Army Airfield in Georgia," so you do have a few other things coming along.

Senator NUNN. Mr. Chairman, I must say that I am not going to fight that move although it is a long way from being certain. I do very much appreciate also the chairman and what he is doing for his area and his State. I have followed it, I know he has been very vigorous in this. I don't know what the final outcome will be but I believe you exemplify what a U.S. Senator should do in representing his area and I truly respect your position.

Senator SCHWEIKER. Thank you. I feel the same way about your position. Thank you very much.

Senator NUNN. Yes, sir.

LETTER FROM HON. HAROLD T. JOHNSON, U.S. REPRESENTATIVE
FROM CALIFORNIA

Senator SCHWEIKER. I will insert into the record at this point a letter received by Congressman Harold T. Johnson concerning two California projects.

[The letter follows:]

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., October 25, 1973.

HON. MIKE MANSFIELD,
*Russell Senate Office Building,
Washington, D.C.*

DEAR SENATOR MANSFIELD: The fiscal year 1974 Military Construction Program as presented by the Department of Defense contains a project for the construction of an aircraft depot Weapons System Component Plating Shop at McClellan Air Force Base, California, at a cost of \$2,480,000, and the construction of a security lighting system at Sierra Army Depot, California, at a cost of \$380,000. These projects have been included in the Senate version of the authorization bill, but deleted from the House version.

The second increment of an overhaul facility at McClellan is proposed for inclusion in FY 1975 MCP and, like the first increment in the FY 1973 MCP, it provides general purpose shop space which is relatively simple to construct. As such, it is scheduled to be completed about 18 months after approval, or approximately in August 1976. The first and second increment of the depot aircraft overhaul facility and the plating shop will be physically connected and will form a highly efficient repair complex.

The plating shop is a highly complex facility which will require the installation of \$1 million in sophisticated plating and material handling equipment after construction is complete. Construction and equipment installation time will allow this facility to become operational, if approved in the FY 1974 MCP, in the same time frame as the full depot aircraft overhaul facility about March 1976. Therefore, the requirement for the plating shop in the FY 1974 MCP time period remains valid.

Of special note is the fact that of the five Air Material Areas in the United States, McClellan is the only one without a new and updated plating shop.

The facility will be used for the restoration of a variety of military equipment by building up worn surfaces thus providing hardened wearing surfaces which will protect the metal from corrosion. It is a vital part of an effective and economical overhaul operation. Human safety and health requirements are not being met now because noise, dust, and acid fumes cannot be controlled. The result of insufficient working space and unsafe conditions is a decrease in the quality of the work being done. A new plating shop is essential, and would provide a tangible savings of \$325,000 per year. On the other hand, the cost of upgrading the present facility is estimated at \$5 million.

The construction of an adequate security lighting system at Sierra Army Depot also deserves your close attention. This project is required to augment the capability of the Depot's security force to safeguard classified material located within the Directorate for Special Weapons' restricted areas. Present structures are being used without protective lighting under authority of a temporary waiver granted by Headquarters, Department of the Army. In the interim, additional security forces have been assigned to provide adequate protection. The assignment of these additional forces has substantially increased the cost and complexities of providing a secure area for classified material stored at this depot.

I would very much appreciate your assistance in retaining these projects in the conference version of the 1974 Military Construction Authorization program.

Sincerely yours,

HAROLD T. (BIZZ) JOHNSON,
Member of Congress.

DEPARTMENT OF DEFENSE

STATEMENT OF HON. ARTHUR I. MENDOLIA, ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND LOGISTICS)

ACCOMPANIED BY:

MAJ. GEN. HARRY C. OLSON, DEPUTY CHIEF OF STAFF, INSTALLATIONS AND LOGISTICS, HEADQUARTERS, U.S. MARINE CORPS

THOMAS P. RUANE, DIRECTOR, PROGRAM DEVELOPMENT, OFFICE OF ECONOMIC ADJUSTMENT, OFFICE OF THE SECRETARY OF DEFENSE

RETIREMENT PROBLEMS

Senator SCHWEIKER. I think we left this one hanging in the air. Mr. Secretary, would you provide us with some kind of a ballpark estimate of the retirement problem and other problems. In view of the 32 percent retirement figure cited from previous experience, I think it would be good if you could give us an inside and outside picture and also what it will cost us. I realize this is a guesstimate. But I think that by giving a minimum and maximum, you can at least delineate the problem in such a way so we can look at the cost figures for whatever the value may be. That would be helpful.

Mr. MENDOLIA. We would be glad to supply that.

[The material follows:]

In Mr. Mendolia's statement he mentioned that twenty-five percent of the current Philadelphia workforce would be eligible for early retirement at reduced benefits by the end of calendar year 1975. This does not mean that these individuals will, in fact, choose the option of early retirement. "Forced retirement" is a misnomer. This is an individual and voluntary decision that most people will elect only if it fits their personal plans and desires. We expect that most individuals who elect not to move will be placed with other government agencies, or private industry, in the Philadelphia area through the DOD Priority Placement System and the efforts of the Office of Economic Adjustment in cooperation with local and state officials.

As stated previously, pension costs should not be brought into the decision. They will be incurred in any event.

The above notwithstanding, Senator Schweiker asked for "an inside and outside" picture of the financial aspects of early retirements. Without agreeing to the logic of applying retirement costs to the equation, the following hypothetical case is furnished in response to the Senator's request.

Three hundred sixteen individuals will be eligible for early retirement options by the end of calendar year 1975. Applying the thirty-two percent figure cited by Mr. Ruane as DOD experience indicating the magnitude of decisions for retirement, one hundred people will elect to retire early at reduced benefits.

Then following are annuity computations for a hypothetical employee, indicating first, total annuity payments if he elects early retirement at age fifty with twenty years of service, and second, what his total annuity payments would have been if he had continued to work for another ten years and retired at age sixty with thirty years of service. This will indicate the outside figure. The inside figure would be a lower net total annuity payment in the case of early retirement if minimum average high three salary values were used in the formula.

CASE #1 - EARLY RETIREMENT, age 50, 20 years service
High 3 Average Annual Pay \$10,000

ANNUITY FORMULA:

1.5% of 10,000 (or \$150) x 5 yrs	750
1.75% of 10,000 (or \$175) x 5 yrs	875
2.00% of 10,000 (or \$200) x 10 yrs	<u>2,000</u>
Annual Annuity	\$3,625
(Assume life expectancy at 70 years of age--	\$3,625
	<u>20</u> yrs
	\$72,500)

CASE #2 - FULL RETIREMENT, age 60, 30 years service

High 3 years average annual pay \$12,000*

*High 3 average increased by average in grade step increases.

ANNUITY FORMULA:

1.5% of 12,000 (or \$180) x 5 yrs	\$ 900
1.75% of 12,000 (or \$210) x 5 yrs	1,050
2.00% of 12,000 (or \$240) x 20 yrs	<u>4,800</u>
Annual Annuity	\$ 6,750
(Assume life expectancy at 70 years of age--	6,750
	<u>10</u>
	\$67,500)

DIFFERENCE

Early retirement receives total	\$72,500
Full retirement receives total	<u>\$67,500</u>
Difference*	\$ 5,000

The early retiree would receive a total of \$5,000 more than the normal retiree during retirement. This multiplied by the 101 (32% of 316 eligibles) totals \$505,000 as an outside figure. Therefore, even if the logic of applying retirement costs was accepted, the effect would be to extend the amortization period by only two to three months.

*This difference is reduced still further by the following factors.

1. Contributions of the individual to his annuity (7% of salary) during his working years.
2. Employees hired to replace retiring employees start at lower grades and at first salary step.

REVERSE CONSOLIDATION OF MOVE

Senator SCHWEIKER. One question I think Senator Bellmon touched on and I did not follow up. What consideration was given to the reverse consolidation of the move? If any were given, why was it rejected?

General, you might have mentioned this before.

General OLSON. Mr. Chairman, I assume you are referring to moving the functions from Albany up to some other location.

Senator SCHWEIKER. Yes.

General OLSON. First of all that would entail a \$100 million cost to re-establish the facilities which we have at Albany. Albany is one of our remote storage activities and in that activity we maintain the material that is required for military readiness and mobilization for contingency planned deployment for all forces east of the Mississippi River. The only way I could describe this to you, Mr. Chairman, is that you would have to see this facility as I have previously described this being designed from the ground up for the purpose for which it is used. I think that the price of constructing new facilities to meet this material and operational requirement would preclude any other consideration at this time.

Senator SCHWEIKER. Let me ask the question another way. What will happen to the area from which these jobs are being transferred? Will they be abandoned?

General OLSON. You mean will the facility in Philadelphia be abandoned?

Senator SCHWEIKER. Yes. What is your plan?

FOURTH MARINE CORPS RESERVE AND RECRUITING DISTRICT

General OLSON. Our plan at this particular time is to return the entire facility to the General Services Administration as a building which is excess to Marine Corps needs. Now the ultimate disposition is beyond the scope of the Marine Corps to determine. We will displace the Marine Corps recruiting district in the Philadelphia area. It will stay in the Philadelphia area. I really don't know at this point in time exactly where that will be located. It could be at the Fourth Naval District Command area or it could be located in another GSA building in the city of Philadelphia or a rental space. This has not been determined at this time.

Senator SCHWEIKER. What activity is that?

General OLSON. This is the Fourth Marine Corps Reserve and Recruiting District.

Mr. MENDOLIA. A hundred people involved, approximately.

General OLSON. An \$8,000 cost would be involved in that relocation.

Senator SCHWEIKER. What capital assets are you abandoning in Philadelphia? In other words, what kind of on-the-book value assets do you have for the facilities that you are abandoning?

Mr. MENDOLIA. Land cost is \$576,000 and investment since acquisition of the land is approximately \$3,800,000.

Senator SCHWEIKER. Are these depreciated costs or are these actual?

Mr. MENDOLIA. Those are actual costs.

Senator SCHWEIKER. What is the total again?

Mr. MENDOLIA. The total is just a shade under \$4,400,000. In other words, the land cost \$576,000 and improvements \$3,787,000 for a total of \$4,363,000. We would expect, and we don't have an estimate, that the 4.5 acres of ground would constitute a valuable piece of property for the Government which would obviously be disposed of at some point in time by GSA. We don't have a current estimate as to the value of the property on Broad Street.

SUPPLEMENTAL STATEMENT OF FORREST SELLERS

Senator SCHWEIKER. I have a supplemental statement by Forrest Sellers, president of Local 89, American Federation of Government Employees, to our subcommittee that he would like to submit for the record. I am including that in the record today. He raises some additional information on the issues involved on which you may wish to comment.

[The statement follows:]

STATEMENT OF
FORREST SELLERS, PRESIDENT, LOCAL 89
AMERICAN FEDERATION OF GOVERNMENT EMPLOYEES

I am Forrest Sellers, President, Local 89, American Federation of Government Employees, which represents the civilian employees of the Marine Corps Supply Activity, Philadelphia, Pennsylvania, under the provisions of Executive Order 11491.

I am most grateful to the Subcommittee for the opportunity of appearing before you on October 9, 1973 to express my opposition to the proposed transfer of the Marine Corps Supply Activity to the Marine Corps Supply Center, Albany, Georgia. I submit the following statement to you primarily to provide (1) written responses to questions regarding my statement of October 9th, (2) additions to comment upon data made available to me at and after the hearing of October 9th and (3) amplification of several of my remarks. Secondly, for purposes of simplicity and convenience, I have incorporated into this statement the substance of my previous statement. My sentiments, therefore, can be secured solely by reviewing this statement. I respectfully request that this statement be inserted into the record of these hearings.

On behalf of the employees at the Marine Corps Supply Activity I should like to submit to you testimony which analyzes the alleged cost and the alleged savings the Department of the Defense (DoD) claims will arise from the proposed relocation. As you will recognize from this analysis (1) the alleged savings have decreased significantly, (2) the alleged costs have increased significantly and (3) several assertions of DoD are in error.

TOTAL ESTIMATED COST, UP, UPI

The Fact Sheet which DoD distributed to interested Congressmen/individuals lists under "Funding Impact" cost of 5.2 million dollars in military construction (MILCON) funds required to relocate the Marine Corps Supply Activity. The Hon. Jack L. Bowers, Assistant Secretary of the Navy for Installation and Logistics, in an enclosure to a letter written on 29 June 1973

to Mr. Royal L. Sims, National Vice-President of the American Federation of Government Employees, listed costs of 9,748,000 dollars to relocate the Marine Corps Supply Activity. The total estimated cost consisted of 5,204,000 dollars in MILCON funds and 4,544,000 dollars in Operations and Maintenance, Marine Corps (O&M,MC) funds. A preliminary report of a Marine Corps Task Group dated 22 June 1973 listed under Section IV total O&M,MC costs of 5,719,000 dollars - \$1,175,000 more than listed in Assistant Secretary Bowers' letter of June 29th. The Hon. John W. Warner, Secretary of the Navy, in his letter of October 2, 1973 to Senator Richard S. Schweiker listed total estimated cost to relocate the Marine Corps Supply Activity as 11.0 million dollars. The cost consisted of 5.2 million dollars in MILCON funds and 5.8 million dollars in O&M,MC funds. The report of the Marine Corps Task Group and Secretary Warner's letter show, therefore, that (1) cost as listed by DoD officials in the Fact Sheet has increased 5,719,000 dollars and (2) cost as listed by DoD officials in Assistant Secretary Bowers' letter of 29 June has increased 1,175,000 dollars.

ARE DoD ESTIMATES OF TOTAL COST COMPLETE ?

Notwithstanding the fact that DoD estimates of total cost have increased a minimum of 1,175,000 dollars, it appears that several indirect costs to the Federal government and to the taxpayers have been excluded from the cost estimates. Where in the estimates are the costs to the Federal government resulting from the early retirement of employees who would not transfer if the relocation is consummated? Where in the estimates are the costs to the Federal government for economic adjustment assistance rendered to the adversely affected community by the President's Inter-Agency Economic Adjustment Committee? Where in the estimates are the costs to the Federal government for displaced employees who would be eligible for unemployment benefits? Where in the estimates are costs to the Federal Government to retrain employees who will be placed in new occupations in other agencies in the government?