

ANNEX D TO JTF-SFA OPORD DEEP FREEZE
LOGISTICS

OPR: JTF-SFA/J4

- REFERENCES:
- (a) AFI 10-403, *Deployment Planning*
 - (b) AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*
 - (c) AFMAN 23-110, *USAF Supply Manual*
 - (d) PACAFI 10-2101, *Pacific Air Mobility Operations*
 - (e) AFI 21-101, *Aircraft and Equipment Maintenance Management*

1. Situation. See Basic Plan

2. Mission. CJTF-SFA is responsible for policy, oversight and compliance of the DoD Logistics support to the United States Antarctic Program (USAP). CJTF-SFA is responsible for developing and maintaining a logistics system, which provides efficient, effective, economical, and safe support for aviation, maintenance, naval, and supply activities.

3. Execution. Operations envisioned in this plan will be supported by a combination of deployed and in-place assets as shown herein.

a. Concept of Logistics Support. Strategic air and vessel operations will deploy with sufficient supplies and equipment to sustain operations until resupply from CONUS. LC-130 operations will utilize Christchurch and McMurdo resources.

1) Tasks.

a) CJTF-SFA has oversight for logistics support for Operation DEEP FREEZE to include provisions for the deployment and redeployment of Mobility Readiness Spares Packages (MRSP) or Mission Support Kit (MSK) supplies and equipment. These kits are transferred between A-5 (Stratton ANGB) and A-6 (Christchurch IAP) with NGB permission and coordination.

b) 613 AOC/AMDM Logistics maintains command-and-control (C2) for recovery of LC-130 and C-17 aircraft that become disabled while under TACON of JTF-SFA/CC. This includes the LC-130/C-17 deployment, employment (Christchurch only), and redeployment phases. Upon request, AMD will assist employed forces at Christchurch for any recovery on the Antarctic continent. The deployed production supervisor or aircraft's flying crew chief will contact AMDM Logistics at DSN: 315-448-8856, COMM: 808-448-8856 or TOLL FREE within the CONUS at 1-866-255-2871. AMDM Logistics will task resource-providing organizations/ activities from PACAF or supporting commands to recover aircraft.

- c) JTF-SFA/J4 will ensure adequacy and accuracy of the contents of this Annex.
- d) JTF-SFA/J4 will monitor the deployment and redeployment of equipment/supplies as outlined herein.
- e) Annually before operations, the 109AW and 139EAS will provide 13AF/A4 and 613 AOC/AMDM Logistics with a current directory containing supply, transportation and maintenance points-of-contact at Stratton ANGB, Christchurch and McMurdo. List will include phone (DSN/ Comm), FAX, e-mail (NIPR and SIPR) and office titles and symbols, and include prime 24-hour POC contact numbers. Additionally, the 139EAS will provide updated "SHIP TO" addresses (commercial and Department of Defense Activity Address Code (DoDAAC) at Christchurch in order to expedite shipment of resources for disabled LC-130 aircraft.
- f) Annually before operations, the 109AW/ 139EAS will provide 613 AOC/AMDM Logistics with a Quick Reference List (QRL) containing high usage LC-130 supplies.
- g) Project Code 699 has been established for ODF, and will be used to ship supplies and equipment when using military air (MILAIR).
- h) The 618th Tanker Airlift Control Center (618 TACC) is ultimately responsible for the recovery of AMC C-17 aircraft supporting ODF via SAAM mission. 618 TACC should coordinate with 613 AOC/AMD for actual recovery operations.
- i) Wing Maintenance Groups (tasked for deployment) will:
 - (1) Provide equipment and supplies as tasked herein and as may be directed.
 - (2) Determine adequacy of MRSP/MSK package in coordination with base supply.
 - (3) Render assistance in the procurement of supplies and equipment required by authorized customers in support of this OPORD.
 - (4) Expect a maximum of three C-17/KC-135 aircraft on the ground at Christchurch with up to nine C/LC-130s.
 - (5) Provide C-17/C-5 tow bar for towing operations at Christchurch.
 - (6) Each year, before operations commence, the 109AW/ 139 EAS will provide 13 AF/FM and 613 AOC/AMDM Logistics with a fund cite to cover travel and per diem expenses incurred by maintenance recovery teams (MRT), and a transportation allowance code (TAC) to fund the shipment of logistics support resources used to recover disabled LC-130 aircraft. AMDM Logistics will control/ issue fund cite and report usage to the 109AW/139 EAS resource advisor.

j) Mission Support Groups (tasked for deployment) will ensure all mobility and MRSP assets are deployed using procedures in AFMAN 23-110V2, Part 2, Chapter 22 and/or 26. Accountability for assets will remain with home station. 109 AW deploys kits from A-5 (Christchurch) to McMurdo. Kits are transferred from A-6 (Stratton) to A-5. Accountability is then with A-5.

2) Personnel rotation will be kept to the minimum required by the deployed commanders and may be accomplished using commercial carrier or as determined by 13 AEG/CC.

4. Administration and Logistics.

a. Logistics. Support equipment and aerospace ground equipment provided IAW local SFA operating instructions.

b. Supply and Distribution.

1) Use of MRSP is authorized.

2) Tasked units will utilize MRSP/MSK to support ODF. Sizing and sourcing of spares package will be as directed by JTF-SFA/J4 or ANG/A4R (as appropriate).

3) Assets required to reconfigure aircraft to P-5 configuration are required. These assets must be pre-positioned at Christchurch or go on the first deployment mission.

4) Tasked wing will deploy with SBSS equipment.

c. Level of Supply.

1) Class I—Subsistence.

a) Home Station. Normal.

b) Deployed Locations. Normal or commercial sources, as necessary.

2) Class II--Clothing and Individual Equipment.

a) Tasked units will deploy with required arctic clothing.

b) Maintenance personnel will deploy with consolidated tool kits. Exception: 13 AEG maintenance personnel deploy with hand toolboxes only. NSF contractor shall provide specialty type tools, end item tools and test equipment, and outsize tool requirements in Christchurch and McMurdo.

c) Administrative and housekeeping supplies will be deployed as necessary by deploying personnel.

3) Class III—POL.

a) Aircraft servicing is required at Christchurch and will be conducted by contract services. The vendor for refueling operations is Air BP International. Aircraft must have Air/Sea card.

b) C-17/LC-130/C-5 aircraft will depart home station with two cases of engine oil and two cases of hydraulic fluid (minimum) or quantity appropriate to the MDS.

c) Adequate stocks of common and peculiar lubricants will be shipped by deployed aircraft units with supporting kits.

d) Liquid oxygen is available through New Zealand Industrial Gasses. LOX dewar transport, use, and disposition will be determined by 13 AEG/CC to best serve mission requirements.

4) Class VII--Major End Items.

a) Common support equipment, aerospace ground equipment (AGE), and vehicle support will be provided via a combination of in-place and deployed assets, as directed. Use of authorized mobility assets and in-place AGE under the custodianship of the NSF Prime Contractor are available for aircraft supporting ODF. AGE maintenance responsibilities will be determined by NSF representative and 13 AEG/CC.

b) Equipment selected for deployment will be thoroughly inspected for serviceability and thoroughly cleaned prior to deployment. Equipment will be worthy of air shipment IAW AFMAN 24-204.

c) Deployed assets will be marked, controlled, and reported IAW AFI 10-403 and AFMAN 23-110V2, part 2, chapter 22.

5) Class VIII--Medical Material. See Annex Q.

6) Class IX--Repair Parts.

a) AGE spares will be deployed at the direction of 13AEG/CC, who also controls in-place AGE assets.

b) Units will deploy with the required level of mobility and MRSP/MSK assets to accomplish tasking. All kits will be filled to the maximum possible prior to deployment. The MRSP/MSK will be prepared for air shipment utilizing 463L pallet configuration.

c) C-17 units will prepare a mini spare kit for rotational support aboard aircraft transiting McMurdo Station. Mini kit contents may be developed based on mission requirements. This kit may be issued and accountable to the senior maintenance representative during the employment phase and returned to the MSK monitor at the end of that phase.

d) MSK spares repairable processing will be through SFSS at Christchurch (CHC) and McMurdo Station (MCM). Repairable processing of MSK spares occurs at the deployed location either through the local SBSS or via direct communication with home station.

e) Other priority requests will be through SBSS directly from CHC and MCM.

f) Review of RSP and MSK items is to be accomplished by all maintenance activities affected throughout the year. Adjustments to levels are done through the MAJCOM annually through the conference and coordination with NGB.

g) Certified NSF-purchased C-130 replacement parts are authorized.

d. Civil Engineering/Base Operating Support (BOS). All Civil Engineering and BOS support provided through NSF contract support.

5. Mobility and Transportation.

See appendix 5.

6. Administration.

a. Rotations.

1) LC-130 support personnel rotations maybe accomplished using either military or commercial airline travel.

2) Airlift support personnel rotations will utilize home station aircraft, as available, or as determined by 13AEG/CC.

b. Augmentation. Personnel from units outside the tasked Wing may be asked to provide support. All deploying personnel must comply with provisions contained in this OPORD.

7. Limiting Factors: There are no limiting factors envisioned which would preclude successful accomplishment of the logistics described herein. However, there are potential shortfalls/environmental conditions which could impact operations.

Appendices:

5 - Mobility and Transportation

- 9 - Equipment and Supplies
- 11- Aircraft Rescue and Firefighting
- 12 - Aircraft Maintenance
- 13 - Support Agreements

///signed///
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APPENDIX 5 TO ANNEX D TO JTF-SFA OPORD DEEP FREEZE
MOBILITY AND TRANSPORTATION

REFERENCES: (a) AFI 10-403, Deployment Planning
(b) AFMAN 24-204 (I), Preparing Hazardous Materials for Military Air Shipments
(c) Joint Travel Regulation (JTR)
(d) DoD 4500.32.R, Military Standard Transportation and Movement Procedures
(e) DoD 4515.13R, Transportation Eligibility
(f) HQ PACAF & Kenney HQ Pallet & Net Concept of Operations for DEEP FREEZE

1. Concept of Mobility and Transportation Operations. Tasked Wings will deploy sufficient aircraft, personnel and support equipment to accomplish each season's tasking. Deployment will occur prior to the austral summer season (August - October). Redeployment will occur at the conclusion of the season (February - March). A majority of support equipment will be sent on commercial surface or military channel airlift. Personnel requirements will be filled by rotation schedules of varying length.

a. Transportation Policy.

- 1) C day. Date annual season begins. This date will be determined by JCS.
- 2) Aircraft will deploy at the start of each austral summer season usually requiring two days (C-17, C-5) to five days (LC-130) en route.
 - a) C-17 aircraft will generally remain at Christchurch for main body deployment, and redeployment returning to home station upon completion of airlift operations.
 - b) LC-130 aircraft will generally remain at McMurdo for main body deployment and redeployment returning to home station upon completion of airlift operations.

b. Passengers.

- 1) Per AFMAN 24-204, A22.1.4., When traveling aboard C-17 SAAM missions or LC-130 Deployment Operations in the Joint Operating Area (JOA) in support of JTF/SFA, all passengers including military, civilian, and foreign nationals associated with the U.S. Antarctic Program are considered participants and exempt from P-Code requirements in AFMAN 24-204 (i). This authorization specifically allows for the movement of participants with hazardous materials coded as cargo aircraft only in AFMAN 24-204 (i) and does not include Chapter 3 approval, incompatible hazardous material authorization or packaging

exemptions. Hazardous materials defined in AFMAN24-204(i) Table A4.2 as Cargo coded as P1, P2, and P3 still require authorization as outlined below.

2) Hazardous materials defined in AFMAN24-204(i) Table A4.2 as Cargo coded P1 or P2 will not be moved with participants except for emergency situations and require special coordination and approval from the National Science Foundation Prime Contractor, JTF/J4 (OPR can be reached thru the Pacific Air Watch Officer (PAWO) at DSN 448-8672), and the 13 AEG/CC.

3) For Hazardous materials defined in AFMAN24-204(i), Table A4.2 as P3 cargo, the National Science Foundation Prime Contractor will consolidate requests, provide written justification and identify safety considerations to the 139 EAS/CC or his designated representative and the 304 EAS/CC or his designated representative 12 hours prior to mission departure from Christchurch, McMurdo and the South Pole. For all other missions returning from remote locations in Antarctica, the aircraft loadmaster will authorize P3 coded cargo to be loaded with participants.

4) Hazardous materials defined in AFMAN24-204(i) Table A4.2 as Cargo coded as P4 and P5 may move with participants without special authorization.

5) National Science Foundation Prime Contractor and JTF/J4 (OPR can be reached thru the Pacific Air Watch Officer (PAWO) at DSN 448-8672) will provide hazardous material advice and support to the 139 EAS/CC, 304 EAS/CC and the 13 AEG/CC.

6) Personnel completing the shipper's declaration for hazardous materials must legibly print or stamp the applicable P-Code (P1, P2, P3, P4, or P5) in Key 6 on the shipper's declaration.

c. Ports.

- 1) Christchurch International Airport, Christchurch, New Zealand
- 2) McMurdo Station, Antarctica
- 3) Lyttelton Harbor, Christchurch, New Zealand
- 4) Hobart, Australia
- 5) Port Hueneme, California

d. Waivers.

- 1) Packaging Waivers.

a) NSF Prime Contractor, as the shipper, will submit all packaging waiver requests through 13 AF/A4 who will forward them in IAW AFMAN 24-204 (I) Chapter 2. Service Focal Point for waivers is AFMC LSO/LOP, 5215 Thurlow Street, Wright Patterson AFB, OH 45433-5540. JTF-SFA/J4 will receive a copy of all approved packaging waiver requests.

2) Packaging Waivers.

a) NSF Prime Contractor, as the shipper, will submit all packaging waiver requests through 13 AF/A4 who will forward them in IAW AFMAN 24-204 (I) Chapter 2. Service Focal Point for waivers is AFMC LSO/LOP, 5215 Thurlow Street, Wright Patterson AFB, OH 45433-5540. JTF-SFA/J4 will receive a copy of all approved packaging waiver requests.

b) Interim Hazardous Explosive Waivers.

(1) NSF Prime Contractor will submit all Interim Hazardous Explosive Classification (IHC) waiver request through 13 AF/A4 who will forward the request to HQ AFSC/SEW, 9700 G Avenue SE Kirtland AFB NM. 87117-5670.

(2) JTF-SFA/J4 will receive a copy of all approved IHC waiver requests.

c) All missions using an approved waiver will be noted in the Polar Mission Summary.

3) Chapter 3, AFMAN 24-204 (I). MAJCOMs possessing operational control of the deploying unit in support of JTF-SFA Antarctic operations justify requests for use of Chapter 3 procedures. USTRANSCOM approves the use of Chapter 3 procedures. CJTF-SFA frequently requests the use of Chapter 3 procedures for airlift operations south of 60 Degrees South. Some intercontinental missions may require higher degree of risks due to the nature of this operation. Remote sites and weather conditions may cause mission deviations or redirection. The use of Chapter 3 procedures will be the exception and every alternative exhausted before using them. Each mission utilizing Chapter 3 procedures must be approved by USTRANSCOM and if approved, will be reviewed by the 13 AEG/CC, NSF Prime Contractor, and the Fixed Wing Coordinator. All missions utilizing Chapter 3 procedures will be documented on the Polar Mission Summary.

a) Joint Inspection functions at Christchurch will be accomplished by 304 EAS loadmasters receiving cargo destined for Antarctica in accordance with AFMAN 24-204 (I) and applicable aircraft manuals.

b) Joint Inspection functions at McMurdo will be conducted by the 13 AEG personnel or the NSF Prime Contractor.

c) Joint Inspection functions at the South Pole will be conducted by 13 AEG personnel deployed from McMurdo to the South Pole once per week. The NSF Prime Contractor personnel at the South Pole will consolidate and prepare general and hazardous cargo for inspection.

2. Responsibilities of Supporting and Subordinate Commands.

a. NSF Prime contractor.

- 1) May provide inbound services such as meeting arriving ODF support personnel at terminal, providing in-briefings, and/or billeting information.
- 2) Prepares (in-checks, briefs, anti-hijacks and loads) passengers and baggage.
- 3) Prepares passenger manifest.
- 4) Prepares (weighs, marks, measures, computes center of gravity, loads, secures, and manifests) cargo for airlift. (re: DoD 4500.32R, MILSTD 129)
- 5) Prepares and certifies hazardous cargo IAW AFMAN 24-204(I). Submits waiver requests, as necessary. (see Appendix 5, paragraph 1f)
- 6) Prepares aircraft load plans.
- 7) Provides trained load teams to load, off-load and secure cargo to aircraft IAW applicable DOD procedures, where DOD aircraft are involved.
- 8) Furnishes required shoring, dunnage and vehicle operators.
- 9) Coordinates border clearance requirements for passengers and cargo.
- 10) Commercial Airline reservation and ticketing services.
- 11) Release excess capability (cargo and passenger) to the deployed 304 EAS Airlift Mission Commander and/or 139 EAS Mission Commander IAW DoD-NSF MOA.
- 12) Maintains and operates all Material Handling Equipment (MHE) at McMurdo Station.
- 13) Comply with requirements outlined in HQ PACAF & 13 AF Pallet & Net Concept of Operations for DEEP FREEZE.

b. Each deploying unit will:

1) Input names of USAF personnel deploying forward from Christchurch to McMurdo into the prime contractor's Personnel Tracking System (PTS), for the purpose of personnel movement to and from Antarctica.

2) Process all deploying personnel through their unit in accordance with Wing Installment Deployment Plan (IDP). Medical records will be reviewed by Wing/MDG prior to deployment. Personnel will deploy with items identified in Annex E.

3) Coordinate a pre and post deployment medical briefing with Wing/MDS.

4) Ensure personnel deploy with required Antarctic clothing, i.e. Extreme Cold Weather Requirements.

5) Identify all deploying support equipment and supplies to tasked Wing Plans office.

3. Capabilities and Limiting Factors. All units will notify the CJTF-SFA on limiting factors that may affect ODF mission accomplishments. There is presently no communication infrastructure in place in Antarctica to support DoD In-Transit Visibility reporting requirements. Infrastructure exists at Christchurch, New Zealand and missions supporting ODF operations will maintain ITV reporting requirements for deployment and redeployment operations out of Christchurch for all locations except Antarctica.

4. Estimate of Transportation Requirements. Time Phased Force Deployment Documents (TPFDD) will be established for this OPOD.

a. Deployment. Deployment, including WINFLY, will normally commence in late August with deployment of personnel and cargo from CONUS to Christchurch. Mainbody C-17 flights from Christchurch to McMurdo begin in September into Pegasus runway.

b. Employment. Accomplish the following as soon as practical:

1) Relief of winter-over crews at McMurdo and South Pole.

2) Augmentation of perennial stations by summer support personnel.

3) Reopen summer stations.

4) Preparation of facilities for the operation season.

5) Insertion of remote scientific field parties.

NOTE: During the month of January (as the austral winter approaches but before weather conditions begin to deteriorate), secure field parties' return to McMurdo and remote stations. In February, ships arrive to conduct resupply and cargo retrograde.

c. Redeployment. The CJTF-SFA will direct the redeployment of forces from Christchurch and McMurdo. LC-130 aircraft and C-17 (C-5) aircraft normally conduct redeployment of summer support personnel from McMurdo to Christchurch. Commercial air carriers accomplish redeployment of personnel from Christchurch to CONUS.

1) Identification of priority of return movement of assets from McMurdo to Christchurch and further to home station will occur at the time of shipment from home station or Christchurch (i.e. beginning of season, C-17 in late September and LC-130s in early November). This will enable personnel deployed to McMurdo during February to determine timing of the "pullout" of equipment from McMurdo.

2) The JTF-SFA Redeployment Assistance Team will deploy for pullout from McMurdo Station and Christchurch, NZ at the end of each season. Team composition will be determined by 13 AEG and normally consists of a Logistics Plans officer and NCO, 2 APF and Communications NCOs from the 109 AW.

3) To facilitate environmental cleanup, JTF-SFA will ensure that NSF utilizes all available space on cargo ships and airlift to retrograde equipment no longer required for ODF operations.

d. Passenger policy and guidance.

1) Passenger eligibility on positioning and de-positioning legs will be IAW DoD 4515.13-R.

2) On active mission segments, the mission commander is the final approving authority for passengers.

3) Mission Essential Personnel (MEP) Seat allocations.

a) MEP, combining the former ACM and MEGP statuses, typically account for 22 seats for C-5 and 11 seats for C-17 available on flights to McMurdo for authorized personnel.

b) The 13 AEG/CC, or his representative, will allocate seats in coordination with the NSF. A full complement of 73 passenger seats is available to the user on the C-5. Passenger seat allocations for C-17 aircraft are based upon user requirements and aircraft configuration.

4) No distinguished visitor handling will be afforded any DEEP FREEZE passengers from Christchurch to McMurdo Station and back to Christchurch, unless specifically identified by the special interest passengers as determined by NSF.

5) Anti-hijacking will be IAW USAF standard procedures.

5. Supply and Administration.

a. Deploying personnel will bring administrative and housekeeping supplies as deemed necessary.

b. Government transportation is limited. Deployed mission commanders will determine vehicle rental requirements (example: distant billeting or varied shift may drive need). Due to close proximity of contract quarters, official rental vehicles will normally not be authorized for support personnel or aircrews.

c. POL: Diesel fuel is available through a 500-gallon tank on site; Gasoline (unleaded only) must be procured from local off site sources.

d. LOX/LN2. Liquid oxygen/nitrogen is available through New Zealand Industrial Gases Limited. Traffic Management (limited services):

1) Cargo services are limited to airlift clearance and shipment release.

2) DoD Commercial Travel Office (CTO) is not available in New Zealand. Airline reservations and ticketing services are available through the NSF contractor travel office. U. S. Government Credit Card must be used for all official travel.

Tabs:

A - Aircraft Fleet Requirements.

B - Vehicles/MHE Equipment Available at Christchurch NZ.

TAB A TO APPENDIX 5 TO ANNEX D TO JTF-SFA OPORD DEEP FREEZE
AIRCRAFT FLEET REQUIREMENTS OPR: JTF-SFA /J4

The tasked Wing's Aerial Port Squadron will ensure the following items are available for shipment on the first support mission for this operation.

<u>NOUN</u>	<u>QTY</u>
Coffee Jugs, Electric, 2 gal	2 each
Water Jugs, Igloo, 5 gal	2 each
Portable urinal, when req'd	1 each
Portable lavatory	1 each (when required)

Space Mark International (SMI) will supply consumable items for the aircraft per established processes.

NOUN
Bag, Motion Sickness
Coffee Creamer Packets, individual
Cups, hot drink
Cleaner, window spray
Deodorant, Aircraft Lavatory
E.A.R. Disposable Earplugs
Masking Tape
Moist Towelettes
Paper Towels
Soap, Bar Small
Sponges, Large
Sugar Packets, individual
Toilet Paper
Trash Bags, Polyethylene 58 x 36

TAB B TO APPENDIX 5 TO ANNEX D TO JTF-SFA OPORD DEEP FREEZE
735 AMS/OL-B SUPPORT AVAILABLE AT CHRISTCHURCH NZ OPR: JTF-
SFA/J4

Routine logistics and operations support may be provided to any and all DOD USAP participants operating out of Christchurch, New Zealand by on site Air Mobility Command (AMC) Flight Operations, if available. AMC Flight Operations are conducted by the Chief, 735 Air Mobility Squadron, Operating Location B (735 AMS/OL-B), and do not fall under the command or control of CJTF-SFA. Such support will be provided at the discretion of the Chief, 735 AMS/OL-B.

Available Services include:

Aircraft Arrivals:

1. Notify and coordinate Customs, Ministry of Agriculture and Forestry (MAF) Biosecurity, and Aviation Security.
2. Provide arrival updates to above agencies, JTF-SWA Operations, New Zealand Defense Forces and NSF Contractor
3. Meet arriving aircraft with MAF representative to clear Biosecurity requirements (Disinsection, trash removal, cargo manifest review)
4. Escort Passengers through Customs and MAF clearance procedures to facilitate personnel entry into New Zealand
5. Coordinate ground support services for all ODF Support and ODF DV Visitor aircraft (DV support is coordinated through USDAO Wellington)

Aircraft Departures:

1. Notify and coordinate Customs, Immigration, and Aviation Security.
2. Provide departure updates to above agencies, JTF-SWA Operations, New Zealand Defense Forces and NSF Contractor
3. Generate and coordinate Aircraft General Declaration Form
4. Generate and process Aviation Security Personnel Departure Fee Roster (paid for by Antarctic New Zealand)
5. Escort Passengers through Customs, Immigration, and Security procedures to facilitate personnel exit from New Zealand
 - Coordinate DV and DV support staff departure with JTF-SFA and Aircrew

Space Available Travel:

AMC focal point for all Space Available Travel to/from Christchurch

1. Coordinate Space "A" seat release with 304 EAS/CC
2. Process and Manifest all outbound Space "A" travelers
3. Greet and escort all inbound Space "A" passengers

The following equipment is positioned at Christchurch to support AMC and other airlift missions and will be made available.

a. Vehicles.

1) Trailer, Baggage Covered (2)

b. 463L Materials Handling Equipment.

1) Aircraft Loader, 25K (2)*, Bridge Plate Set

2) Conveyor Hi-Line Dock, Air Transportable (6-PP)

3) Forklift Truck, 10K STD (2)

4) Tug, Warehouse, 4K

NOTE: Other MHE, such as staircase trucks and commercial aircraft cargo loaders, are available through AMC lease arrangements with Air New Zealand.

REFERENCES:

- (a) AFMAN 23-110, Vol. 2, USAF Supply Manual
- (b) DoD/NSF MOA, 1 April 1999
- (c) Contract for Aviation Supply Support between 109 AW and Space Mark Inc.

1. Purpose.

a. A year-round facility at Christchurch and seasonal forward supply point at McMurdo Station (augmented by deployed/transferred MSRP/MSK) support LC-130 aircraft during the ODF season (1 November to 1 March). To facilitate this requirement the New York - United States Property and Fiscal Officer (NY USP&FO) awards an Air Force contract. The contractor will have primary responsibility of procuring aircraft spare parts, equipment, and supplies to fully support LC-130 aircraft flying ODF support missions.

b. The guidelines of AFMAN 23-110V2, *USAF Supply Manual* and any other applicable regulations establish a uniform system of stock control; use is directed for ODF activities. These standard procedures are intended for all supply activities supported by the USAF, are required to maintain accountability, and direct strict quality control standards of supplies, equipment, and parts.

c. C-17 aircraft will utilize MSK and home station support.

2. Responsibilities.

a. Source agency indicated will be the primary manager for the organization and ensure all supplies and equipment required for this operation are available or requisitioned with sufficient lead time to ensure availability on required deployment dates. Equipment and supplies will be consolidated to the maximum extent possible. Packing lists will be affixed to each container indicating precise contents.

b. Marshaling of equipment and supplies will be the responsibility of the owning organization.

c. ANG/A4R (in coordination with 109 AW/MSG) is responsible for the validation, sizing, sourcing, and tasking of logistics resources in support of LC-130s in this OPORD.

d. C-17 units will utilize their deployed supply personnel.

3. Limiting Factors. None.

Tabs:

- A – C-17 Aircraft Requirements (Maintenance)
- B – Basic Aircraft Equipment
- C – Required Equipment and Supplies (MST/TALCE)
- D – 139 EAS Aircraft Requirements in Christchurch, NZ (Maintenance AGE)
- E – 139 EAS Aircraft Requirements in McMurdo Station (Maintenance AGE)

**TAB A TO APPENDIX 9 TO ANNEX D TO JTF-SFA OPORD DEEP FREEZE
C-17 AIRCRAFT REQUIREMENTS (Maintenance) OPR: HQ AMC/A45**

No.	NOUN	QTY
1.		
2.	Wheels/Tires (4 main, 2 nose tires, built up)	1 set ea MDS
3.		
4.		
5.		
6.		
7.	Hydraulic Fluid (MIL-H-83282)	10 cases
8.	Aircraft Towbar (rigid)	1 ea
9.	35-Ton Axle Jack	1 ea
10.	C-5 Engine Oil (MIL-L-7808)	1 ea
11.	Nitrogen Servicing Cart	1 ea
12.	Lox Servicing Cart	2 ea
13.	B-5 Maintenance Stand	1 ea
14.	Hi/Lo Pac	1 ea
15.	Hydraulic Servicing Cart	1 ea
16.		
17.		

UTC HFHEA		
NSN	NOUN	QTY
4210010441429	EXT (HALON) 50GLS	4
	TOP NET, HCU-15/C	1
	SIDE NET, HCU-7/E	2
	DUNNAGE	3

NSN	NOUN	QTY	MHAM	LOCATION
	TIRE CHANGE KIT	1		
1730013073012	NLG SPANNER WRENCH (IN TIRE CHANGE KIT)	1		
5120012441248	SPANNER WRENCH (IN TIRE CHANGE KIT)	1		
4920015246874	TIRE CHANGE DOLLY	1		
	TORQUE WRENCH 100-600 FT/LBS	1		
	GREASE	1		
	TOOLBOX, APG	1		
	TOOLBOX, APG	1		

	TOOLBOX, APG	1		
	TOOLBOX, JET	1		
	TOOLBOX, JET	1		
	TOOLBOX, JET	1		
	TOOLBOX, HYD	1		
	TOOLBOX, HYD	1		
	TOOLBOX, HYD	1		
	TOOLBOX, ELEN	1		
	TOOLBOX, ELEN	1		
	TOOLBOX, ELEN	1		
	TOOLBOX, AFIN/CNAD	1		
	TOOLBOX, AFIN/CNAD	1		
	TOOLBOX, AFIN/CNAD	1		
	CROW'S FOOT TOOL BOX	1		
	EAR DEFENDERS	12		
	RUBBER BUCKET	1		
	RUBBER BUCKET	1		
	RUBBER BUCKET	1		
	CARGO STRAPS	4		
	LAUNCH KITS	1		
	LAUNCH KITS	1		
	LAUNCH KITS	1		
	LAUNCH KITS	1		
	TOW KITS	1		
	LOX KITS	1		
	LOX KITS	1		
	COVERALLS, LOX	1		
	COVERALLS, LOX	1		
	GROUND CABLE ASSY	2		
	HARNESS KIT	1		
	NON METALIC SCRAPER	1		
	STRUT KIT	1		
	GAUGE, STRUT	1		
	TORQUE WRENCH 40-200 IN/LB	1		
	CONTAINER RAG STORAGE	1		
	TIRE PRESSURE GAUGE	1		
	TIRE PRESSURE GAUGE	1		
	MULTIMETER	1		
	FLUKE METER	1		

	RAG, BUNDLE	1		
	RAG, BUNDLE	1		
	RAG, BUNDLE	1		
	RAG, BUNDLE	1		
	RAG, BUNDLE	1		
	PAN DRIP LIQUID O2	1		
	PAN DRIP LIQUID O2	1		
	COMPUTER, DTOS (ACFT	1		
	COMPUTER, DTOS (ACFT	1		
	5 GAL GAS CAN	1		
	WINDOW WASH KIT	1		
	FLARE KIT	1		
4920014234674	AN-ALM 288 FLARE TEST	1		
	TORQUE WRENCH	1		
	CONES, ORANGE SAFETY	3		
	LUBE KIT	1		
	SPILL CONTAINMENT KIT	1		
	SORBOX	1		
	TORQUE WRENCH 50-250 FT/LB	1		
	TORQUE WRENCH 100-1000 IN/LB	1		
	TORQUE WRENCH 40-200 IN/LB	1		
	ENGINE INLET PAD	1		
	FLASHLIGHT	1		
	FLASHLIGHT	1		
	FLASHLIGHT	1		
	CORDLESS DRILL	1		
	JOHNSON BAR	1		
	WHEEL, MARKER	1		
	COVERALL, INLET	1		
1730012795520	LOCK, FLAP SLAT	1		
6625015086095	WATT METER	1		
4720012901985	HOSE ASSY, BRAKE BLEE	1		
	POGO KIT	1		
6695014577776	FUEL SUMP TOOL	1		
4930007180826	SERV UNIT FL ENGIN (IDG PUMP)	1		
4720013260814	HOSE ASSY FLUID SE (ATTACHED TO IDG PUMP)	1		
5670012438788	GRATING METAL/FLOO	1		
1730013079607	THROTTLE GUARD	1		
4910012531344	INFLATOR ASSY TIRE	1		

4910012531344	INFLATOR ASSY TIRE	1		
4720013260815	OVERFLOW HOSE	1		
5855014225413	NIGHT VISION, GOGGLE	1		
5855014225413	NIGHT VISION, GOGGLE	1		
5855014225413	NIGHT VISION, GOGGLE	1		
CONSUMABLES			MHAM	LOCATION
	SPEED TAPE	5		
	TEFLON TAPE	5		
	MASKING TAPE	5		
	F4 TAPE	2		
	ELECTRICAL TAPE	2		
	BATTERIES, AA	5 BX		
	BATTERIES, C	2 BX		
	BATTERIES, D	5 BX		
	RAZOR BLADES	5		
	RUBBER GLOVES	1 BX		
	POPCICLE STICKS	10		
	SEALENT, B2	4		
	SEALANT, B1/2	4		
	GLOW STICKS			
	PLASTIC BAGS			
	TRASH BAGS			
	PIN EXTRACTORS			

Mission Support Kit shall include:

STOCK NUMBER	UI	NOMENCLATURE	AUTH QTY	O/H QTY	ERC
5930014164220EH	EA	SWITCH,THERMOSTATIC	1	1	XB3
5331011233299SX	EA	O-RING M83461/1-119	1	1	XB3
5930013966883BA	EA	BOE PUSH SWITCH, PRESSUREQ 01	1	1	XB3
5331014198406SX	EA	O-RING	1	1	XB3
2925013891683SX	EA	PLUG IGNITOR, SPARK,	1	1	XB3
6685014336401BA	EA	BOE PUSH **DP SENSOR 17B2	4	4	XB3
6240010075214SX	EA	MAX ORDER QTY 112 BULBS	1	1	XB3
6240014155581SX	EA	LAMP, INCANDESCENT	1	1	XB3
6240001451161SX	EA	LAMP INCAND Q4559	1	1	XB3
5331001727187SX	EA	PACKING,	4	4	XB3

STOCK NUMBER	UI	NOMENCLATURE	AUTH QTY	O/H QTY	ERC
2925013588346BE	EA	BOE PUSH LEAD, IGNITION, ENGINE	1	1	XB3
2925013766760SX	EA	IGNITER, SPARK	1	1	XB3
5330014359106BA	EA	BOE PUSH SEAL, PLAIN	2	2	XB3
1660013991553SX	EA	WATER SEPERATOR BAG	4	4	XB3
			24	24	
5895015244289BA	EA	CONTROL COMM	1	1	XD2
1680013844491BA	EA	ACTUATOR, ELECTRO	1	0	XD2
1680015266613BA	EA	ACTUATOR, ELECTRO-MECHANICAL	0	1	XD2
6130013587700BA	EA	APU POWER SUPPLY 2118608-2	1	1	XD2
5895014754284BA	EA	KEYBOARD, DATA BLK1217B1U6007-535	1	1	XD2
6610013740569BA	EA	DO NOT REQUISITION PER BOEING	0	1	XD2
6610014480982BA	EA	CONTROL, DISPLY UNIT17B176008-519	1	0	XD2
6610014977806BA	EA	DISPLAY UNIT, FLIGHT 17B1U6019513	1	1	XD2
4320014309190BA	EA	PUMP UNT, AXL NRTS-117B2C3300-501	1	1	XD2
6610013034272BA	EA	COMPUTER, AIR DATA 8508700-921	1	1	XD2
6605014831399BA	EA	INERTIAL NAV UNIT 34201300-3C8B	2	1	XD2
1680014084936BA	EA	CONTROL UNIT, BUS 757306A	1	1	XD2
4810013342118BA	EA	VALVE ASSY, 3399034-1-1	1	1	XD2
5821014715507	EA	PROCESSOR, SIGNAL DA	1	1	XD2
4810013343200BA	EA	VALVE, REG, FLUID PRS17B7N1002-501	1	1	XD2
2915013576590BE	EA	CONTROL, APU, FUEL 3883157-2	1	1	XD2
6610013740569BA	EA	DO NOT REQUISITION PER BOEING	1	1	XD2
5821013925718	EA	REC/TRANS RADIO 622-5985-001	1	1	XD2
6340014660489BA	EA	ALARM MONITOR 17B1N1005-505	1	1	XD2
2995013239808BE	EA	STARTER, AIR TURBINE	1	1	XD2
5841013014588	EA	RECEIVER, TRANSRADAR 8010000653-6	1	1	XD2
2925013856661BE	EA	LEAD, IGN, ENG 1B7426	1	1	XD2
6615015187884BA	EA	USE: 6615015226398	1	1	XD2
4810013405123BE	EA	VALVE, BTFLY NRTS-1 17B8D8621-501	1	1	XD2
1680014831392BA	EA	PANEL, CONT BLK12 765-101000-513	1	1	XD2
1660200013145BA	EA	CONTROL BOX, ELEC 1150020-6-2	1	0	XD2
4320013823881BA	EA	PUMP AXIAL PISTON	1	1	XD2
2925014802724BE	EA	VIBRATOR, IGNITION	1	1	XD2
1670014947059BA	EA	VRA, TIEDOWN ASSY 17P2G1003-509	0	1	XD2
1670015355981BA	EA	VRA, TIEDOWN ASSY 17P2G1003-511	1	0	XD2
6620013577751BA	EA	TRANSMITTER, FLOW	1	1	XD2
2840013901818BE	SE	BLADE, SET, COMPRESS	1	1	XD2
6220014155583SX	EA	LIGHT, NAV ACFT 17B9E3000-1	1	1	XF3
5841011942452	EA	REC, TRANSMITTER, RDR 2070963-0104	1	1	XD2

STOCK NUMBER	UI	NOMENCLATURE	AUTH QTY	O/H QTY	ERC
5841014428402CW	EA	PROCESSOR,RADAR DATA	1	1	XD2
5826014623279BA	EA	CONTROL,RADIO SET 685-2000-017	1	1	XD2
6610015046355BA	EA	COMPUTER, FUEL MANAG	1	1	XD2
6130013890621BA	EA	BATTERY, PWR SPLY 172BS101-3	0	2	XD2
6130015160204BA	EA	BATTERY, PWR SPLY 715715-3	2	0	XD2
6140014150921SX	EA	BATTERY,STORAGE C-1	1	1	XF3
5821014671164CA	EA	RECEIVER-TRANSMITTER,RADIO	1	1	XD2
6695015143376BA	EA	CONTROLLER,FLUID PU	1	1	XD2
6605015245524BA	EA	COMPUTER MISSION	1	0	XD2
6605015490290BA	EA	COMPUTER, MISSION	0	1	XD2
1680014144872BA	EA	GRIP ASSY,CONT ACFT 103E4161G4	1	1	XD2
1680014144874BA	EA	GRIP ASSY,CONTROL 103E4161G13	1	1	XD2
6130014464497BA	EA	CHARGER,BATTERY 711420-4	1	1	XD2
6610013428710BA	EA	RECORDER CRASH DATA	1	0	XD2
5831014622332BA	EA	CONTROL,INTERCOM 685-3000-014	1	1	XD2
6610013640159BA	EA	RECORDER,FLIGHTDATA170493-01-01	1	0	XD2
6620014932302BA	EA	COMPUTER, ENGINE	1	1	XD2
2620014091815BA	EA	C17 M TIRE / BOEING SPC R WEEKLY	4	3	XD2
2620014940888BA	EA	C17 M TIRE / BOEING SPC R WEEKLY	0	1	XD2
1630145269010BA	EA	C17 MAIN WHEEL (BLK 13/MB)	4	4	XD2
2620014091814BA	EA	C17 N TIRE / BOEING SPC R WEEKLY	2	2	XD2
1630145269013BA	EA	C17 NOSE WHEEL (BLK 13/MB)	2	2	XD2
2995015307580BE	EA	CONTROL UNIT	1	1	XD2
			61	57	

NOTE: HQ AMC/A4RM may pare and/or tailor this listing to fit specific mission parameters and task units accordingly, typically delegated to the deployed units as required. This listing should not be considered all-inclusive.

TAB C TO APPENDIX 9 TO ANNEX D TO JTF-SFA OPORD DEEP FREEZE
REQUIRED EQUIPMENT AND SUPPLIES (MST/TALCE) OPR: HQ AMC/A33M

1. 7E1AE UTC pared to meet mission requirements.
2. Communications support (7E1CB UTC) pared to meet mission requirements.

2 - Radio, AN/TRC-176 2 - Antenna, UHF, TRC-176
4 - COMSEC, KY-57 1 - Mechanics tool kit
2 - COMSEC, KOI-18 1 - Nesting box w/Ant sys
2 - COMSEC fill cable 1 - Antenna mounting adapter
4 - COMSEC, VPA HYP-57 2 - Ground plane wire
1 - Radio, VHF/FM SNCGR 1 - NVIS HF antenna
1 - CSA, Ant kit 1 - Wattmeter
1 - GRA-4, Ant Gp 2 - Multimeter
2 - COMSEC, KY-75 2 - Antenna, UHF SATCOM
2 - COMSEC, Z-AKR KY-75 2 - KYK-13
2 - Radio, UHF SATCOM 2 - COMSEC, KOI-18CAB
2 - COMSEC, KOI-18-TSE 2 - L-Band SATCOM Ground Stations

NOTE: WINFLY/REDEPLOYMENT requires only SAT Voice and L-Band SATCOM.

3. 6KJR1 UTC pared to meet airborne SATCOM mission requirements.

4 - Airborne SATCOM Equipment
4 - UHF SATCOM RADIO, LST-5B or equivalent Radio
4 - Power Amplifier AM-7175/URC or equivalent and Receiver Pre-Amplifier
2 - Headset
4 - Handset (H-250/U)

1 - Antenna Cable (RF Cable, 25', C-5)

1 - Power Cable (15', C-5)
1 - Complete set of applicable RADIO T.O.s
1 - Airborne SATCOM manual (SVSK)
1 - Tools

NOTE: Required for ADVON, MAIN SEASON, and REDEPLOYMENT Operations.

**TAB D TO APPENDIX 9 TO ANNEX D TO JTF-SFA OPORD DEEP FREEZE
139 EAS AIRCRAFT REQUIREMENTS IN CHRISTCHURCH, NZ (Maintenance –
AGE) OPR: 139 EAS/CC**

LINE NO.	TYPE OF EQUIPMENT	MIN REQ	COMMENTS
1	Generator -86D	5/2	Assumptions: 5 GPUs are required during ODF open up and close out when 5 or more LC-130's are in CHC. Otherwise, 2 GPUs are required during standard rotational weeks e.g. #2 - #16. This does not factor in Strategic Airlift requirements. Note: The requirement for 2 each GTCs would be eliminated with the deployment of 1 LAS-95
2	LAS GTC -95	2	
3	MA-1A	1	
4	MA-1A Trailer	1	
5	MC-1A Air Compressor	1	
6	MC-2A Air Compressor	1	
7	NF2 Light Cart	3	
8	Self Generating Nitrogen Servicing Cart	1	
9	Load Bank (-86D Generator Test Set)	1	
10	Hydraulic Test Stand	2	
11	Jacking Manifold	1	
12	Aircraft Jack - Nose	6	
13	Aircraft Jack - Main	6	
14	DC Power Pack	1	
15	B-5 Stand	4	
16	B-4 Stand	1	
17	B-2 Stand	1	
18	B-1 Stand	3	
19	Tow Bar (LC-130)	2	
20	35 Ton Jack	1	
21	LOX Cart	4	
22	LOX Dewar	2	
23	Aircraft Engine Wash Cart	1	
24	A-1 Blower	4	
25	NAN Cart	2	
26	Hay Rig (Maintenance Stand)	1	
27	GTC (Huffer)	2	
28	LAS – 95 <i>see Comments / GTC</i>	1	

LINE NO.	TYPE OF EQUIPMENT	MIN REQ	COMMENTS
29	Hydraulic Test Stand	1	
30	Aircraft Jack - Nose	4	
31	Aircraft Jack - Main	4	
32	Jacking Manifold	1	
33	Engine/Prop Change Crane	1	
34	Engine Stand/Dolly	1	
35	Prop Stand	2	
36	Aircraft Jack Tester	1	
37	Engine Change Crane - Over Wing	1	
38	NAC Stand (Engine Change)	1	
39	Aircraft Recovery Bags	4	
40	High Lift Capability e.g. boom lift/bucket	1	
41	Latrine Service Cart	1	
42	Hydromite, Hydraulic Servicing Cart	1	
43	Prop	1	

APPENDIX 11 TO ANNEX D TO USPACOM OPOD DEEP FREEZE

AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)

OPR: JTF-SFA/J7

- REFERENCES: (a) AFI 32-2001, The Fire Protection Operations and Fire Prevention Program
(b) AFPAM 32-2004, Aircraft Fire Protection for Exercises and Contingency Operations
(c) AMCI 11-208, Tanker Airlift Operations

1. Purpose.

- a. JTF-SFA provides logistical support for the United States Antarctic Program through air operations necessary for the safe and successful accomplishment of the National Science Foundation's (NSF) Office of Polar Program's objectives.
- b. The forces providing fire support will be consistent with requirements outlined in AFI 32-2001. Aircraft supported are consistent with current missions flown; the primary aircraft identified are LC-130s and C-17s, unless otherwise specified by the 13 AEG/CC .

2. Resource Availability.

- a. Aircraft operations at established airfields should only take place when the Aircraft Rescue and Fire Fighting (ARFF) requirements in Air Force Pamphlet 32-2004, *Aircraft Fire Protection for Exercises and Contingency Operations* Table 1, column C, and AMCI 11-208, *Tanker Airlift Operations*, Table 10.2 are met.
- b. Sodium or potassium based dry chemicals are not considered primary aircraft extinguishing agents due to their lack of cooling ability.
- c. Waiver authority may be granted for fire protection operations in accordance with AFI 32-2001.

3. Training.

- a. Fire fighting personnel will be trained in accordance with National Fire Protection Association (NFPA) 600 and 1000 series standards.
- b. Personnel assigned to the South Pole operation are recognized as a Fire Brigade and shall be trained to requirements in NFPA Std. 600.
- c. Personnel assigned to McMurdo will follow guidance and procedures outlined in the NFPA Std. 1000-series.
- d. Additional recurring training requirements will be established based on unique mission requirements.

4. Execution.

- a. Concept of Operations. (See Table A11-1)
- b. Aircraft Rescue Fire Fighting (ARFF) vehicles are considered to be P-19 (1,000-gallon) vehicles or equivalent.
- c. At McMurdo; the anticipated C-17 MOG requires two ARFF vehicles while the anticipated LC-130 MOG requires three ARFF vehicles.
- d. If multiple airfields are used, the MOG for each location determines ARFF requirements per airfield.
- e. If only one airfield is in use with multiple airframe types on the ground the more stringent requirement shall be used.
- f. At the South Pole, the anticipated MOG, to include both airframe types, shall require two ARFF vehicles.
- g. Each operational airfield is required to have a water resupply vehicle (minimum 2,000 gallons of water capacity) in areas where rapid water resupply capability does not exist.
- h. Response Time Requirements. ARFF response times for aircraft incidents will be delayed due to the terrain and unique features of fire apparatus. Vehicles should be pre-positioned during aircraft operations to minimize response delays.

5. Administration and Logistics.

- a. Logistics. Refer to Annex D, Logistics.
- b. Administration. Table below does not supersede AFPAM 32-2004 requirements.

Aircraft Max. on Ground (MOG)	Minimum ARFF Vehicles Required per Airfield (Notes 1 and 2)
C-17 (MOG 1-3)	2 x P-19s or equivalent
C-17 (MOG 4+)	3 x P-19s or equivalent
LC-130 (MOG 1-3)	2 x P-19s or equivalent
LC-130 (MOG 4+)	3 x P-19s or equivalent
Note 1: Tri-Max system has been recognized as being equivalent to one-half a P-19	
Note 2: Each airfield is required to meet minimum ARFF protection per location. If a mixed MOG is at location, then the highest ARFF requirement is used.	
Note 3: Each airfield is required to have a water supply vehicle, minimum 2,000 gallons of water, in areas where water is not readily available	

Table A11-1, ARFF Vehicles Concept of Operations

REFERENCES: (a) DoD/NSF MOA, 1 April 1999

1. Situation. CJTF-SFA is responsible for developing and maintaining a logistics system which provides efficient, effective, economical, and safe support for aviation maintenance, supply, and transportation activities. To successfully carry out these responsibilities, it is necessary for tasked Wings to deploy sufficient personnel and equipment to generate and maintain aircraft.

2. Concept of Operations. LC-130, C-17 and C-5 units are tasked to provide field level maintenance support.

3. Responsibilities.

a. Christchurch.

1) 13AEG/CC:

a) Coordinate/facilitate maintenance requirements for deployed aircraft.

b) Coordinate/facilitate contract maintenance/transient maintenance operations at Christchurch IAP, New Zealand ensuring prime contractor parks and applies power for transient C-17, C-5, and C-130 aircraft.

c) Coordinate/facilitate subordinate work activities and aircraft maintenance functions at Christchurch IAP and Antarctica.

d) Coordinate/facilitate (as required) to ensure required resources are available to accomplish maintenance operations during ODF deployments.

NOTE: 13AEG/CC normally accomplishes this function and provides an information copy to JTF-SFA/A4 personnel of concern areas or assistance requests.

e) Provide NSF/OPP and ANG/XO/XP/LG information on status of work projects, budget estimates, changes in equipment, facilities, maintenance techniques, and personnel issues.

2) EAS/Maintenance Personnel. Coordinate subordinate work activities and aircraft maintenance functions with the 13AEG. Deploying 138 EAS maintenance personnel will hand-carry training records IAW AFI 36-2201.

b. McMurdo.

1) 139 EAS will provide aircraft maintenance. 139 EAS maintenance personnel will park and power up all Air Force aircraft. Prime Contractor will park and apply power to transient civilian aircraft.

2) NSF Prime Contractor AGE will be picked up, delivered, and maintained by the NSF Prime Contractor -Operations (may be augmented by Terminal Ops when required).

3) Concurrent maintenance, refueling and on/off loading are authorized IAW applicable directives.

4) Deploying maintenance personnel will hand-carry training records IAW AFI 36-2201.

c. Marshaling kits will be reviewed for adequacy of contents for long duration deployment requirements.

REFERENCES:

- (a) DoD/NSF MOA, 1 May 2007
- (b) ISSA's Between PACAF Air Postal Squadron (AIRPS) and NSF
- (c) MOA Between PACAF, NSF and 109 AW Concerning Network Infrastructure
- (d) AFI 23-103, Determining Material Requirements for the Air Force Consumable Items
- (e) T.O. 00-25-172, Ground Servicing Of Aircraft And Static Grounding /Bonding (ATOS)
- (f) AFI 11-218, Aircraft Operations and Movement on the Ground
- (g) NSF/RPSC Airside Agreements with Christchurch International Airport

1. Situation. CJTF-SFA is responsible for developing and maintaining a logistics system, which provides safe, efficient, effective, and economical support for aviation activities.

2. Concept of Operations. CJTF-SFA is responsible for DoD operations in support of USAP conducted at Christchurch. In order to provide safe, efficient, effective, and economical support CJTF-SFA has obtained intra-service support (support from other USAF agencies/major commands) and inter-service support (support from agencies outside the USAF).

a. The following agreements are in support of ODF:

- 1) NSF (Supplier) and PACAF/AIRPS (Receiver) for Base Operating Support (BOS).
- 2) PACAF/AIRPS (Supplier) and NSF (Receiver) for Air Postal Support.
- 3) MOA Between PACAF, NSF and 109 AW Concerning Network Infrastructure.

3. Responsibilities.

a. Air Postal Support. There are two agreements between NSF and PACAF; each acting as a Supplier.

b. NSF as Supplier:

- 1) Provide host unit responsibilities directly or indirectly through the NSF Prime Contractor. Will act as liaison between the AIRPS and NSF Prime Contractor.
- 2) Provide policy and procedures for all DoD activities at Christchurch.

c. PACAF/AIRPS as Supplier

- 1) Provide inspection/oversight to conduct postal operations.
- 2) Submit funding forecasts to NSF for appropriate reimbursement.
- 3) Adhere to installation policies and procedures.
- 4) Coordinate with NSF for support requirements.

d. Network Infrastructure Support (in coordination with JTF-SFA/J6): Service level agreement states the relationship between the service provider (National Science Foundation) and the end-user organizations (CJTF-SFA, PACAF NOSC and 747 CS). It specifies the services and commitments of the NSF as well as the expectations and obligations of CJTF-SFA, PACAF NOSC, 747 CS, 62 AW, and 109 AW. The agreement addresses the Christchurch, NZ operating location; however, when technical and operational limitations are overcome, the agreement will be expanded to include McMurdo Station, Antarctica.