

Antarctic Support Contract
Continental Area Acquisition Schedule For 2015-2016

	Maximo Purchase Request Submitted By Date	Required Delivery Date To PT Hueneme	McMurdo--Julian Required On Site Date (ROS)	McMurdo-- Required On Site Date (ROS)	South Pole-- Julian Required On Site (ROS) Date	South Pole-- Required On Site (ROS) Date	NOTES
Winter Flight #1 - April	14-Jan-15	4-Mar-15	5108	18-Apr-15	N/A	N/A	1-4, 6-9
Winter Flight #2 - June	04-Mar-15	22-Apr-15	5157	6-Jun-15	N/A	N/A	1-4, 6-9
Winter Flight #3 - July	15-Apr-15	3-Jun-15	5199	18-Jul-15	N/A	N/A	1-4, 6-9
Winter Flight #4 -August	20-May-15	8-Jul-15	5234	22-Aug-15	N/A	N/A	1-4, 6-9
Start of MAINBODY	08-Jul-15	19-Aug-15	5276	3-Oct-15	N/A	N/A	1-4, 6-9
	15-Jul-15	26-Aug-15	5283	10-Oct-15	5283	10-Oct-15	1-4, 6-9
	22-Jul-15	2-Sep-15	5290	17-Oct-15	5290	17-Oct-15	1-4, 6-9
	29-Jul-15	9-Sep-15	5297	24-Oct-15	5297	24-Oct-15	1-4, 6-9
	05-Aug-15	16-Sep-15	5304	31-Oct-15	5304	31-Oct-15	1-4, 6-9
	12-Aug-15	23-Sep-15	5311	7-Nov-15	5311	7-Nov-15	1-4, 6-9
	19-Aug-15	30-Sep-15	5318	14-Nov-15	5318	14-Nov-15	1-4, 6-9
	26-Aug-15	7-Oct-15	5325	21-Nov-15	5325	21-Nov-15	1-4, 6-9
	02-Sep-15	14-Oct-15	5332	28-Nov-15	5332	28-Nov-15	1-4, 6-9
	09-Sep-15	21-Oct-15	5339	5-Dec-15	5339	5-Dec-15	1-4, 6-9
	16-Sep-15	28-Oct-15	5346	12-Dec-15	5346	12-Dec-15	1-4, 6-9
	23-Sep-15	4-Nov-15	5353	19-Dec-15	5353	19-Dec-15	1-4, 6-9
	30-Sep-15	11-Nov-15	5360	26-Dec-15	5360	26-Dec-15	1-4, 6-9
	07-Oct-15	18-Nov-15	6002	2-Jan-16	6002	2-Jan-16	1-4, 6-9
	14-Oct-15	25-Nov-15	6009	9-Jan-16	6009	9-Jan-16	1-4, 6-9
	21-Oct-15	2-Dec-15	6016	16-Jan-16	6016	16-Jan-16	1-4, 6-9
	28-Oct-15	9-Dec-15	6023	23-Jan-16	6023	23-Jan-16	1-4, 6-9
	04-Nov-15	16-Dec-15	6030	30-Jan-16	6030	30-Jan-16	1-4, 6-9
	11-Nov-15	23-Dec-15	6037	6-Feb-16	6037	6-Feb-16	1-4, 6-9
	18-Nov-15	30-Dec-15	6044	13-Feb-16	6044	13-Feb-16	1-4, 6-9

C-17 Gap Period
With minimal exceptions, only grantee cargo will be transported during this timeframe.

Resupply Vessel	REQUIRED ON SITE BY PRIORITY					
Life/Health/Safety Critical	7-Oct-15	18-Nov-15	6121	1-Feb-16	Priority 1	1, 10,14,15,16
MCM Food Requests	1-Jul-15	1-Nov-15	6121	1-Feb-16	Priority 1	1, 10,14,15,16
Mission Critical	7-Oct-15	18-Nov-15	6122	1-Feb-16	Priority 2	1, 11,14,15,16
Mission Essential	7-Oct-15	18-Nov-15	6123	1-Feb-16	Priority 3	1, 12,14,15,16
Mission Important	7-Oct-15	18-Nov-15	6123	1-Feb-16	Priority 4	1, 13,14,15,16
MCM VSL Proj Requests	Project Dependent	1-Dec-15	6124	1-Feb-16	Priority 4	1, 13,14,15,16

South Pole Post-Vessel COMAIR/SUR RDDs At Port Hueneme: COMAIR 30-Jan-16 COMSUR 7-Jan-16 16

McMurdo Post-Vessel COMAIR/SUR RDDs At Port Hueneme: COMAIR 5-Feb-16 COMSUR 14-Jan-16 16



NOTES:

1	This document is a schedule, not an acquisition plan. This document provides the latest date that material requirements can be submitted to Procurement for the selected ROS date and permit the items to be procured with less processing costs throughout the Supply Chain. The Supply Chain within ASC consists of Material Planners, Transportation, and Warehousing. Less processing costs includes the elimination of ASC personnel overtime for requisition submission, procurement and receipt processing, the use of the less expensive transportation mode, i.e., COMSUR and the elimination of Navy Packing and Crating Personnel overtime. The Material Program Plan is an acquisition plan. One intent of the Material Program Plan (MPP) is to spread requirements processing across the acquisition year to level the work load throughout and minimize the use of premium labor (over time) and transportation. Specifically, the MPP should push requisitioning to the left or earlier in the calendar year.
2	The NSF expects ASC to minimize transportation costs. Material procurements should be planned for the least expensive transportation mode. In the Continental Area and to the maximum extent possible, materials are to be purchased for delivery by the annual resupply vessel in February. For the Peninsula Area, material is to be purchased in time to allow delivery by commercial surface vessel to the extent possible. Commercial air shipment rates can be four or more times as expensive as commercial surface and 20 times more expensive than resupply vessel delivery rates.
3	There are no blanket approvals for COMAIR. Divisions are responsible for managing their transportation needs within their allotted pounds by mode. The use of COMAIR is to be based on sufficient payback to the USAP in terms of benefits or impact avoidance to the Program to justify the additional cost. True mission critical or life, health or safety materials are justifiable reasons for the use of premium transportation if their required on site dates are void and these dates can only be met with the use of premium transportation. The use of COMAIR is not intended to make up for shortfalls in planning. Any transport mode other than commercial surface in the Peninsula Area or resupply vessel in the Continental area are considered premium transportation modes.
4	The procurement governing date is the date the Maximo PR is generated. For a items, please allow enough time for the item to be created. If all the requirements are held until the latest date for submittal, on-time delivery may not happen. Plan to submit your requirements on a continuing basis and as early as possible for the selected ROS date but not later than the approved Material Program Plan dates.
5	There is no airlift to South Pole until after 15 October. During the period 15 to 30 October, the Basler aircraft is used to transport pax and small emergency supplies as required. Beginning 1 November, the LC-130 will start airlifting cargo to South Pole, but cargo is limited from 1 thru 15 November to only cargo that can be drifted due to contrail conditions. To drift cargo means the material will be emptied out the back of a moving LC-130. This subjects the cargo to very rough handling. Only items that can take this rough handling are delivered by this means.
6	The Maximo due date is 87 days before the Required On Site (ROS) date.
7	If summer cargo delivery is necessary, it should be planned from the first week of October through the first week of December, when heavy lift aircraft are generally available. There is no guarantee that heavy lift will be available in December.
8	Cargo delivery after the first week of December is for emerging Life/Health/Safety or mission critical requirements and only when there is not a heavy lift planned for the last three weeks of December.
9	Projects refer to specially funded work efforts with beginning and an end dates that are not part of the Operations and Maintenance funding.
10	Life/Health/Safety Critical: Food and medical supplies. These items are required by station close (15 February for South Pole and 25 February for MCM).
11	Mission Critical: Science cargo and show stoppers. These items are required by station close (15 February for South Pole and 25 February for MCM)
12	Mission Essential: Regular re-supply and pares needed for winter. These items are required by station close (15 February for South Pole and 25 February for MCM).
13	Mission Important: Can wait until next year, if necessary. Required only as Opportunity Cargo.
14	Vessel ROS dates were devised so vessel cargo could be prioritized for shipment, and do not correspond directly to the McMurdo vessel in port date of 1 February. Resupply vessel ROS dates refer to May 1st through the 4th. This date range was selected because it is well after South Pole and McMurdo Station close, and should have a reduced potential of being construed to represent the actual delivery dates.
15	The 1 February in port McMurdo planning date for the resupply vessel is a notional date; i.e., it is based on historic practice. Changing environmental conditions and other operational considerations can result in changes to the vessel's in port period.
16	These cut-off dates are for planning delivery of resupply vessel cargo that did not arrive at Port Hueneme in time to be loaded, or other high-priority cargo that must be delivered to either South Pole or McMurdo Station before close.

