

ICU Planning Capacities
 OPP-AIL, 1/31/2022

Year	FY23	FY24	FY25	FY26	FY27
Vessel South (TEUs)	18*	as needed	as needed	n/a	n/a
Vessel North (TEUs)	n/a	17	50	17	50
LC-130: Hours/Flights^	12/2	114/19	60/10	42/7	36/6
SPoT-1 (Sleds/Weight, lbs)	3/180,000	3/180,000	3/180,000	3/180,000	3/180,000
SPoT-2 (Sleds/Weight, lbs)	3/180,000	3/180,000	3/180,000	3/180,000	3/180,000
SPoT-3 (Sleds/Weight, lbs)	3/180,000	3/180,000	3/180,000	3/180,000	3/180,000
Pole Population (Nov-Jan)	0	11	21	46~	4

*If ICU needs more space to move things ahead, we will find a way to make more TEUs available.

^This does not fully meet the goal to have all fuel required on site prior to the FY26 main drilling season. AIL will continue to look at ways to mitigate that risk as planning moves forward.

~This is a hard maximum and needs to be reviewed again for ways to bring it down if at all possible.

In general:

1. Our supportability is dependent on moving as much cargo to Pole as possible in FY24. This means getting as much cargo on the FY23 vessel or, if needed, getting it to MCM via commercial surface shipment/C17 no later than Nov. 2024.

2. FY27 info is provided in advance of IPT discussion/clarification on retro requirements.

3. Temperature controlled storage (at MCM and Pole) is likely still an issue that needs to be resolved with this capacity.
