

DRAFT

U. S. AIR FORCE CONCEPT OF OPERATIONS (CONOPS) FOR TC-AIMS II

1. **Installation Transportation Office/Traffic Management Office (ITO/TMO).** TC-AIMS II will replace the *Cargo Movement Operations System (CMOS)*. TC-AIMS II will provide the capability to effectively plan, document, and manage outbound and inbound cargo. It will also plan, schedule, and monitor the execution of transportation activities in support of deployment and reception of forces. It will support both peacetime and deployment cargo and personnel processing, documentation, movement, and tracking. Workstations in functional areas support one-time data capture for preparing documentation for all modes of shipment.

a. **Interfaces.** TC-AIMS II will have all interfaces currently available in CMOS, as well as some enhancements to expedite movement. These transmissions include shipment notices from the Air Force's supply system, advance shipment notices from other CMOS/TC-AIMS II sites, and commercial carrier interfaces. It will also interface with Air Mobility Command's *Global Air Transportation Execution System (GATES)* and Military Traffic Management Command's *Worldwide Port System (WPS)* to enhance in-transit visibility throughout the Defense Transportation System without manually re-entering data.

(1) *Ammunition Management Standard System (AMSS)*. AMSS is scheduled to replace the Combat Ammunition System - Base Level (CAS-B). This future two-way interface with TC-AIMS II will provide AMSS a status of inbound munitions movement information. AMSS will provide TC-AIMS II with advance shipment documents for shipment planning.

(2) *Advanced Traceability and Control (ATAC)*. This is a one-way interface. TC-AIMS II will have the capability to send receipt from source of supply, origin movement, and receipt at destination data electronically.

(3) *Computer Aided Load Manifesting System (CALM) Interface*. This will be a two-way interface. CALM provides a standard automated capability to aid in the load planning of C-130, C-141, C-5, KC-10, and C-17 aircraft. TC-AIMS II will provide CALM with the records required for load planning and CALM will provide TC-AIMS II with aircraft weight and balance and air manifests. CALM is scheduled to be replaced by the Automated Air Load Planning System (AALPS).

(4) *CONUS Freight Management (CFM) Interface*. This is a two-way interface that allows TC-AIMS II to pass bills of lading and carrier information requirements to CFM. CFM passes commercial carrier information to TC-AIMS II. CFM also transmits GBL data by Electronic Data Interchange (EDI) for payment via the Defense Finance & Accounting Service (DFAS).

(5) *Global Air Execution System (GATES)/Worldwide Port System (WPS)*. These two-way interfaces will enhance in-transit visibility by allowing TC-AIMS II to electronically pass shipment data to the air and water ports. The ports can then electronically pass shipment information to the destination Traffic Management Office.

(6) *Information Industry Processor (I2P)*. I2P is a module within CMOS that provides an interface with commercial carriers. I2P incorporates commercial carrier software that enables CMOS to print commercial carrier labels. TC-AIMS II is projected to include the I2P capabilities.

(7) *Logistics Module (LOGMOD)*. This is a two-way interface. LOGMOD, at the MAJCOM, passes detailed logistics information upward to Air Force Headquarters and downward to base-level units. Logistics Plans offices import TC-AIMS II squadron personnel and equipment data into LOGMOD. Equipment data is edited in LOGMOD and aggregated by Plan Identifier for each tasked Operations Plan (OPlan), Concept Plan (CONPLAN), and notional plan.

(8) *Manpower Personnel Readiness Module- Base-Level (MANPER-B)*. MANPER-B is a one-way interface that provides manpower and personnel data support to field commanders to include force requirements and projections, strength accountability, and replacement requirements. It provides the Unit Deployment Managers the capability to import specific personnel data from MANPER-B into TC-AIMS II for tasked Unit Type Codes (UTCs).

(9) *Standard Base Supply System (SBSS) Interface*. This will be a two-way interface. SBSS is an automated inventory accounting system that will send TC-AIMS II advanced shipment information electronically for prepositioning before the property arrives at Outbound Freight for movement. TC-AIMS II, using Automated Information Technology (AIT), will transmit a shipment status to SBSS when the item is released for shipment. SBSS will be replaced by Integrated Logistics System - Supply (ILS-S) in 1999.

(10) *TC-AIMS II Interface*. TC-AIMS II will essentially have an interface to itself so that origin and destination locations can transmit information. Until TC-AIMS II is fully fielded, we will require a TC-AIMS II to CMOS interface for the same purpose.

(11) *Other Interfaces*. Other Interfaces include the Global Transportation Network (GTN), the Defense Transportation Tracking System (DTTS), the Distribution Standard System (DSS), the Integrated Booking System (IBS), the Joint Force Requirements Generator (JFRG), the Financial and Air Clearance Transportation System (FACTS), and the Integrated Computerized Deployment System (ICODES), as well as other Service-unique systems.

b. Cargo Movement Functions. TC-AIMS II will be used to automate the following cargo movement functions:

(1) *Planning and Packaging*. The Planning and Packaging function controls, documents, and tracks outbound MILSTRIP, Non-MILSTRIP, and other type shipments. This work center is the point of interface for all shipping activities, including the Standard Base

Supply System (SBSS). Planning and Packaging functions include cargo “in check,” preparation, consolidation, packaging, and shipment planning functions. Prepared and planned shipments are passed from this work center to the appropriate outbound freight section.

(2) *Surface Freight Inbound.* The Inbound Surface Freight function uses a HHT or client workstation to in check shipments and to record received shipment data and Over, Short, or Damaged (OSD) information. Functions process inbound cargo, establish advanced inbound records, receive inbound freight and documentation, record and report OSD information, and generate reports. Data for in-transit shipments is passed through to the appropriate Outbound Freight Section.

(3) *Surface Freight Outbound.* The Surface Freight Outbound function tracks and documents outbound processes (identified by surface mode indicator) to include movement document production and traffic distribution. Functions include movement document creation and maintenance including Government Bills of Lading (GBLs), Commercial Bills of Lading (CBLs), truck manifests, and foreign bills; Transportation Discrepancy Report (TDR) creation and maintenance; routing and rating interface with express carriers; automatic transmission of shipment information; formation and tracking of government truck convoys for deployment cargo, and automatic obligation authority (OA) update.

(4) *Air Freight Inbound.* The Air Freight Inbound function uses a HHT or client workstation to in check shipments and to record received shipment data and OSD information. Functions process inbound cargo, establish advanced inbound records, receive inbound freight and documentation, record and report OSD information, and generate reports. Additionally, in-transit cargo functions transfer information to the appropriate Outbound Freight Section.

(5) *Air Freight Outbound.* The Air Freight Outbound function controls and tracks the movement of cargo (including both organic cargo and strategic air cargo movements) using air freight modes of shipment.

c. **MAJCOM Data Query.** Like CMOS, TC-AIMS II will incorporate a MAJCOM Data Query capability. Management personnel at Major Command (MAJCOM) level may use TC-AIMS II to perform queries that support management decision making.

2. UNIT MOVE.

a. **Unit Movement: Peacetime:**

(1) *Base level:* TC AIMS II will be used at wing and squadron level to manage people and cargo for deployment as part of the overall Deliberate Planning process. TC-AIMS II is an integral part of the Integrated Deployment System (IDS) and replaces the CMOS and Deployment Management System (DeMS) functions within IDS. Squadron Unit Deployment Managers (UDM) use TC- AIMS II to manage personnel assigned to deployment positions. TC-AIMS II interfaces with MANPER-B. UDMs import specific personnel data from MANPER-B into TC-AIMS II for tasked Unit Type Codes (UTCs). They use this information to identify, assign, and track deployment and special training, (deployment training is training required by

AFI 10-403, Deployment Planning, for all people on deployment; such as Self-Aid Buddy Care, Small Arms, etc.; specialized training is unique to the individual's duties, such as Hazardous Material Certification, Cargo Courier, etc.) and monitor all aspects of individual personnel deployment requirements. Similarly, UDMs use TC-AIMS II to identify tasked UTC equipment required for deployment. Equipment characteristics are loaded into TC-AIMS II to facilitate pre-planning and the scheduling of movement at execution. Base Logistics Plans offices and the Installation Deployment Officer (IDO) are able to monitor both personnel and equipment readiness status for all tasked units. Logistics Plans offices import TC-AIMS II squadron personnel and equipment data into the Logistics Module (LOGMOD). Equipment data is edited in LOGMOD and aggregated by Plan Identifier for each tasked Operations Plan (OPlan), Concept Plan (CONPLAN), and notional plan. Logistics Plans offices will continue to accomplish LOGMOD Logistics Planning actions as required by AFI 10-401, Operations Planning and AFI 10-403, Deployment Planning.

(2) *Higher Headquarters:* The Numbered Air Force (NAF), Major Command (MAJCOM) and HQ USAF deliberate planning data responsibilities will continue to reside in MANPER/LOGMOD. The Joint Operational Planning and Execution System (JOPES) will continue to be updated from MANPER/LOGMOD through the Operational Taskings and Priorities (OT&P) program. There is no expected change in higher headquarters deliberate planning deployment responsibility with the fielding of TC-AIMS II.

b. Unit Movement: Crisis Action Execution:

(1) *Base Level:* TC AIMS II receives a feed from LOGMOD and MANPER for actual tasked equipment and personnel requirements. This is done by pre-planned Plan ID, tasked UTC, or by individual Air Force Specialty Code (AFSC) for people, or National Stock Number (NSN) for equipment. UDMs pare and tailor people equipment in TC-AIMS II as authorized and required and determine movement priorities in chalk/load sequence. The Logistics Plans NCO and IDO, working in the Deployment Control Center (DCC), build the Deployment Schedule of Events (DSOE) in LOGMOD assigning overall movement priorities by UTC or deploying unit. UDMs send their prioritized lists of people and equipment in chalk/load sequence via TC-AIMS II to LOGMOD. LOGMOD validates the DSOE and sends it back to the UDMs and, at the same time, to the deployment workcenters: the Personnel Deployment Function (PDF) for personnel eligibility check, personnel processing, and passenger manifesting; and the Cargo Deployment Function (CDF) for cargo/equipment processing (Joint Inspection) and manifesting. The Transportation Load Planning function in the DCC pulls the DSOE information and equipment characteristics from LOGMOD and builds load plans in Computer Automated Load Manifesting (CALM). People and cargo are processed and marshaled then loaded on the lift conveyance for deployment. At load departure, transportation personnel in the DCC update TC-AIMS II and transmit the level 4 personnel and cargo information to the Global Transportation Network (GTN) for In-Transit Visibility (ITV).

(2) *Higher Headquarters:* TC-AIMS II will be available at the NAF, MAJCOM, and HQ AF Crisis Action Team/Battle Staff for monitoring unit movement. Other than providing the ability to view and aggregate wing/base deployment information, TC-AIMS II does not change higher headquarters deployment execution responsibility.

c. **TC-AIMS II at the Deployed Location:** Because of the nature of Air Force deployments, a large percentage of our forces deploy to or stage from Main Operating Bases (MOBs). As far as TC-AIMS II for unit movement is concerned, a MOB would operate in crisis response similarly to what it does in peacetime. Incoming units will provide the host Logistics Plans office the LOGMOD and TC-AIMS II data disks representing all information on deployed personnel and equipment. This data is maintained by the host base to provide overall accountability and facilitate redeployment or onward movement. For AF units deploying to a Bare Base, TC-AIMS II will be installed on a deployable laptop/notebook computer and at least one TC-AIMS II capable computer will deploy with each lead wing in a Core UTC Package (CUP). The Personnel Contingency (PERSCO) personnel deploy with a MANPER-B capability. The Logistics Plans personnel assigned to or augmenting the Headquarters UTC deploy with LOGMOD capability. After arrival at the beddown location, the lead wing Logistics Plans personnel will work with representatives from Transportation and Personnel to establish a deployed "IDS" type set up (i.e., establish connectivity between the deployed LOGMOD, MANPER-B, and TC-AIMS II users). If bandwidth is available through the deployed communications network, the connectivity may be across a Local Area Network or it may be by disk transfer. Incoming units will deploy with TC-AIMS II and LOGMOD data disks with complete electronic files of all deployed personnel and equipment information. These will be uploaded into the appropriate systems to facilitate the redeployment or onward movement of people and equipment. [NOTE: Incoming units may deploy with a TC-AIMS II capable laptop/notebook computer which can then be added to the deployed IDS network if communications bandwidth is sufficient.]