

**DRAFT**

**Program Executive Office (PEO)  
Standard Army Management  
Information Systems (STAMIS)**

**Transportation Coordinators' - Automated Information  
for Movement System II  
(TC-AIMS II)**



**System Training Plan (STRAP)**

**30 March 2001**

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## **1. General.**

### **1.1 System Description.**

TC-AIMS II is a top-down directed program aimed at addressing a critical shortfall in the movement of material and personnel in support of Department of Defense (DoD) transportation operations as defined in the TC-AIMS II Mission Need Statement. TC-AIMS II falls within the DoD mission area supporting mobility and transportation of DoD personnel and cargo in peace and war. TC-AIMS II will provide unit mobility and Installation Transportation Office/Transportation Movement Office (ITO/TMO) support throughout DoD with a single, effective, and efficient Automated Information System (AIS) which provides transportation management of unit movement, passengers, and cargo during day-to-day operations within the Defense Transportation System (DTS).

The TC-AIMS II system is the result of a joint effort of the US Armed Services and the Joint Project Management Office (JPMO) headed by the US Army as the Executive Agent. TC-AIMS II provides automated support to functions performed by Unit Movement Officers (UMOs) and ITOs/TMOs, who previously used a variety of Service sponsored automated systems and manual processes. TC-AIMS II goal is to improve and expedite unit movements and Transportation Operating Agency (TOA) actions, providing timely and accurate information for use at all Joint Deployment Community (JDC) command levels in support of Continental United States (CONUS), Outside the Continental United States (OCONUS) and in-theater Reception, Staging, Onward Movement and Integration (RSO&I) operations.

TC-AIMS II includes software and processes installed on Service provided hardware that supports unit movement and sustainment transportation functions, as well as provide access to various load planning functions. These functions are available to the TC-AIMS II user from a client/server network or stand-alone configuration at the unit/installation level whether in-garrison or deployed. Processing, tracking, and reporting of data from TC-AIMS II will be available to decision-makers at various command levels via In-transit Visibility (ITV) of the Global Transportation Network (GTN).

#### **1.1.1 Operational Concept.**

TC-AIMS II will provide the capability to automate Unit Move and ITO/TMO planning and execution whether from in-garrison or a deployed field operational environment. It will provide a common hardware suite running software applications designed for easy data retrieval and data exchange and connectivity to relevant external sources. Through interfaces with over 40 trading partners, TC-AIMS II will exchange data with Service planning and logistics systems, Defense and commercial transportation systems, and the GTN. Information available from external systems and through Automated Identification Technology (AIT) devices will reduce manual data entry. TC-AIMS II will be the standard, Joint transportation and deployment information management system. TC-AIMS II architecture will be flexible enough to accommodate basic differences in the individual Services' transportation and deployment processes.

TC-AIMS II will operate in-garrison to support daily military transportation requirements, transportation and specific deployment-related deliberate planning requirements, and

transportation and deployment execution requirements. The in-garrison configuration will use existing base communications infrastructure and consist of a combination of garrison, garrison satellite, and group work centers at various locations on installations and levels of command as required to meet the needs of the individual Services' processes.

#### **1.1.1.1 Unit Movement.**

TC-AIMS II will include automated support to assist unit commanders to create, maintain, manage, and update unit equipment, personnel lists and deployment databases. It will also facilitate planning and execution of organic movements. TC-AIMS II will incorporate procedures for the identification of assets and requirements for force deployment/redeployment during deliberate and crisis action planning. It will provide tools to support continuous data process management, planning and execution of deployments, and asset tracking. Transportation deployment planning will start with the establishment of Unit Move requirements and end with the arrival of required assets at a destination point. The planning function will include preparation and execution of convoys (assigning, loading, staging, moving, controlling, coordinating, tracking, etc.) and rail movements. In addition, the Unit Move function will support rail, air, and ship loading. To support the concept of operations once employed, these same capabilities will be used internally within the Commander-In-Chief's (CINC's) Area of Responsibility (AOR).

#### **1.1.1.2 Installation Transportation Office/Traffic Management Office.**

The ITO/TMO domain includes functions that support transportation requirements, procure commercial carriers support, capture historical shipment information, and track unit moves during day-to-day operations. These functions provide automated support capabilities to the transportation coordinator for receiving, packaging, documenting, coordinating, managing, tracking, and transporting cargo and passengers. The ITO/TMO domain also facilitates load planning and execution, including tracking inbound/outbound shipments and passing data to other systems, as required.

#### **1.1.1.3 Theater Movement Control and Mode Operations.**

TC-AIMS II will provide movement control organizations within a theater of operations with an automated capability to forecast the arrival of inter-theater cargo and containerized shipments, maintain visibility of command interest cargo throughout the theater, and provide for intra-theater movement of cargo and personnel. Movement control elements will have the capability to coordinate and provide transportation services to shippers, carriers, and receiving activities. Automated functions will include documenting transportation movement requests, tasking mode operators, forecasting and reporting container and cargo movements. Mode operators will have the automated capability to receive commitments, task specific assets, and maintain fleet asset status data. Other capabilities will include scheduling and deconflicting convoy movements, maintaining unit location data, and maintaining in-transit cargo and asset movement visibility.

### **1.2 System Acquisition/Development.**

TC-AIMS II will be developed under the direction of the JPMO. Day-to-day oversight of the project is managed by the Project Officer TC-AIMS II.

The TC-AIMS II acquisition process will be characterized by concurrent prototyping, Joint application development, testing integration, fielding, and support. At any given time, new

functions based on Configuration Management Board (CMB) approved requirements will be in the prototype phase while the next increment of work is being specified. This will occur as previously specified work is being developed, tested, and fielded. The operational software will be constantly improved, with revisions incorporated as fixes or as part of future deliveries.

### **1.3 TC-AIMS II Operational Architecture.**

TC-AIMS II will be developed in accordance with the Joint Technical Architecture. The system will reside on both desktop and notebook computers with rollup capability to a server. The system will have the capability to be employed in-garrison or deployed/stand-alone configurations to meet mission requirements. The need to develop TC-AIMS II to run in these environments allows several alternative hardware/software combinations for the fielding of TC-AIMS II throughout the Joint Services.

#### **1.3.1 In-Garrison Architecture.**

In-garrison, TC-AIMS II will use database rollup procedures to achieve a near-synchronous commonality between data residing on the nodes and the server. The user components will run on the desktop personal computer (PC) workstations, while the server components will run on a central server.

#### **1.3.2 Deployment Operational Architecture.**

In the deployment environment, workstation and server components will run on a deployed standalone/notebook computer. In a single notebook environment, communications between the user node and server components will bypass the components which comprise the network infrastructure. However, to support operation in a deployed server configuration, each notebook will be configured with the network components. Thus, any notebook will be able to operate as a stand-alone system, or as a server. This configuration both maximizes the flexibility of the architecture and avoids possible single point failures when sufficient notebooks are deployed. And, as the hardware configuration is driven by the requirements of stand-alone operation, this operational concept provides additional configuration options at no additional cost.

#### **1.3.3 Fielding.**

Initial fielding of the software should be done concurrently with the Service hardware being prepared for shipment to the specific Site. This integration and subsequent testing will allow for a common approach by each Service and lessen the demands upon the receiving installation to conduct additional software loading and integration while they are trying to distribute the hardware. Should the software not be installed when the JPMO Training Teams arrive at the installation, they will assist as time permits.

### **1.4 TC-AIMS II Hardware Configurations.**

The TC-AIMS II program is designed to operate on hardware provided by the Services in both client/server and standalone configurations. The client and standalone workstation hardware platforms require a Pentium II computer or higher with 64 MB of RAM and 4 GB hard disk. The server requires a Pentium II processor or higher with 256 MB RAM and 5GB hard drive.

All hardware will require a CD-ROM and a sound card with speakers to support multimedia training.

### **1.4.1 Garrison Configuration.**

TC-AIMS II hardware and system software architecture is driven by the need to provide transportation support in-garrison and at deployment locations. The garrison hardware configuration will be based on a database environment with a database server and PC workstations.

#### **1.4.1.1 Local Area Network (LAN).**

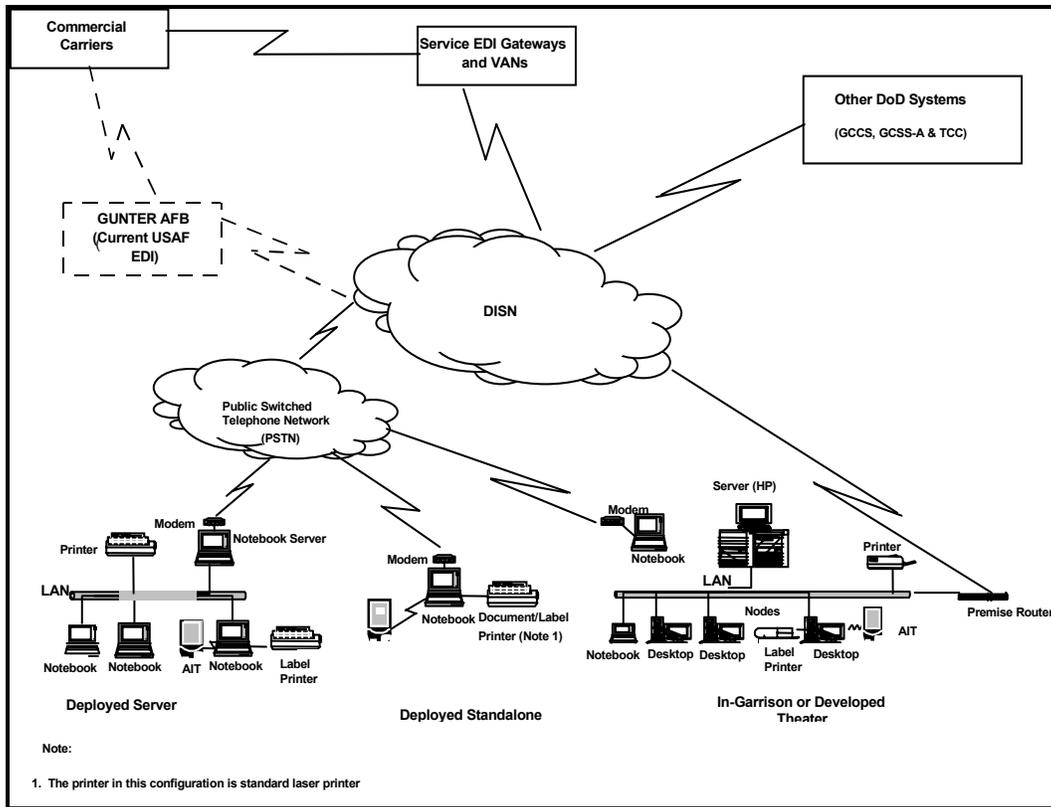
The in-garrison system configuration will consist of a Windows NT network architecture that can be employed at multiple sites. For larger bases where existing facilities are determined inadequate to support deployed units on a single LAN setup or on bases where the available communications bandwidth is insufficient for the TC-AIMS II communications traffic, a deployed garrison configuration is established to augment the in-garrison system. Notebook workstations can be added to this configuration to support deployment in a developed theater. The database on the deployed server would be a subset of the database on the in-garrison server with synchronization timing adjusted to meet the needs of the system.

### **1.4.2 Deployed Configuration.**

TC-AIMS II may be executed in a stand-alone notebook configuration. To satisfy the need for both garrison and deployment operations, TC-AIMS II will be developed to run in both a Windows NT server environment and Windows NT notebook environment with laser and label printers, AIT and telecommunications. The need to develop TC-AIMS II to run in these environments allows several alternative hardware/software combinations for the fielding of TC-AIMS II throughout the Joint Services.

#### **1.4.2.1 Deployed Operation.**

A single notebook provides the capabilities needed for initial deployment. However, as the transportation service requirements grow or as additional units arrive with individual notebooks, a Deployed Server configuration could be established. In this configuration, the database environment is similar to the in-garrison server environment by interconnecting the notebooks, with one notebook operating as the server. Figure 1-1 illustrates the range of hardware configurations available in these operating environments.



**Figure 1-1: TC-AIMS II Hardware Architecture Configuration**

### 1.5 Software.

Functional application requirements will be met by a combination of Commercial-Off-The-Shelf (COTS) applications integrated with Government-owned/licensed software utilizing a Sybase relational database. The contract software developers will handle new development and enhancements. Software resources associated with the TC-AIMS II system are described in the subparagraphs that follow.

#### 1.5.1 Operating System.

TC-AIMS II workstation and standalone platforms run under MS Windows NT (workstation) and the server configuration runs under MS Windows NT (server). Windows NT is the COTS PC and larger operating system which will be used for TC-AIMS II. It provides numerous system services such as file management, network operations, access to peripheral devices, and system security.

#### 1.5.2 Application Software Description.

Power Builder application development software and Sybase Relational Data Base Management System (RDBMS) will be the COTS software used by TC-AIMS II; it provides for storage and retrieval of computerized information.

### **1.5.2.1 ITO/TMO Functions.**

ITO/TMO functions will be captured from the Air Force's Cargo Movement Operations System (CMOS). CMOS provides facilities to plan, document, and manage outbound and inbound cargo, as well as plan, schedule, and monitor the execution of transportation activities in support of deployment and reception of forces. The system will accumulate and aggregate shipment item data provided by electronic interface and manual entry; track the completion of transportation actions; prepare and print movement documentation; prepare and transmit advance shipment notification to all involved activities; and prepare and transmit system reports.

### **1.5.2.2 Unit Move Functions.**

The Unit Move functions will be captured from the Marine Corps' Marine Air Ground Task Force (MAGTF) Deployment Support System (MDSS) II and TC-AIMS modules of the MAGTF Logistics Automated Information System (LOGAIS). MDSS II is used to create and maintain a unit's database of assigned equipment and personnel, source force requirements, create lists of deploying equipment and personnel, assign equipment and personnel to specific carriers for both sea and air movements and pass load plan data to aircraft and ship load planning systems. TC-AIMS uses the LOGAIS database to manage organic movement requests from the units and provides an automated ability to plan, coordinate, manage and execute MAGTF II movement operations. It provides the ability to build convoys (equipment and routes), and initiate movement of the equipment using organic or ITO/TMO assets. Further, TC-AIMS provides interfaces to mode clearance and port systems for manifesting.

### **1.5.2.3 Load Planning.**

Load planning will be accomplished by interfacing with the Automated Air Load Planning System (AALPS) and Computer Aided Load Manifesting System (CALM) for air loading and Integrated Computerized Deployment System (ICODES) and Computer Aided Embarkation Management System (CAEMS) for ship loading. Transportation Coordinators' Automated Command and Control Information System (TC-ACCIS) rail loading functionality will be incorporated. Each of these systems provides semi-automated facilities for the placement of cargo and personnel on transportation vehicles, provide textual and graphical load plans for use in loading and provide manifests for In-Transit Visibility/Total Asset Visibility (ITV/TAV).

### **1.5.2.4 Convoy Planning.**

Convoy planning will include the Government Off-the-Shelf (GOTS) functionality captured from the Department of the Army Movements Management System (DAMMS). It provides the capability to plan convoys (including vehicle assets and routes), create movement schedules and coordinate with the host country. The GOTS maintains the highway regulation Geographical Information System data, data parameter tables and simulations in the theater of operations, maintains the convoy data for corps units, and schedules/deconflicts multiple convoys in a theater of operations.

## **2. Assumptions.**

### **2.1 Training.**

Training will be embedded into the prime system to the maximum extent possible with context-sensitive help functions and hypertext links to user manuals. Any tasks that cannot be embedded

or linked will be documented in paper-based training to allow the system to be trained in the unit. This training will be supported by a task list, program of instruction, lesson plans and end user manuals on CD-ROMs that can be used on a Windows NT based operating system to assist units in conducting sustainment training.

### **2.1.1 Training Support Packages (TSPs)**

TSPs used for sustainment training will be developed by the Services. Assistance will be provided, as necessary, by the contractors of the JPMO. The JPMO will develop the TSPs for the functional User, and SA/DBA courses to be taught at Service locations during deployment/fielding. Additionally, software developers will provide integrated help utilities and a hyperlink to user manuals. Training developers will also provide electronic user manuals CD, and practical exercise scenarios.

### **2.1.2 Operator Training.**

The operator will receive training for TC-AIMS II application software on, when possible, the target hardware. TC-AIMS II will be fielded as a Unit Move, ITO/TMO, System Administrator/Database Administrator (SA/DBA) system.

### **2.1.3 Existing Training Programs.**

The existing training programs for Services' legacy systems will continue to be used to train operators/users until TC-AIMS II completely replaces these systems in the field.

### **2.1.4 Security.**

TC-AIMS II is an unclassified system containing Sensitive But Unclassified (SBU) information. TC-AIMS will operate in the systems high mode in accordance with a C2 level of accreditation based on the DoD 5200.28-STD. The TC-AIMS II architecture has been designed with protective mechanisms that ensure data confidentiality, integrity, and availability. Additional training may be required to meet DoD mandatory security training requirements for networked systems.

### **2.1.5 Training Materials.**

All training materials will be updated and maintained by the JPMO for the life of the system.

### **2.1.6 Automatic Identification Technology**

AIT is considered an integral part of TC-AIMS II and will be trained as part of the system.

## **3. Training Concept.**

### **3.1 General.**

The JPMO will provide contractor developed training for initial deployment and assist the Services with follow-on sustainment training development. Since each Service approaches initial training differently, the term "Instructor and Key Personnel" (IKP) is used to describe TC-AIMS II training provided by the JPMO. Key Personnel are those individuals identified by the Services as requiring initial training. For the most part, these individuals represent the initial primary users of the system, whether they are systems administrators, database administrators, or unit movement personnel. The Services will train all subsequent users. This may be

accomplished by the Services providing training through their respective formal school systems or by other instructors outside that structure. Either way, these instructors should be trained as part of the initial instruction provided by the JPMO. The total number of IKPs trained is limited by funding received by the Lead Service based on Service input.

### **3.1.1 Training Test Support Packages.**

Training Test Support Packages (TTSP) will be developed for the operational tests, and the system training will be evaluated during each phase of development testing as prescribed in the TC-AIMS II Test and Evaluation Master Plan (TEMP).

### **3.1.2 Training Courses.**

The following training courses will be developed for TC-AIMS II:

#### **3.1.2.1 Unit Move and ITO/TMO Operator Training.**

These courses provide instructions to train the skills and knowledge necessary to operate the entire system and perform unit level maintenance tasks; and set up, activate, check out, operate and maintain the equipment.

#### **3.1.2.2 System/Database Administrator and System Support Training.**

This course provides instructions on how to accomplish the tasks of a TC-AIMS II systems administrator. It provides a comprehensive overview of how TC-AIMS II software operates as a system, file parameters, and an overview of the operating system commands that facilitate system management security and other functions. The course will cover TC-AIMS II operating systems fundamentals and database management. This course will not include training in Windows NT, Service procured hardware, or networking fundamentals. A Microsoft approved Windows NT administrators course will be required for LAN operators.

### **3.1.3 Types of Training.**

Types of training that will be developed for TC-AIMS II include:

#### **3.1.3.1 Embedded Training/Help (ET).**

TC-AIMS II will have hooks embedded into the prime system software that will allow the user to obtain access to help functions and user manuals.

#### **3.1.3.2 Paper-Based Training.**

Paper-based training will be developed for all tasks. These packages must contain approved task lists, Programs of Instruction (POIs) and Lesson Plans (to include handouts, slides, practical exercises and tests) to assist the unit in conducting sustainment training.

### **3.1.4 Training Support Materials.**

Training Support Materials that will be developed for TC-AIMS II include:

#### **3.1.4.1 User's Manual for UM.**

This manual will provide step-by-step procedures for the operation of the system. It is designed for the operator, who must accomplish a wide variety of tasks in the entry of data and

specification of outputs. It will also contain more detailed information for the supervisor, system administrator and system support personnel. This manual is functionally oriented.

#### **3.1.4.2 User's Manual for SA/DBA.**

This manual will provide step-by-step procedures for the management of the system. This manual covers operating systems, networking fundamentals, database management software, and troubleshooting. This manual is technically oriented.

#### **3.1.4.3 User's Manual for AIT.**

This manual will assist the user in the operation of AIT in TC-AIMS II.

#### **3.1.4.4 Installation User's Guide.**

This guide will assist the user in installing segments of TC-AIMS II. It will include installation procedures, log-on procedures and uninstall procedures.

#### **3.1.4.5 Multimedia Video Tape**

The Multimedia Video Tape will familiarize commanders and managers with the types of information available from the TC-AIMS II system. It will explain the role of TC-AIMS II within the Defense Transportation System (DTS).

#### **4. Army Training Plan for TC-AIMS II.**

See Army STRAP.

**Army Annex A, Institutional Training**  
**Army Annex B, Unit/Sustainment Training**  
**Army Annex C, Resource Summary**  
**Army Annex D, System Milestone Summary**

#### **5. Marine Corps Training Plan for TC-AIMS II.**

See the USMC STRAP.

**Marine Corps Annex A, Institutional Training**  
**Marine Corps Annex B, Unit/Sustainment Training**  
**Marine Corps Annex C, Resource Summary**  
**Marine Corps Annex D, System Milestone Summary**

#### **6. Navy Training Plan for TC-AIMS II.**

See the Navy STRAP.

**Navy Annex A, Institutional Training**  
**Navy Annex B, Unit/Sustainment Training**  
**Navy Annex C, Resource Summary**  
**Navy Annex D, System Milestone Summary**

#### **7. Air Force Training Plan for TC-AIMS II.**

See the Air Force STRAP.

**Air Force Annex A, Institutional Training**  
**Air Force Annex B, Unit/Sustainment Training**  
**Air Force Annex C, Resource Summary**  
**Air Force Annex D, System Milestone Summary**

## Appendix A, Glossary

**Embedded Training - Four Categories.** There are four embedded training categories based on the level of training to be fulfilled. Category A will be used for TC-AIMS II.

Category A. Individual/Operator. The objective is to train and sustain individual operator and maintenance task skills. Characteristics will include: an on-line, context-sensitive, user selectable help system and hypertext links to user manuals. The ET category A capability will assist users in maintaining their proficiency with TC-AIMS II, both in-garrison and in the field.

Category B. Crew/Team. The objective is to train and sustain combat ready crews and teams. This category builds on individual skills acquired from Category A.

Category C. Functional. The objective of Category C is to train and sustain commanders, staffs, and crews/teams within each functional area to be utilized within their operational role using courseware technology and networked training technology. Scenario based simulations would have to be developed, at some point, that use interfaces with multiple systems used in the deployment process. Courseware would require a generic program manager available from the operating system, with data and scenario information available to the courseware manager program from separate load-up media (i.e., CD-ROM diskette). This would allow creation of a library of different scenario deployment disks (e.g., a stand-alone deployment simulation, similar to the Marine Doom application) which could be more easily updated and locally produced. This capability would allow users to train, either linked together or using simulation systems, any time, dispersed anywhere globally, in peacetime or during operations.

Category D. Force Level/Combined Arms and Battle Staff. The objective is to train and sustain combat ready commanders and battle staffs utilizing the operational system in its operational role. It provides the tactics, techniques, and procedures for operators through senior commanders. This training demonstrates how to exploit the new capability of the system to improve combat effectiveness.

**Embedded Training – Methods.** There are three methods for building embedded training technology into systems. Fully embedded will be used in TC-AIMS II.

Fully Embedded. All embedded training features are built into the primary system. In this case, the embedded capability is distributed with the prime system on a one-for-one basis.

Appended. The embedded training system is installed or attached to the primary system when needed, and removed when not needed. It is likely to require that the operational system have permanent designed-in components such as sensors, power source adapters, connectors, or mounting brackets.

Umbilical. Like appended, umbilical is attached to the prime system when needed, and removed when not needed. It involves additional physical connections to external components

such as computers, instructor/trainer consoles, LAN and long-haul digital circuits. It often connects many systems, as in the use of Army Battle Command Systems (ABCS) used as the interface with constructive simulations.

## Appendix B, Acronyms

<b>Abbreviation</b>	<b>Description</b>
AALPS	Automated Air Load Planning System
AC	Active Component
AIS	Automated Information System
AIT	Automated Identification Technology /Advanced Individual Training
AOR	Area of Responsibility
BOIP	Basis of Issue Plan
CAEMS	Computer Aided Embarkation Management System
CAI	Computer Assisted Instruction
CALM	Computer Aided Load Manifesting System
CASCOM	Combined Arms Support Command
CBI	Computer Based Instruction
CD-ROM	Compact Disk - Read Only Memory
CINC	Commander-In-Chief
CMB	Configuration Management Board
CMOS	Cargo Movement Operations System
CONUS	Continental United States
COTS	Commercial Off-The-Shelf
CSSAMO	Combat Service Support Automation Management Office
DAMMS	Department of the Army Movement Management System
DoD	Department of Defense
DTS	Defense Transportation System
DTT	Doctrine and Tactic Training
EDI	Electronic Data Interchange
ET	Embedded Training
GBL	Government Bill of Lading
GOTS	Government Off-the-Shelf
GPU	General Purpose User
GTN	Global Transportation Network
ICODES	Integrated Computerized Deployment System
IKP	Instructor and Key Personnel
ITO/TMO	Installation Transportation Office/ Traffic Management Office
ITV	In-Transit Visibility
JDC	Joint Deployment Community
JPMO	Joint Program Management Office
LAN	Local Area Network
LOGAIS	Logistics Automated Information System
LP	Lesson Plan
LSA	Logistics Support Analysis
MAGTF II	Marine Corps' Air Ground Task Force II
MANPRINT	Manpower & Personnel Integration
MDSS II	MAGTF Deployment Support System II
MOA	Memorandum of Agreement
MOS	Military Occupational Specialty
MTT	Mobile Training Team
OCONUS	Outside the Continental United States
OJT	On-the-Job Training

OTRE	Operational Test Readiness Evaluation
OTRS	Operational Test Readiness Statement
PC	Personal Computer
PE	Practical Exercise
PFTEA	Post Fielding Training Effectiveness Analysis
PM	Program/Project/Product Manager
POI	Program of Instruction
RC	Reserve Component
RDBMS	Relational Data Base Management System
RGL	Reading Grade Level
RSO&I	Reception, Staging, Onward Movement, and Integration
SBU	Sensitive But Unclassified
SET	System Extension Team
SETT	System Extension Training Team
SMMP	System MANPRINT Management Plan
STAMIS	Standard Army Management Information Systems
STRAP	System Training Plan
TAV	Total Asset Visibility
TBD	To Be Determined
TC ACCIS	Transportation Coordinator Automated Command and Control Information System
TC-AIMS II	Transportation Coordinators' Automated Information for Movement System II
TDA	Table of Distribution and Allowances
TEMP	Test Evaluation Master Plan
TOA	Transportation Operating Agency
TOE	Table of Organization and Equipment
TRADOC	Training and Doctrine Command
TSM	Task Selection Matrix
TSP	Training Support Package
TSR	Training Support Requirement
TTSP	Training Test Support Package
UMO	Unit Movement Office/Officer
USATSCH	United States Army Transportation School

## Appendix C, References

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