Division Transportation Officer & Mobility Officer

Newsletter

Volume VI, Issue 1 | January-March 2010

Deployment Lessons Learned:

5th Stryker Brigade Combat Team (SBCT) Deployment in Support of OEF

In early March 2009, during the brigade CERTEX at NTC, 5/2 ID (SBCT) was redirected by the SECDEF from Iraq to Afghanistan with a late arrival date (LAD) of 30 July 2009. **See Article (pg. 3)>>**

Standardization of Movement Control in the CENTCOM AOR

After returning from my most recent tour in Iraq in October, I can honestly say I learned a lot of great things in many different areas. As a Corps Staff member assigned to the Corps Transportation Office, I got plenty of opportunities to watch and evaluate the transportation pipeline from the Operational Management level. **See Article (pg. 3)>>**

Development of Modular Force Designs in Perspective

The modular division and corps designs provide flexible C2 packages for the employment of land forces as part of a joint, multi-national and inter-agency force and with appropriate augmentation can serve as a JTF. **See Article (pg. 6)>**

Intra-Theater Airlift System (ITAS)

The Intra-Theater Airlift System, or ITAS, is a tool used to manage the non-national airlift movements within Afghanistan using assets provided by the NATO airlift Contributing Nations (Australia, Germany, Spain, Italy, United Kingdom, Portugal, Denmark, France and the United States). **See Article (pg. 8)>>**

Understanding Rapid Port Opening

The addition of three Rapid Port Opening Elements to the Army's Military Surface Deployment and Distribution Command brings an expeditionary answer to the challenge of logistics support in contingency response operations for the Department of Defense. **See Article (pg. 9)>>**

prepared by

Deployment Process Modernization Office
Bldg 12500
2401 Quarters Rd
Fort Lee, VA 23801

DPMO publishes the DTO/MO Newsletter four times a year. DPMO is a Army G3/4 chartered organization that serves as the Army deployment proponent. The DTO/MO Newsletter is a vehicle to disseminate recent developments in Army deployment concepts, procedures, and issues. The intent is to provide a flow of information among readers around the globe. This periodical is governed by Army Regulation 25-30 (The Army Publishing Program), Chapter 10.

Director
Mr. Hiram Simkins
DSN 539-0928
COMM (804) 765-0928
hiram.simkins@us.army.mil

Deputy Director
Mr. Charlie Ledebuhr
DSN 539-0939
COMM (804) 765-0939
charlie.ledebuhr@us.army.mil

Editor/Layout/Distribution
Mr. Kevin Rhodes
DSN 539-0930
COMM (804) 765-0930
kevin.rhodes@us.army.mil

…….On the Move in Sonthofen, Germany

by Ms. Tami Johnson, PM-TIS

PM TIS presented and exhibited at the Joint EUCOM/AFRICOM Deployment and Distribution Conference in Sonthofen, Germany, from 16 to 19 November. This year's theme was "Achieving Unity of Effort – Across The Supply Chain." The purpose of the conference was to feature panels and working groups designed to synchronize efforts in support of the DoD's numerous and complex supply chains. In addition, the conference included senior leader meetings and exhibits.

PM TIS conducted two briefings and staffed an exhibit for the conference. The exhibit was co-located with Product Director, Battle Command Sustainment Support System (PM BCS3) and Product Manager, Joint – Automatic Identification Technology (PM J-AIT).
PM TIS, Tami Johnson, and PM BCS3, Mr. Calvin Pilgrim, presented a session to demonstrate the collaborative efforts amongst BCS3, J-AIT, Movement Tracking System (MTS), and PM TIS. The presentation focused on showing how the Warfighter gains improved situational awareness and better information synergy from the collaborative TIS, BCS3, J-IT and MTS solution.

Pictured from left to right: PM BCS3 Mr. Calvin Pilgrim; PM TIS Tami Johnson; DPM J-AIT Jim Alexander; and PM MTS LTC Paul Philabaum.

BCS3, J-AIT, MTS, and TIS will be conducting a Joint User's Conference in early Spring 2010. The purpose of this joint conference is to provide a venue where a wider audience can come together to discuss and collaborate on the connectivity and commonalities among the four programs. Demonstrations will be provided by the PM shops both separately and together to illustrate the synergy created when these products, tools, and systems are used together. The conference will include program and technology updates, end-to-end demonstrations, multiple track sessions, and an audience of end-users, customers, and vendors. Conference attendees will include Government and non-Government personnel. ♦

PRODUCT MANAGER | TRANSPORTATION INFORMATION SYSTEMS

PM TIS

Deployment Lessons Learned

Brigade Mobility Officer After Action Review Report for the 5th Stryker Brigade Combat Team (SBCT) Deployment in Support of OEF

by CW2 RAYNOLD J. DESNOYERS , Brigade Mobility Officer

Background:

In early March 2009, during the brigade CERTEX at NTC, 5/2 ID (SBCT) was redirected by the SECDEF from Iraq to Afghanistan with a latest arrival date (LAD) of 30 July 2009. The brigade deployment concept of operation from Fort Lewis, WA (FLWA) to Kandahar Airfield, Afghanistan (KAF) occurred in three phases. Phase I was the pre-deployment activities required to prepare the brigade to conduct a multimodal deployment. Phase II was the deployment of equipment and personnel by vessel from the Port of Tacoma (POT) and strategic airlift (STRATAIR) out of McChord Air Force Base. Phase III was the reception and staging of equipment at Kandahar Airfield, Afghanistan (KAF) with the onward movement to the Brigade's three Forward Operating Bases (FOB), Frontenac, Spin Boldak, and Wolverine. During the preparation phase of sending equipment to the assigned FOBs the brigade was notified that we would also assume operational control of FOB Ramrod.

Phase I- Pre-Deployment Activities.

The critical events that occurred during this phase were the submission of the directed exception to policy memorandums, in response to the Department of the Army G3 do not deploy list. Based off of the directed do not deploy list, the unit deployment list (UDL) was generated to include, data entry into the Transportation Coordinator Automated Information for Movement System II (TCAIMS II), container stuffing operations, and the Transportation Inspection Point and scale (TIPS) operations. **Read More (Attachment)>>**

Standardization of Movement Control in the CENTCOM AOR (Part I of II)

by CW3 MARK A. BRUBECK , DDSD, USATSCH

After returning from my most recent tour in Iraq in October, I can honestly say I learned a lot of great things in many different areas. As a Corps Staff member assigned to the Corps Transportation Office, I got plenty of opportunities to watch and evaluate the transportation pipeline from the Operational Management level. I was able to deal with issues in everything from mail stoppage through Iraq via air transport, to being part of the planning and coordination process which would end up getting Al Asad airfield open for Army pax deployment and redeployment, on commercial aircraft and numerous other initiatives that were developed over the last 12 months, my mind always came back to movement control. Movement control and container management were the two daunting tasks that seemed almost impossible to fix. I would like to discuss movement control because it is really the backbone of the transportation pipeline.

Movement Control in Iraq has struggled at times to maintain positive control over Intratheater movement. This is due to the lack of a standardized business throughout the area of operations. Part of the reason for this is Doctrine covering Movement Control is out dated and still refers to DISCOMs and linear battlefields and CSGs. The Army is a fast moving train these days and to be effective, logistics must get out in front of the War Fighter so that we can become more proactive instead of reactive. The next area of interest would be that of training. At this point in time there is no functional course in the Army that teaches only movement control. Commanders at all levels should ensure that Movement Control teams have the right training in order to accomplish the mission prior to arrival in theater.

Read More in Newsletter>>

"Size" Does Matter

A recent unit deployment to Afghanistan had equipment dimensional input issues, which caused the equipment to be delayed.

- Equipment was booked with incorrect dimensions
- When equipment arrived, it had to off-load from flatracks (combined actual dimensions exceeded height restrictions to travel on the GLOC)
- Equipment had been Customs pre-cleared as flatracks. New Customs documentation had to be submitted to the Pakistan Government
- Local holiday contributed to the slow response to resolve the issue

Even though this delay had no operational impact on USF-A, it did cause considerable man-hours to correct. The SDDC Deployment Operations Center at Ft. Eustis, VA has issued the following Customer Advisory to Transportation Officers and Shippers on the GLOC dimensional/reception restrictions for cargo shipped in support of OEF.

SDDC Operations Center Customer Advisory - 7 Jan 2010: GLOC Dimensional Restrictions/Reception Capabilities for OEF

PURPOSE: To advise Transportation Officers/ Shippers on GLOC Dimensional/Reception restrictions for cargo shipped in support of OEF.

BE ADVISED: Accurate dimensions (in inches), weight, and cube of cargo, must be available at time of ETRR submission and should be reviewed prior to preparing transportation documents for cargo shipped in support of OEF.

The Universal Services Contract supports shipment of cargo up to 144"W, 156"H, and up to 140,000 lbs to locations in Afghanistan. Cargo exceeding these dimensions may be acceptable for movement, but will require a one-time-only modification to the contract as well as detailed photos at time of ETRR submission. Be advised that shipments are subject to approval by the ocean carrier and acceptance may vary depending on ultimate destination of the cargo as well as weather conditions. Outsized cargo may require additional time to be transported on the GLOC, and carriers may request extended RDDs in order to obtain the special equipment required for safe transport. All cargo with hard RDDs (i.e. unit cargo) should not exceed the dimensions specified in the CENTCOM business rules (480"L x 132"W x 149"H).

The following is a listing of Forward Operating Bases capable of receiving 40' Conveyances: Bagram, Bastion, Dwyer, Frontenac, Jalalabad, Kabul / Camp Phoenix / FMS Depots, Kandahar, Leatherneck, Shank, Sharana, Spin Boldak, Tarin Kowt, Wolverine, Salerno.

Please note the following locations cannot receive 40' containers: Kabul / Kandahar CL IV warehouses, Camp Eggers, Ghazni, Fenty. For locations not listed above, please ensure prior coordination has been made with the consignee regarding capability to receive 40' conveyances.

POC: Ms. Patricia Green, Business Execution Branch, CML: 757-878-8303, DSN: 312-826-8303, email patricia.green1@conus.army.mil
or

Ms. Elaine Applegate, OCCA-SWA, CML (973) 1785-6639, DSN 318-439-6639, email elaine.applegate@bahrain.swa.army.mil.

PM TIS PRODUCT MANAGER | TRANSPORTATION INFORMATION SYSTEMS

TC-AIMS II Sustainment Transportation Control Number (TCN) Functionality

by Archie Mackie, Jr., Assistant Product Manager (APM), Deployment and Distribution

In July of 2009, Product Manager, Transportation Information Systems (PM TIS) received a directive from Army G4 to develop capability in TC-AIMS II that would support the Warfighter and the retrograde process in theater. One of the major issues for this process was the tracking of two separate TCNs. PM TIS requirements were to develop functionality that would:

- support the generation of a Military Standard Requisitioning and Issuing Procedures (MILSTRIP) formatted TCN
- generate generic cargo Military Shipping Labels (MSLs)
- associate the Transportation Control Movement Document (TCMD) data from the TCN to a Total Asset Visibility (TAV) files that could be written to a Radio Frequency (RF) identification tag

Even though the scheduled delivery time was short (six months), PM TIS proudly accepted the mission in support of the Warfighter. During early testing, Army Support Command (ASC) requested two additional capabilities: (1) if a Line Item Number (LIN), National Stock Number (NSN) and/ or serial number are not in the current TC-AIMS II plan, the system would create a record using reference data in TC-AIMS II Joint Deployment Library, and (2) the ability to print four MSL labels with one print request.

Team TIS collaborated with stakeholders, functionals, developers, and test teams to deliver an outstanding product that both satisfied the stakeholders and enhanced not only the retrograde process but will provide greater visibility and synchronization throughout the distribution process. PM TIS has a long list of accomplishments but none are more satisfying than providing a positive impact on the Warfighter's mission. ♦

Movement Control Team Helps Joint Distribution Center Mission Move Faster

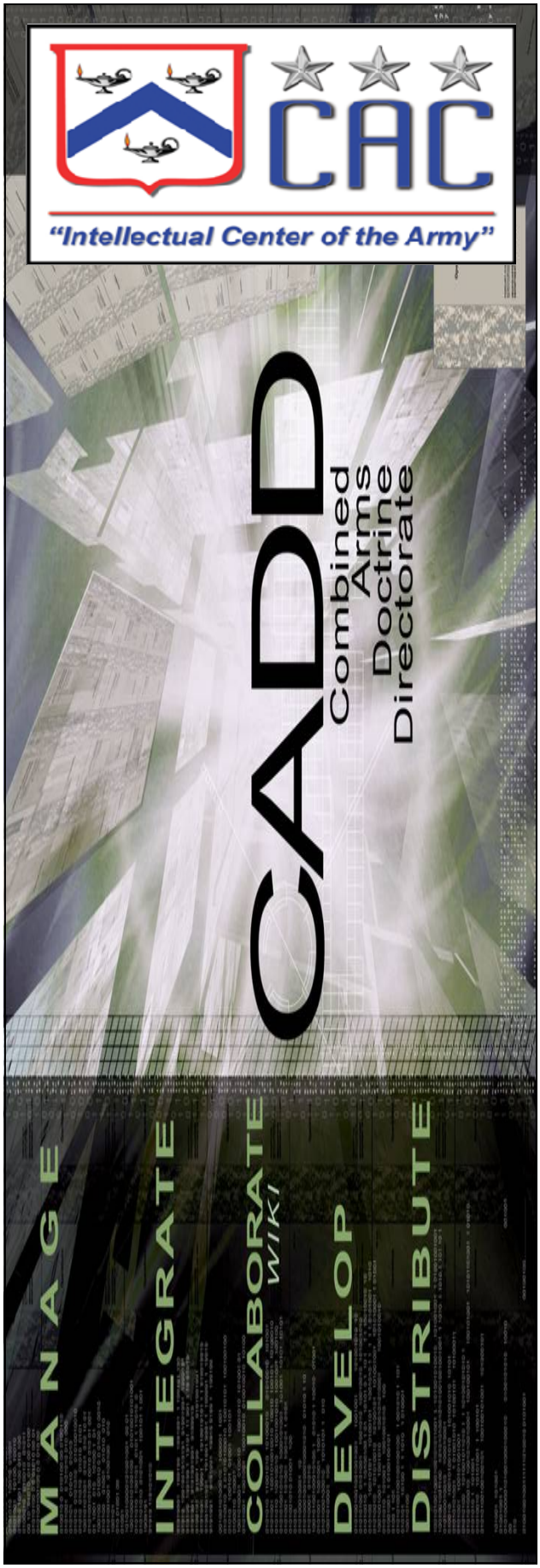
Reprinted with permission of the 13th Sustainment Command Expeditionary Public Affairs

JOINT BASE BALAD, Iraq - An operations unit at the Joint Distribution Center at Joint Base Balad, Iraq, implemented a new transportation standard Dec. 11 to decrease the wait time required to ship sustainment supply cargo throughout Iraq. The 969th Movement Control Team, 49th Transportation Battalion, 15th Sustainment Brigade, 13th Sustainment Command (Expeditionary), took control of the JDC from the 56th Logistics Readiness Squadron Dec. 4.

"The mission of the JDC is to process multiclass cargo that needs to be pushed out to different (contingency operating locations) in Iraq," said Capt. Scott Poznanski, the operations officer with the 969th MCT. Under the 56th LGRS, cargo waited five to 10 days on average before it was moved out via the standard transportation movement request system, said Poznanski, a Madison, Wis., native.

After roughly a week of operation at the JDC, the 969th MCT began to use sustainment transportation movement requests to reduce the overall time for cargo movement, he said. Subsequently, the 15th, 96th and 90th sustainment brigades transitioned to using sustainment TMRs for missions with the JDC throughout northern Iraq, said Poznanski.

Read More >>



Development of Modular Force Designs in Perspective

"Prepared by the Combined Arms Doctrine Directorate, Fort Leavenworth, KS"

Introduction

For a period of 44 years, from the end of World War II in 1945 until the fall of the Berlin wall in 1989, U.S. foreign policy was dominated by the need to contain the expansion of the Soviet Union, its client states, and its sphere of influence. In turn, U.S. defense policy had to address two major threats, general war against the Soviet Union and its allies and escalation to all out nuclear war, as well as a less predictable set of lesser regional threats and potential crises. Within this strategic context, the Army was charged with preparing to fight and win a large scale conventional war against the echeloned armored and mechanized formations that the Soviets could field in great numbers against U.S. and NATO forces in Europe. Because of the anticipated scale of a conventional confrontation with the Soviet Union and the fact that the likely field of battle was known, the U.S. developed a strategic approach which relied heavily on forward stationed heavy forces and extensive stockpiles of prepositioned supplies and equipment to equip reinforcements flowing into Europe from the U.S. The strategic context and the nature of the threat favored the development of heavy formations like the Army of Excellence (AOE) divisions and corps. These large formations included all the enabling capabilities required to fight large scale conventional wars but the same robust structure that made these formations so effective for general war against the Soviets inhibited the Army's ability to rapidly deploy force packages tailored to the lesser requirements of small scale contingency operations outside the European theater. In short, the Army was structured to provide division-based force packages for every problem set and the capacity of the available air and sealift was insufficient to rapidly deploy and sustain such large formations.

As small scale contingency operations came to be recognized as the Army's most probable requirement, the Army and other services attempted to address this problem of rapid deployability from several different perspectives. The Air Force developed and fielded new and more capable airlift platforms such as the C-17 and expanded its overall airlift capacity. The Army funded the purchase of advanced sealift platforms, including Roll-on/Roll-off (RORO) ships to increase the available sealift capacity and established additional prepositioned

Read More (Attachment)>>

2010 Deployment Excellence Award

The deadline for the 2010 DEA nomination packets to the DEA board is **31 January 2010.**

- Prepare and submit your unit nomination packet through your higher headquarters
- Your ACOM, ASCC, or DSU command will endorse the packet and then forward it to the DEA Evaluation board. ***Packets will only be accepted from proper command headquarters!***
- DEA board consists of 10 members that represent the Army's Command structure and will convene 8-19 February 2010, at Ft. Eustis, VA
  - Board will select two semi-finalists in each of the Competition Categories: Large Deploying Unit, Small Deploying Unit, Supporting Unit, and All-Army Installation within the Regular, Reserve, and Guard components
- Semi-finalists selected will be notified that their unit or installation will be visited on a specific date in March 2010 by a DEA validation team
- Winners will be announced by DA message in April 2010
- Winners of the All-Army large and small deploying units that were nominated for the Operational Deployment category will be announced in the same April 2010 DA message
- DEA 2010 awards will be presented at the 6th Annual Chief of Staff Combined Logistics Excellence Award Ceremony/Banquet on 24 June 2010, at the Greater Richmond Convention Center, Richmond, Virginia
- More info at

Contact your DEA representative or the Army DEA program manager, Mr. Henry Johnson, (804) 765-0940 / DSN 539, or email henry.h.johnson@us.army.mil.

Movement Control Team

(continued)

He said the sustainment TMRs significantly reduce their paperwork load, and greatly increase the JDC's efficiency at pushing out mission-related supplies and cargo to units on outlying COLs. The 969th MCT's end goal is to reduce the window from 10 days, to 48 to 72 hours to reach its designated location.

Poznanski said the JDC at JBB is one of the largest in Iraq and constantly pushes out cargo to sustainment supply depots throughout the country. The JDC does not process property book items and equipment like a central receiving and shipping point would, said Poznanski. The JDC ensures the proper movement of mission-related supplies and cargo, especially repair parts for property book items, he said. The JDC at JBB also processes a majority of the supplies pushed north from the Theater Distribution Center in Kuwait, Poznanski said.

Movement and quality control of land cargo is traditionally an Army mission, and fell under the 969th MCT's command when the 56th LGRS left theater, said Staff Sgt. William Chase, the noncommissioned officer in charge of JDC operations with 969th. Chase said the centralized location of JBB and its onsite assets allows it to serve as a major logistical hub in Iraq.

The JDC is also responsible for the quality control of cargo pushed to the outlying COLs, he said. "The Joint Distribution Center monitors all the cargo moving up north, to down south, east or west," said Chase. Cargo going through the JDC is kept in the yard until it has been properly processed and loaded to an outbound convoy, said Poznanski.

The JDC also plays a role in the transportation of retrograde materials from the COLs, and the sustainment TMRs have sped up this process as well, said Chase. With the TMR number, the cargo can be tracked and its location verified, he said.

"If you have retrograde cargo and it needs to go back to Arifjan; it'll come through here," he said. "We TMR it, we process it and ship it out." Chase said the JDC mission will increase as the drawdown of U.S. forces and equipment progresses. ♦

Intra-Theater Airlift System (ITAS)

by CW2 Lucia C. Munoz, Deputy ITAS, CJ4, ISAF HQs

The Intra-Theater Airlift System, or ITAS, is a tool used to manage the non-national airlift movements within Afghanistan using assets provided by the NATO airlift Contributing Nations (Australia, Germany, Spain, Italy, United Kingdom, Portugal, Denmark, France and the United States). The four assets currently operating for ITAS are the C-160, C-27J, C-295 and C-130.

C-160

C-27J

C-295

C-130

The purpose of ITAS is to provide robust intra-theater airlift support to Commander, International Security Assistance Force (COMISAF) mission priorities while maintaining flexible and dependable lines of proper staff coordination.

JTMS

Joint Theater Movement Staff (JTMS) is responsible for the validation of all ITAS cargo and passenger requests; vets cargo and passenger requests and requirements against COMISAF approved priorities; builds daily ITAS mission manifests; and coordinates with ITAS planners and LNOs to develop the ITAS mission schedule. It also coordinates excess capacity management movements to fill spare space on ITAS flights; provides oversight and direction and guidance to Airfield Combined Air Terminal Operations (CATO); and manages the ITAS (ISAF SECRET) WISE Web page.

ALCC and CATO

The Airlift Coordination Cell (ALCC) deals only with ITAS fixed wing assets, and it's responsible for "DAY OF" execution of the ITAS flight schedule. They maintain the current operations function for ITAS mission management and flight tracking, to include management of cargo and passengers movement.

The ALCC addresses the short-notice manifest changes (i.e. attributed to mission changes). CATO manages standby passengers and cargo that need to move to fill up any extra mission capacity.

The ALCC has to ensure compliance with national caveats as things change in execution, and they send notifications of delay, cancelation, early or late departures and arrivals with regard to overall flight status via phone, the EVE scheduling system or e-mail.

Every evening the ALCC publishes the manifest and ITAS schedule to the AOR's CATOs, airfields, CAOC and operational units.

Finally, the ALCC's administrative functions involve providing inputs and updates to AOCC and JTFIRES slides regarding planned and actual ITAS sorties flown and planned to include airdrops conducted. The ALCC also briefs the DIR-ACE on weather, MEDEVAC missions, airfield status and VVIP passenger movements at the daily Pre-CUA, or Commands Update Assessment.

Cargo Procedures

All ISAF agencies within theater will submit applications for cargo movement through JTMS no later than two working days prior, with the exception of the official ISAF mail. Exceptions will be made on a case-by-case basis for high priority cargo like Mission Essential and Mission Critical cargo.

Read More>>

DPO Distribution Process Owner

The DPO Update

Information for DPO Stakeholders

Issue # 124
December 10, 2009

Understanding Rapid Port Opening

Special Contributor: Military Surface Deployment and Distribution Command

Rapid Port Opening Elements: Logistics First Responders

- SDDC's Rapid Port Opening Elements (RPOEs) deploy within hours to establish air and sea ports of debarkation for contingency responses
- RPOEs serve as the surface part of USTRANSCOM's Joint Task Force-Port Opening
- RPOEs provide in-transit visibility, cargo clearance and distribution

The addition of three Rapid Port Opening Elements to the Army's Military Surface Deployment and Distribution Command brings an expeditionary answer to the challenge of logistics support in contingency response operations for the Department of Defense. As the surface piece of U.S. Transportation Command's Joint Task Force - Port Opening, the RPOEs deploy as part of a joint expeditionary logistics force to establish a port of debarkation and forward distribution node. The RPOEs provide in-transit visibility and conduct clearance and distribution operations. They also receive and transload cargo as an initial-entry port opening force until relieved by - or integrated into - follow-on sustainment forces.

The teams that deploy to support a mission are tailored to the mission. An advance party, the Joint Assessment Team, is sent to initially determine the needs of the mission. For air port operations, Air Mobility Command and the RPOE on alert send a team within 12 hours, with the full team ready to fly in 36 hours. For sea port operations, Military Sealift Command and RPOE personnel hit the ground within 36 hours, with the team ready to fly in 60 hours.

With the JTF-PO in place, the standard throughput of the port of debarkation is 560 short tons per day with round-the-clock operations. This includes clearing the airfield of cargo and maintaining visibility for commanders on the ground. At a forward node, the RPOE tracks and organizes the equipment. ♦

Intra-Theater Airlift System (ITAS) (continued)

JTMS will validate all applications and advise the requesting agency of cargo flight allocations/ Authorization Code details. JTMS also does the load planning in coordination with CATOs of the respective airfield. In case of overbooking of cargo or insufficient passenger space, CATOs' representatives will call JTMS to prioritize which cargo and passengers for that mission.

Cargo Instructions

The consignor is responsible for correctly weighing and measuring all cargo accurately; marking it clearly with the destination and consignee's contact details; creating a packing list of all items to be dispatched and completing a shipper's declarations for any dangerous goods; and submitting a flight request to CJ4/JTMS.

Documentation of the weights and measurements, destination and contact details must be attached to all items. Two copies must be submitted with the flight request. CATO staff will sign these copies of the flight request, and once signed, CATO is responsible for the items received.

panied by two copies of the shipper's declaration form in IATA form. CATO staff will check both the shipment and the documents and either accept or refuse the shipment. CATO will notify the consignor stating the reason if the shipment is refused.

It is responsibility of CATO to mark the cargo with appropriate authorization codes and create a consolidated manifest to accompany the load. Cargo transferring from NATO sustainment flights to intra theatre flights will be coordinated between EAC Eindhoven, JTMS and Afghanistan CATOs.

Passenger Procedures

Passengers travelling within the ISAF area of operation will be booked on ITAS or national flights from and to destinations within the ISAF AOR. Completed passenger flight requests should be sent by e-mail to JTMS no later than 1200 hours local one working day prior to the requested flight. The responsibility for initial prioritizing lies with the requester, but JTMS will confirm passenger travel eligibility.

Read More>>

Confused About How to Fill Out HAZMAT Documentation? ……. This May Help!

- Link for Adobe-fillable (*.pdf) IATA Form 4, Shipper's Declaration for Dangerous Goods. This form is used to certify HAZMAT air shipments and has a red border. http://cr.colostate.edu/shiprec/ShippersDeclaration.pdf .
- Link to determine what placard to use for a HAZMAT shipment: http://www.labelmaster.com/resources/placardfinder . Read/heed disclaimer at this site.
- Link to determine what label to use on HAZMAT for shipment: http://www.labelmaster.com/resources/labelfinder/ . Read/heed disclaimer at this site.

- Link to determine Proper Shipping Name (PSN) for HAZMAT shipments: http://www.labelmaster.com/resources/psnwizard/ . Read/heed disclaimer at this site.
- Link for Department of Transportation Special Permits (formerly called Exemptions): http://www.phmsa.dot.gov/hazmat/regs/sp-a/special-permits/search. Use the Special Permit Number to do the search (permits are available to print/download on-line). Unfortunately, DOT does not list by UN number or Proper Shipping Name, only permit number.
- Link for Department of Transportation Competent Authority Authorizations (CAA): https://hazmatonline.phmsa.dot.gov/ApprovalsSearch/Search.aspx Search using UN number. Once you have found what you are looking, if you want the CAA, in question, you have to request it from DOT (it is not available online).

Intra-Theater Airlift System (ITAS) (continued)

Passenger Instructions

Check-in and presence varies based on the airport. At Kabul International Airport (KAIA), passengers must report 120 minutes prior (30 minutes for VIPs) to the scheduled departure time. Unless high priority operational missions dictate otherwise, the aircraft will not take-off prior to the schedule.

All passengers must carry an ISAF/NATO or national identification card and official travel documentation (e.g. travel/leave orders), if required. Military passengers must be in uniform.

Non-ISAF/NATO passengers travelling within the ISAF AOR on ITAS flights are not allowed to have their weapon and ammunition with them, with exceptions. Their weapons will be transported separately in metal boxes. On national flights, national rules and regulations are applicable.

The maximum allowance for baggage is 30 kilograms of accompanied baggage (10 kg hand luggage, 20 kg attended baggage). Exceptions will be made for rotation personnel on a case-by-case basis. Personal weapons, flak vests, helmets and sleeping bags that accompany passengers are not included in the 30-kg weight restriction.

ITAS asset utilization is driven by 14 basic priority categories, split into High, Medium and Low categories. For ITAS, meeting COMISAF's desired priorities is key. For more information contact Chief Warrant Officer 2 Lucia Munoz at DSN (318) 449-9683; SIPR e-mail at lucia.c.munoz@afghan.swa.army.smil.mil or NIPR e-mail at lucia.c.munoz@afghan.swa.army.mil. ♦

DEPLOYER'S CORNER

"Do's and Don'ts"

Deployment Prep Before Arriving at Port

Provided by the 841st Transportation Battalion, Charleston, SC

1. Confirm measurements and weight of vehicles you are shipping
   - Do not go off the data plate inside the vehicle
   - Measure vehicle from the ground to the highest point and use the widest points on each side.
2. Label all HAZMAT with proper HAZMAT placard
   - Port will not accept paper with "HAZMAT" typed on it
3. Install all fire extinguishers in the proper bracket. Not in the BII box or a crate.
4. Sensitive items and the required form DD 1907 have been improperly utilized throughout the transportation system. The following is a list of the deficiencies that are being submitted:
   - Equipment is not coded correctly in WPS
   - No POC information
   - Incorrect destination data
   - Multiple Transportation Control Numbers (TCN) on single 1907
   - No security seal numbers or incorrect seal numbers
   - Photo copies instead of originals

5. Have all required paper work done correctly (i.e. Hazdocs)
6. UMO should not put "exception to policy" (ETP) cargo on the UDL, a separate ULN plan needs to be provided
7. Have trained UMO/ Hazmat personnel (Primaries and alternates)
8. Have trained TC AIMS operator(s). Ensure all units are using the same version of TC AIMS
9. Ensure all shackles support the weight of the equipment they are on
10. Antennas should be removed or tied down. (If tied-down antenna is the tallest point on your vehicle, you must measure to the top of the bend and ensure documentation and MSLs reflect that height.)

Standardization of Movement Control in the CENTCOM AOR

(continued)

Recommended training should be at a minimum: Transportation of Hazardous Materials, TCAIMS II Functional user and System Administration/Data Base Administration, Air load planning to include AALPS training. At this time, the majority of Movement Control teams in Iraq are ADHOC elements made up of primarily Contractors, Army and Air Force personnel, making the issue of training even more complex.

Some examples of MCT's being unprepared for the task execution are as follows:

- Movement Control Teams assigned to Airfield missions with no Air Load Planner
- Movement Control Teams without Hazardous Materials Certifiers
- Movement Control Teams without experienced TCAIMS Operators
- Movement Control Teams which are not fielded the right equipment to accomplish their mission
- Movement Control Teams which are not properly trained to execute split based multi modal operations.
- Use of 2 systems to process Intratheater Air shipments
- Use of 2 processes for Military vs. Commercial vs. Iraqi Transportation Network

A Soldier once told me that, "stuff will always move from point A to point B. The question becomes how much pain does the individual want to endure to make it happen." The statement pretty much hits the nail on the head. Things will always move, but right now the process is much more painful than it needs to be.

In order to fix the issues above, the following must be accomplished:

- Doctrine must catch up with the Contemporary Operational Environment
- The TMR process must be standardized so that spreadsheets and stubby pencil are gotten rid of or used as a backup tracking method only
- Movement Control Teams must be properly prepared to perform split based multi modal operations
- FIX TCAIMS Block III Theater Distribution and ensure MCTs are trained on it BEFORE deployment
- Better management of mode selection and cargo prioritization
- Management of MSRs and ASRs
- Establishment of Trailer Transfer Points

By accomplishing the above, the Movement of Cargo through the AOR will be more efficient and fall into line with Modular concepts, provide better predictability to customers, and ensure a smooth process Intratheater movement of cargo. ♦

(Part II of this article will be published in the next quarterly newsletter and will discuss more in detail ways to implement solutions listed in Part I and provide an update as to what is currently being done in Iraq and Afghanistan to improve Movement Control Operations.)