

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



**INTERFACE AGREEMENT**

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

**and**

**CONUS Freight Management System - Electronic Transportation  
Acquisition (CFM-ETA)**

Prepared by:

TC-AIMS II Joint Project Management Office (JPMO)

Attn.: SFEA-PS-TC

9350 Hall Road, Suite 142

Fort Belvoir, VA 22060-5526

Approved by:

Signature

Date

Lee P. DeArmond  
Acting Project Officer  
JPMO, TC-AIMS II

\_\_\_\_\_ (signed) \_\_\_\_\_

\_\_\_\_\_ 13 Jul 1999 \_\_\_\_\_

LTC Jacob N. Haynes, USA  
Project Manager  
CFM

\_\_\_\_\_ (signed) \_\_\_\_\_

\_\_\_\_\_ 15 Jul 1999 \_\_\_\_\_

**INTERFACE AGREEMENT  
BETWEEN TC-AIMS II and CFM-ETA  
TABLE OF CONTENTS**

<b>1. General .....</b>	<b>1</b>
1.1 Purpose .....	1
1.2 Scope.....	1
1.3 Functional Requirement.....	1
1.4 Interface Overview. ....	1
1.5 Responsibilities.....	1
1.6 Procedural and System Changes.....	1
1.7 Life-Cycle Maintenance .....	2
<b>2. TC-AIMS II Attributes .....</b>	<b>2</b>
2.1 <b>System Attributes.</b> .....	2
2.2 Hardware.....	3
2.3 <b>Software.</b> .....	3
2.4 <b>Interface Attributes</b> .....	3
2.5 Service Levels.....	4
2.6 <b>Points of Contact.</b> .....	4
2.7 Security.....	4
2.8 Communication Verification.....	4
2.9 System Problems.....	4
2.10 Data Requirements. (from TC-AIMS II to CFM-ETA) .....	4
<b>3. CFM Attributes .....</b>	<b>5</b>
3.1 System Description.....	5
3.2 Hardware.....	5
3.3 Software.....	5
3.4 <b>Interface Attributes.</b> .....	5
3.5 Service Levels.....	6
3.6 Points of Contact.....	6
3.7 Security.....	6
3.8 Communication Verification.....	6
3.9 System Problems.....	6
3.10 Data Requirements. (from CFM-ETA to TC-AIMS II) .....	7
<b>Appendix A, TC-AIMS II to CFM-ETA File Structure and Record Layout Information.....</b>	<b>8</b>
<b>Appendix B, Acronyms.....</b>	<b>11</b>

# **INTERFACE AGREEMENT**

## **BETWEEN TC-AIMS II and CFM-ETA**

### **1. General**

#### **1.1 Purpose.**

The purpose of this Interface Agreement (IA) is to define the functional and physical interface established between the Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II) and CONUS Freight Management System - Electronic Transportation Acquisition (CFM-ETA).

#### **1.2 Scope**

This interface agreement applies to all functional proponents, assigned responsible agencies, software developers, operators, users, and all others involved with the transfer of data between TC-AIMS II and CFM-ETA. This IA encompasses requirements pertaining to data, physical and logical interfaces, communications, service levels, and security.

#### **1.3 Functional Requirement.**

This interface agreement provides for a one-way data exchange between TC-AIMS II and CFM-ETA of unclassified automated freight traffic management information. The interface provides DOD shipping activities with the TC-AIMS II system to submit shipment request data allowing the ITO/TMO to complete requests for carrier rating and ranking in support of domestic freight movement. CFM-ETA will respond with carrier tender rates and competitive rankings that the shipper will use to award the traffic to a carrier.

#### **1.4 Interface Overview.**

Data records to be exchanged will be extracted by the message manager software in an ASCII text file in the proper format for electronic transmission via FTP.

#### **1.5 Responsibilities**

##### **1.5.1 TC-AIMS II Project Manager.**

The TC-AIMS II Project Management Office (PMO) will incorporate into TC-AIMS II the functionality in the Program Executive Office (PEO) Standard Army Management Information Systems (STAMIS) Operational Requirements Document (ORD) to include the capability to export to CFM-ETA the data files described in Appendix A.

##### **1.5.2 CFM Project Manager.**

The CFM PMO will maintain the capability to import the data files described in Appendix A from TC-AIMS II.

#### **1.6 Procedural and System Changes**

##### **1.6.1 General.**

During the life cycles of TC-AIMS II and CFM-ETA, the PMO of either system may discover new or changed operational requirements that will affect this interface. All affected parties will be notified in writing 120 days prior to implementing the proposed/required change(s). Emergency changes will be

processed on a case by case basis and implementation coordinated by each PMO. Notifications will clearly describe the intended change(s) and identify transaction changes that will affect the interface between the TC-AIMS II and the CFM-ETA. Modifications to TC-AIMS II will be submitted in accordance with established Configuration Management (CM) procedures and approved by the Joint Project Management Office (JPMO) or the Joint Configuration Control Board (CCB). The party making the change will initiate the required notification

### **1.6.2 Regulatory Changes.**

If a procedural change is the result of a Service or Agency regulatory change, both parties to the IA will mutually agree on the implementation actions and an effective date.

### **1.6.3 Functional or Technical Changes.**

Changes which result in functional, technical or procedural changes, or changes to standard data tables and elements affecting only one system will be initiated by the responsible PMO. That System's PMO will propose a mutually acceptable implementation date for the change(s). The responsible PMO will notify the other PMO of these changes to insure the changes do not affect the other system.

### **1.6.4 Year 2000 (Y2K) Compliance**

The April 1997 DOD Year 2000 Management Plan directs system developers and maintainers, along with the system's functional proponent, to certify and document each systems Year 2000 (Y2K) compliance. The TC-AIMS II software suite will be certified Y2K compliant. The interface exchange date data requires Y2K compliance or implementation of consistent Y2K corrections to enable correct date data passage from TC-AIMS II to CFM-ETA.

### **1.6.5 Modifications.**

Upon agreement, all modifications to this interface will be documented herein and recorded on a change sheet. Revised page(s) will be produced and the IA signed and dated by all concerned parties.

## **1.7 Life-Cycle Maintenance**

### **1.7.1 TC-AIMS II**

This agreement will be reviewed and modified as required.

### **1.7.2 CFM-ETA**

This agreement will be reviewed and augmented as required.

## **2. TC-AIMS II Attributes**

### **2.1 System Attributes.**

The 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 DoD transportation operations as defined in the TC-AIMS II Mission Need Statement (MNS). TC-AIMS II falls within the DoD mission area supporting Mobility/Transportation of the DoD Personnel and Cargo. TC-AIMS II will provide unit mobility and Installation Transportation Office/Transportation Movement Office (ITO/TMO) 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 Forces 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 Installation Transportation Offices (ITOs/TMOs), who previously used a variety of Service 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 Communities (JDCs) 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.

The TC-AIMS II system includes software and processes installed on Service provided hardware that supports unit movement and sustainment transportation functions, as well as provides 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 the In-transit Visibility (ITV) capability of the Global Transportation Network (GTN).

## **2.2 Hardware.**

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.

## **2.3 Software.**

TC-AIMS II workstation and standalone platforms run under MS Windows NT (Workstation) supporting a Sybase relational database. The server configuration runs under MS Windows NT (Server) supporting a Sybase relational database.

## **2.4 Interface Attributes**

### **2.4.1 Procedures.**

The interface provides the means by which the TC-AIMS II users can provide unclassified domestic surface freight information to CFM-ETA allowing the ITO/TMO to complete requests for rating and ranking of freight carriers and to provide Bill-of-Lading (BL) information.

### **2.4.2 Data Exchange.**

The intended method of data exchange for this interface is by FTP. The data will be in a DOS formatted ASCII text file without encryption.

### **2.4.3 Precedence.**

The processing precedence for this interface will default to routine.

### **2.4.4 Communications.**

The actual interfacing will be done manually. The exchange of information will be accomplished by

means of a DOS formatted, ASCII textual data file sent electronically via FTP.

## **2.5 Service Levels.**

No service levels for this interface will be established. Data will be passed on an as required basis. No special processing is required.

## **2.6 Points of Contact.**

### **2.6.1 Functional.**

LtCol Jim Wakeley, USAF  
Attn.: SFEA-PS-TC  
9350 Hall Road, Suite 142  
Fort Belvoir, VA 22060-5526  
Tel: (703) 923-1026

### **2.6.2 Technical, Communications and Security.**

Mr. Willie Jones, Jr.  
Attn.: SFEA-PS-TC  
9350 Hall Road, Suite 142  
Fort Belvoir, VA 22060-5526  
Tel: (703) 923-1008

## **2.7 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. TC-AIMS II architecture has been designed with protective mechanisms that ensure the data confidentiality, integrity and availability of the data being transmitted including:

- Safeguards protecting data from virus or malicious logic
- Diskettes will be handled and controlled per local security policies.

## **2.8 Communication Verification.**

The communication software includes verification and notification modules to provide the sender notification of successful/non successful file transfer. Recovery from file transfer problems is built into the various communications protocols. If these built-in recovery functions do not result in successful completion, retransmission of the entire file is required.

## **2.9 System Problems.**

The JPMO will maintain a Help Desk system to coordinate and resolve system problems referred from the Services. The Help Desk will provide a single-track problem resolution interface with the software developers as outlined in the ILSP.

## **2.10 Data Requirements. (from TC-AIMS II to CFM-ETA)**

TC-AIMS II will send unclassified domestic surface freight shipment data for transmission to the CFM-ETA allowing the ITO/TMO to complete the transaction for rating and ranking of freight carriers and Bill-of-Lading (BL) purposes.

### **2.10.1 Shipment Request Header (SRH) Record (Appendix A, Table A-1)**

This record details the basic Routing Request information.

### **2.10.2 Shipment Request Remarks (SRR) Record** (Appendix A, Table A-2)

This record details Textual Remarks about the Routing Request.

### **2.10.3 Shipment Request Equipment Information (SRE) Record** (Appendix A, Table A-3)

This record details information about Equipment planned in the Routing Request.

### **2.10.4 Shipment Request Commodity (SRC) Record** (Appendix A, Table A-4)

This record details information about the commodities (TCN data) in the Routing Request.

### **2.10.5 Shipment Request Hazardous (SRZ) Record** (Appendix A, Table A-5)

This record details information about the Hazardous Cargo in the Routing Request.

### **2.10.6 Shipment Request Equipment Type (SRP) Record** (Appendix A, Table A-6)

This record details information about the Equipment Type in the Routing Request.

## **3. CFM Attributes**

### **3.1 System Description.**

CFM is a DOD freight traffic management information system designed to provide a centralized database of master reference files, freight tenders, domestic route order requests, BL shipment information, and carrier performance data. The CFM interface provides timely accurate carrier costing data to the ITO/TMO for BL shipments.

### **3.2 Hardware.**

The CFM system is a SUN 4000 and 6000 Enterprise computer located at MTMC Headquarters and the Webb Building, Arlington, VA, with SUN workstations and the necessary gateway communications equipment to reach the respective networks.

### **3.3 Software.**

The operating system is the SUN Solaris 2.6 with a combination of database management system (unidata, ORACLE), the Java programming language and Sterling Gentrans software providing EDI translation services. The primary programming languages for support software is JAVA, UniBasic and C programming languages as well as shell scripts.

### **3.4 Interface Attributes.**

#### **3.4.1 Procedures.**

The CFM operational interface mode will include a UNIX daemon that will initiate processes that search the respective trading partners directories for data to process at predetermined times. Normal termination occurs when there is no data to process or when the daemon times out. Human intervention by the SA will be necessary if abnormal processing occurs.

#### **3.4.2 Data Exchange.**

The intended method of data exchange for this interface is by FTP. The data will be in a DOS formatted

ASCII text file without encryption.

### **3.4.3 Precedence.**

The processing precedence for this interface will default to routine.

### **3.4.4 Communications.**

TC-AIMS II will communicate with the CFM-ETA system via DISN NIPRNET using DDN and FTP protocols. Telephone and FAX will be used as backup in case of electronic failure.

### **3.5 Service Levels.**

No service levels for this interface will be established. Data will be passed on an as required basis. No special processing is required.

### **3.6 Points of Contact.**

#### **3.6.1 Technical.**

Mr. Lori Barnhill  
4040 N. Fairfax Dr. Room 516  
Arlington, VA 22003  
Tel: (703) 588-1811

#### **3.6.2 Functional.**

Mr. Jim O'Keefe  
4040 N. Fairfax Dr. Room 516  
Arlington, VA 22003  
Tel: (703) 588-1730

#### **3.6.3 Communications.**

Mr. Hal Mann  
4040 N. Fairfax Dr. Room 516  
Arlington, VA 22003  
Tel: (703) 588-1808

### **3.7 Security.**

The CFM-ETA system is an unclassified system and is categorized as an Information Mission Area (IMA) system with a classification of US2 (Unclassified Sensitive 2). Security will be provided to protect sensitive information concerning logistics capabilities and operations of DOD and to protect proprietary information of firms doing business with DOD. The CFM-ETA system is vulnerable to computer viruses through computer data entry points. Data exchanged through this interface will have a data sensitivity rating no higher than SBU.

### **3.8 Communication Verification.**

Recovery from data transmission problems is built into the various communications protocols (e.g., FTP, SMTP). If these built-in recovery functions do not result in successful completion, retransmission of the entire file will be required

### **3.9 System Problems.**

Problems encountered will be forwarded to CFM-ETA Host PMO for resolution. The CFM-ETA system shall provide redundancy in the event a primary system element fails. CFM-ETA will utilize power protection devices to minimize system failures and maintain copies of software and data files to restore the system in the event of failure. Data files past to CFM-ETA by TC-AIMS II will be maintained for 60 days before they are deleted.

**3.10 Data Requirements.** (from CFM-ETA to TC-AIMS II)

No data will be passed from CFM-ETA to TC-AIMS II.

## Appendix A, TC-AIMS II to CFM-ETA File Structure and Record Layout Information

### Table A-1, Shipment Request Header (SRH) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
REQUESTOR DODAAC	1 - 6	6	A/N	HOST DODAAC	M
MESSAGE TYPE	7 - 11	5	A/N	"REQST"	M
FILLER	12 - 16	5	A	BLANK	M
EDI ID	17 - 18	2	N		M
DIC	19 - 21	3	A/N	"SRH"	M
SHIPMENT ID	22 - 34	13	A/N		M
SERVICE AGENCY CODE	35	1	A		M
MILSTAMP PRIORITY	36	1	N		M
REQUEST DEL DATE	37 - 44	8	N	YYYYMMDD	M
REQUEST DATE	45 - 52	8	N	YYYYMMDD	M
LOAD AVAIL DATE	53 - 60	8	N	YYYYMMDD	M
REQUESTOR AGENCY NAME	61 - 95	35	A/N		M
REQUESTOR DODAAC QUALIFIER	96 - 97	2	A/N		M
REQUESTOR DODAAC	98 - 103	6	A/N		M
REQUESTOR ADDRESS	104 - 138	35	A/N		M
REQUESTOR CITY	139 - 157	19	A/N		M
REQUESTOR STATE	158 - 159	2	A/N		M
REQUESTOR ZIP	160 - 168	9	N		M
ISSUING OFFICE GBLOC	169 - 172	4	A		M
REQUESTOR CONTACT NAME	173 - 207	35	A/N		M
REQUESTOR CONTACT PHONE (COMMERCIAL)	208 - 232	25	N		M
REQUESTOR CONTACT PHONE (DSN)	233 - 257	25	N		M
ORIGIN DODAAC QUALIFIER	258 - 259	2	N		M
ORIGIN DODAAC	260 - 265	6	N		M
DESTINATION DODAAC QUALIFIER	266 - 267	2	A/N		M
DESTINATION DODAAC	268 - 273	6	A/N		M
M = Mandatory field                      A = Alpha O = Optional field                        N = Numeric					

### Table A-2, Shipment Request Remarks (SRR) Record

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
REQUESTOR DODAAC	1 - 6	6	A/N	HOST DODAAC	M
MESSAGE TYPE	7 - 11	5	A/N	"REQST"	M
FILLER	12 - 16	5	A	BLANK	M
EDI ID	17 - 18	2	N		M
DIC	19 - 21	3	A/N	"SRR"	M
REMARKS	22 - 96	75	A/N		
*UIC		6	A/N		O
*ULN/ECHOLON		7	A/N		O
*LIN		6	A/N		O
*LIN INDEX		2	A/N		O
*TDC		2	A/N		O
*BUMPER NUMBER		12	A/N		O
*SERIAL NUMBER		13	A/N		O
*MODEL		8	A/N		O
*REQUEST NUMBER		18	A/N		M
M = Mandatory field                      A = Alpha O = Optional field                        N = Numeric					
*NOTE - THESE FIELDS WILL BE CONTAINED IN THE REMARKS FIELD					

**Table A-3, Shipment Request Equipment Information (SRE) Record**

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
REQUESTOR DODAAC	1 - 6	6	A/N	HOST DODAAC	M
MESSAGE TYPE	7 - 11	5	A/N	“REQST”	M
FILLER	12 - 17	5	A	BLANK	M
EDI ID	17 - 18	2	N		M
DIC	19 - 21	3	A/N	“SRE”	M
EQUIPMENT QUANTITY	22 - 23	2	A/N	1	M
MODE	24 - 25	2	A/N		M
EQUIPMENT TYPE REQUESTED	26 - 29	4	A/N	Equipment Type Requested must b 4 characters, fill any remaining spaces with x's	M
M = Mandatory field		A = Alpha			
O = Optional field		N = Numeric			

**Table A-4, Shipment Request Commodity (SRC) Record**

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
REQUESTOR DODAAC	1 - 6	6	A/N	HOST DODAAC	M
MESSAGE TYPE	7 - 11	5	A/N	“REQST”	M
FILLER	12 - 17	5	A	BLANK	M
EDI ID	17 - 18	2	N		M
DIC	19 - 21	3	A/N	“SRC”	M
TCN	22 - 38	17	A/N		M
NSN	39 - 51	13	A/N		M
STOP SEQ NO.	52 - 53	2	N	For shipments with stop offs, Other wise blank	O
CUBE	54 - 61	8	N		M
PACKAGE QTY	62 - 68	7	N	For vehicle shipments, Otherwise blank	O
PACKAGE TYPE	69 - 71	3	A/N	“VEH” For vehicle shipments, Otherwise blank.	O
NEW	72 - 79	8	N	For shipments which are explosive, Other wise blank.	O
WEIGHT UOM	80 - 81	2	A	For shipments which are explosive, Other wise blank.	O
OVERDIMENSIONAL LENGTH	82 - 84	3	N	For over dimensional length, Otherwise blank.	O
LENGTH UOM	85 - 86	2	A/N	For over dimensional length, Otherwise blank.	O
OVERDIMENSIONAL WIDTH	87 - 89	3	N	For over dimensional width, Otherwise blank.	O
WIDTH UOM	90 - 91	2	A/N	For over dimensional width, Otherwise blank.	O
OVERDIMENSIONAL HEIGHT	92 - 94	3	N	For over dimensional height, Otherwise blank.	O
HEIGHT UOM	95 - 96	2	A/N	For over dimensional height, Otherwise blank.	O
M = Mandatory field		A = Alpha			
O = Optional field		N = Numeric			

**Table A-5, Shipment Request Hazardous (SRZ) Record**

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
REQUESTOR DODAAC	1 - 6	6	A/N	HOST DODAAC	M
MESSAGE TYPE	7 - 11	5	A/N	“REQST”	M
FILLER	12 - 16	5	A	BLANK	M
EDI ID	17 - 18	2	N		M
DIC	19 - 21	3	A/N	“SRZ”	M
HAZMAT UOM	22 - 23	2	A/N	“ZZ”	M
HAZMAT LADING QUANTITY	24 - 28	5	N		M
HAZMAT UN/NA ID CODE	29 - 36	8	A/N		M
HAZMAT QUANTITY	37 - 41	5	N		M
HAZMAT CLASSIFICATION/DIV	42 - 71	30	A/N		M

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
HAZMAT SHIPPING NAME	72 – 96	25	A/N	Proper Shipping Name	O
HAZMAT SHIPPING NAME	97 – 121	25	A/N	Technical Name	O
HAZMAT SHIPPING NAME	122 – 146	25	A/N	Description	O
M = Mandatory field O = Optional field		A = Alpha N = Numeric			

**Table A-6, Shipment Request Equipment Type (SRP) Record**

DESCRIPTION	POSITIONS	WIDTH	TYPE/CLASS	REMARKS	
REQUESTOR DODAAC	1 - 6	6	A/N	HOST DODAAC	M
MESSAGE TYPE	7 - 11	5	A/N	“REQST”	M
FILLER	12 – 16	5	A	BLANK	M
EDI ID	17 – 18	2	N		M
DIC	19 – 21	3	A/N	“SRP”	M
EQUIPMENT QUANTITY	22 – 23	2	A/N	1	M
MODE	24 – 25	2	A/N		M
EQUIPMENT TYPE REQUESTED	26 - 29	4	A/N	Equipment Type Requested must b 4 characters, fill any remaining spaces with x's	M
M = Mandatory field O = Optional field		A = Alpha N = Numeric			

## Appendix B, Acronyms

<b>Abbreviation</b>	<b>Description</b>
AIS	Automated Information System
ASCII	American Standard Code for Information Interchange
C2	Command and Control
CCB	Configuration Control Board
CFM	CONUS Freight Management System
CINC	Commander in Chief
CM	Configuration Management
CONUS	Continental United States
DES	Data Encryption Standards
DISN	Defense Information System Network
DOD	Department of Defense
DOS	Disk Operating System
DDN	Defense Data Network
DTS	Defense Transportation System
EDI	Electronic Data Interchange
ETA	Electronic Transportation Acquisition
FTP	File Transfer Protocol
BL	Bill of Lading
GTN	Global Transportation Network
HP	Hewlett-Packard
HP UX	Hewlett-Packard UNIX
IA	Interface Agreement
ILSP	Integrated Logistic Support Plan
IP	Internet Protocol
ITO/TMO	Installation Transportation Office/ Traffic Management Office
ITV	In-Transit Visibility
JDC	Joint Deployment Community
JPMO	Joint Program Management Office
MTMC	Military Traffic Management Command
LAN	Local Area Network
NIPRNet	Unclassified-Sensitive IP Router Network
OCONUS	Outside the Continental United States
ORD	Operational Requirements Document

<b>Abbreviation</b>	<b>Description</b>
PC	Personal Computer
PEO	Program Executive Officer
PMO	Program Management Office
RSO&I	Reception, Staging, Onward Movement, and Integration
SA	System Administration
SBU	Sensitive but Unclassified
SMTP	Simple Mail Transfer Protocol
STAMIS	Standard Army Management Information Systems
TC-AIMS II	Transportation Coordinators' Automated Information for Movement System II
TCN	Transportation Control Number
TOA	Transportation Operating Agency
UMO	Unit Movement Office/Officer