



The DEPLOYER



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The Deployer Mission Statement

The mission of The Deployer is to provide the community of Transportation Information Systems users, stakeholders and sponsors timely knowledge on our family of systems—systems that empower the DoD to plan, deploy, load, monitor and provide full visibility of the transportation process.

Message from the PM

Happy 2004! The TIS Joint Program

Management Office (TIS JPMO) had a very busy end of year, which has continued thus far into the new year.



Mr. Robert Morris, PM,TIS

On 22 Dec 03, we briefed the Army System Acquisition Review Council to gain approval to field Block 2 and to begin development of Block 3. The Honorable Claude M. Bolton, Jr., the Army Acquisition Executive, forwarded the request to OSD, who makes the final decision. As a refresher, Block 2 both Web-enables the unit movement capability in Block 1, as well as adds some additional functionality. Because it is Web-enabled, tremendous gains are made in terms of system accessibility and a significant reduction in System Administration functions required at the user level.

Additionally, we have successfully integrated the databases of both AALPS and TC-AIMS II. This allows us to not only achieve the Single Platform Initiative (SPI) of placing both applications on the same box, but makes them more efficient by sharing the same database. While it is easy to understand the tremendous cost avoidance in terms of the reduced need for actual hardware, think also of the fact that now we need only buy one database license per box rather than two.

The TIS JPMO recently acquired the code for DS2T. Many of this system's users have reported their satisfaction with this small, nimble program whose functionality, though intentionally limited, is quickly learned and applied. DS2T has become a *de facto* middleware of sorts, as it is able to interface with systems like TC ACCIS and TC-AIMS II. Some customers use it to tailor source data from TC ACCIS before input into TC-AIMS II.

PM Message, continued from page 1

While we are waiting on the final Block 2 fielding decision we continue to field Block 1. By the time this newsletter reaches you, the fielding effort for Korea will have been completed. This completes fielding to USAREUR and USARPAC.

In Southwest Asia we continue our support to the Deployment Support Battalions. Some recent significant events there include closing out Camp Virginia and the establishment of a new TC-AIMS II support center at Camp Victory.

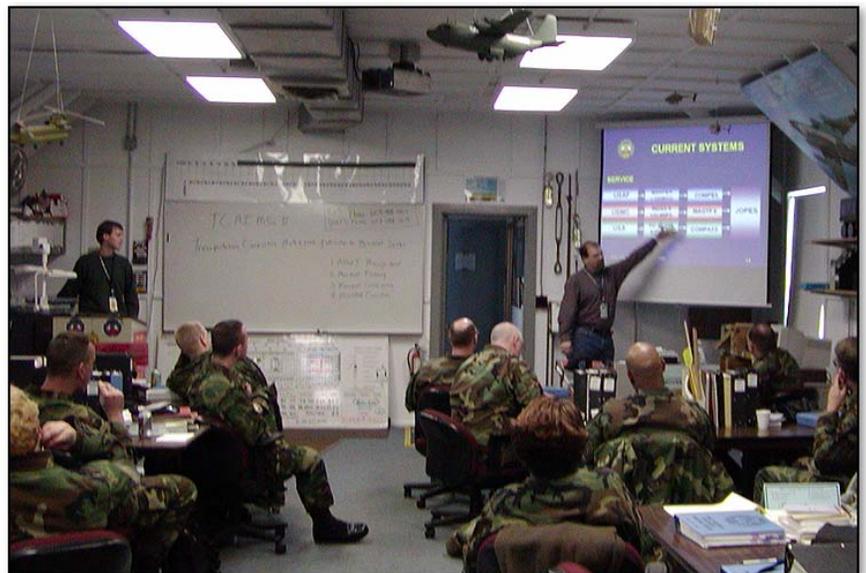
We are aggressively gathering requirements as we begin to plan for Block 3. A technical upgrade we are considering is a subscription server. A subscription server will offer end users a way to update selected portions of reference data, e.g., if a user is making a move by sea they will be able to download the latest port codes or ECDF data and know they are current. The subscription server puts the power to update vital reference data in the hands of the end users.

I solicit your continued feedback on all the TIS programs. One of the things you said would be helpful was a DSN number to contact the Help Desk. You will find those new numbers posted on the Help Desk Web page. ☞

Unit Movement Officer Course (UMOC) Incorporates TC-AIMS II Training at Fort McCoy

by Charles E. Lukasek, Chief MOB/MVMT Training Center, ARRTC

The Fort McCoy Army Reserve Readiness Training Center (ARRTC) has four Mobilization Courses that are taught in both Distance Learning (DL) and Residence modality. These four courses are: Automated Air Load Planning System (AALPS), Unit Movement Officers Course (UMOC), Unit Movement Planners Course (UMPC), and Transportation Coordinators' – Automated Information for Movements System II (TC-AIMS II). All four courses are purposely intertwined to produce the best possible training in the mobilization arena.



Ed Lukasek and Joel Kendhammer of Team Titan explain the functionality of TC-AIMS II to the UMOC class.

TC-AIMS II DL instructors, Ed Lukasek and Joel Kendhammer, provide briefings and assistance to the many students attending the training at the ARRTC. The students are very impressed with the high quality of instruction and information provided. "Training the troops in DL modality or face-to-face in a residence modality is very rewarding. The students are excited when they learn of the capabilities of TC-AIMS II and how it will help them do their job in both peace and war time," said Ed Lukasek. Joel Kendhammer said, "We have the best Armed Forces in the world and it is a real privilege to provide training that will lead them into the future." ☞

TC-AIMS II Fielding Team Update

by Richard Frook, TIS

It is a cold and rainy—or snowy night—depending on whether you're in a windy area or a blocked area. The buildings are gray, huge and dirty. The air is thick with the aroma of Kimchi, exhaust fumes, and garlic. The joy of the holiday season is gone out of the air, and now work becomes a cold impersonal rocky trip to Tong Du Chon.

Your fielding team has started the new year with a long, cold, tough trip to the 2nd Infantry Division at Tong Du Chon, South Korea. The whole 2nd ID plus non-divisional units are being trained and fielded with their TC-AIMS II equipment. The property book data and personnel lists for data completion have already been incorporated into the Yongsan server, but the huge job facing Robert Picarillo is validating and verifying the data. The 2nd ID equipment has been in storage in Cp Market for several months. Mark Durand has been given the unenviable task of locating all of the workstations and testing all of the AIT equipment.

Soon after Robert and Mark left for Korea, Mike Hildebrandt and MAJ Paul Phillabaum left for a recon in the balmy, wonderful world of California. Now here is a tough duty assignment ...

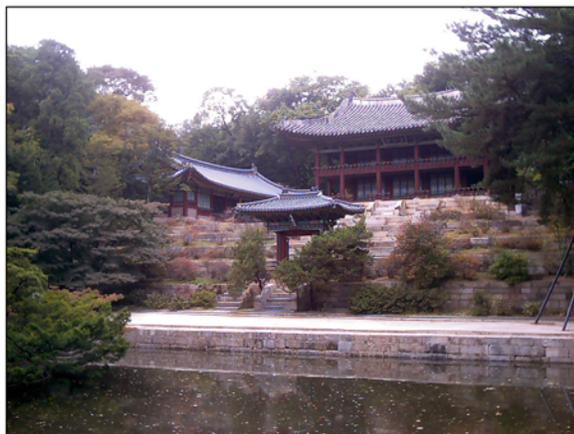
they are to spend a few days in San Luis Obispo, Paso Robles, and Apple Valley. Does anyone want to feel bad for them? They will be coordinating and briefing the USARC and the

National Guard. Mike and his team will return later in the spring to train the users, field the equipment, and to assist in the data preparation and completion at Fort Irwin and all of the reserves and NG in California.

Right up the road from Houston, TX, is a little place called Lake Charles, LA. If there, you might as well go up to Fort Polk and train the users, field the equipment, and assist in the data preparation and completion. John Wloshinski and his team will be accomplishing this task later this month.



Tom Fleming and James Sullivan get the really choice jobs. They are in Fort Lewis and have been told they must stay there until the 20 inches of snow in the area has melted. For



those of you who know James, you are aware that he loves email, so you can imagine our concern that he has not even opened his mail for two days. He is probably still trying to warm up from the car ride from SeaTac airport to his hotel near Fort Lewis. Tom, however, will be following up the Fort Lewis job with a return trip to Fort Wainwright to field the new Stryker Brigade.

All of these jobs bring us to summer, when a whole new schedule of fielding jobs will be printed and displayed for all to enjoy. 🖨️

Business Management Directorate: Cost Analysis and Economic Analysis

by Faron Woodard and Christopher Reading, SES Corporation

The TC-AIMS II Economic Analysis (EA) team has been extremely busy over the last few months, and all the hard work has paid off with the EA team supporting Block 2 Milestone C and Block 3 Milestone B being validated by the Office of the Deputy Assistant Secretary of the Army for Cost Estimating (ODASA-CE) on 30 Dec 03. From 17 Nov 03 thru 12 Dec 03, the EA team worked with all the Services and the Army staff as part of the Cost Review Board Working Group (CRBWG) to obtain concurrence with the project life cycle costs and benefits. The project office estimate was approved and a recommended Joint Cost Position (JCP) was presented to the Cost Review Board. On 19 Dec 03 the CRB approved the Joint Cost Position and paved the way for TIS to proceed with requesting a Milestone review.

The current TC-AIMS II Life Cycle Cost Estimate (LCCE) is for approximately \$1.7 billion over the period 1996 through 2020. Investment costs for software development, hardware procurement/replacement and fielding will total approximately \$872 million, and operations and support costs, which include software maintenance, phase-out of legacy systems and routine operating costs, will account for another \$873 million.

During the Cost Review process, the benefits of the TC-AIMS II were also validated after reviewing both their source and timing to ensure their reasonableness. Benefits identified for TC-AIMS II include the contribution of critical source data to support in-transit visibility and total asset visibility (ITV/TAV), elimination of out-dated legacy systems and increased productivity for the users of the system based on providing enhanced functionality and automated capabilities along with improved interfaces with other systems and the use of automated identification technology (AIT) devices. The benefits were also validated by the functional and cost communities for each Service.

The validation of the EA does not end the efforts of the EA team. The life cycle costs and benefits must be updated and revised throughout the project's life cycle as one of the required documents for Milestone review and approval. Excursions or "what if" analyses are also conducted to

analyze how different scenarios will affect the LCCE of the project. Recently the EA team ran excursions for a compressed software development and fielding schedule in support of a G-4 tasking.

One area that still needs more work is the identification and verification of benefits that TC-AIMS II will provide the military community once fully implemented. Currently, the validated benefits reflect the contribution to ITV/TAV, elimination of legacy systems and increased user productivity. However, these benefits are only the tip of the iceberg in terms of the improved capabilities that TC-AIMS II will provide in support of deployment, sustainment, redeployment and retrograde operations, and in terms of Installation Transportation Office and Traffic Management Office (ITO/TMO) functionality. Whether subjective in nature and limited to narrative statements, or quantifiable with distinct value in terms of dollars or time, benefits make a positive contribution to the overall analysis of the TC-AIMS II system. Showing the value of the investment DoD is making in TC-AIMS II is the quickest and easiest way to convince the staff and the decision-makers to support the project in every way possible. To do that, we need input from the functional communities and users of all Services to let us know about your real-world and training exercise experiences with TC-AIMS II. Let us know the things you can do faster, cheaper, better and how your experience with TC-AIMS II differs from how you did the business of movement planning, control and execution before TC-AIMS II. If you have other comments about TC-AIMS II, you may also include them and we'll ensure they get passed on to the appropriate area here at the TIS JPMO. With your support the EA team can document additional benefits that demonstrate the positive return on the investment being made and the TC-AIMS II project will continue to move forward in providing the military community a highly efficient and effective Joint movement control system.

Provide your experiences/comments to the EA team today. Who knows, the best contribution might even win a prize! E-mail us: Faron.Woodard@eis.army.mil or Christopher.Reading@eis.army.mil. 

LTC Casimiro of the 1394th Deployment Support Battalion Recognizes TIS JPMO Team

by Brian Coady, Assistant Project Officer - TC ACCIS, TIS-TO

On 19 Nov 2003, the occasion of his command's imminent departure from the SWA theater, LTC Casimiro, Commander of the 1394th Deployment Support Battalion welcomed team members of the TIS JPMO to a special recognition ceremony. LTC Casimiro ably led the 1394th with augmentees of the 1179th DSB which have had some presence in theater since May 03. At the peak, the team numbered almost 90, and has processed 518 units.

LTC Casimiro began the ceremony by presenting members of both the 528th and the 917th MCT Detachments with Army Commendation Medals for their superior achievements.

During the ceremony, LTC Casimiro took the time to extend his appreciation to the TIS JPMO team, which has been working side-by-side with 1394th members on the important mission of providing automation support by using TC-AIMS II for redeployment and retrograde operations. LTC Casimiro had generous words of appreciation for the team, which he said had contributed to the fulfillment of the mission. After his kind words, he presented team members with a specially minted command coin, featuring the descriptive motto "Boots on Ground," or BOG.



LTC Casimiro, Commander, 1394th DSB, presents Joel "Jody" Lewerenz a specially minted command coin while Donald "Donnie" Sheppard and members of the 528th and 917th MCT Detachment look on.

TIS JPMO has been in Kuwait nearly without break since Mar 03. Their mission, in addition to providing general technical support to the DSBs in their use of TC-AIMS II, also includes providing training, informational briefings and assistance to CFLCC.

The 1394th, out of Camp Pendleton, CA, has given the hand-off for the DSB in-theater mission to the 1179th, out of Fort Hamilton, NY.

Team TIS looks forward to working with the Commander of the 1179th, LTC Kass, and his team. 📧

TIS-TO Gains User Acceptance in Korea

by Brian Coady, Assistant Project Officer - TC ACCIS, TIS-TO

The Transportation Information Systems, Theater Operations (TIS-TO) system is up and operational on the Korean Peninsula. The system, a Web-enabled variation of the former DAMMS-R, is meeting this mission with scant need for assistance from the TIS JPMO. In fact, TIS-TO users on the Peninsula had to contact the TIS JPMO help desk only 3 times since its inception. As mentioned previously in The Deployer, TIS-TO is Web-enabled (as opposed to Web-based) by using the Web-wrapper technology of Citrix.

The Web-enabled TIS-TO was emplaced in the months of November and December. Implementers of the system were able to provide the users all necessary training, testing and support by using the "shadowing" capabilities of Citrix. Shadowing essentially allows analysts to commandeer a remote workstation as a way to troubleshoot, or provide a type of distance training. Analysts at the TIS JPMO are able to either see what the remote users see or they can present on the remote screen a depiction of the screen shown at the TIS JPMO.

To ensure responsive customer support, TIS JPMO augmented its help desk and provided a staggered work schedule so that an analyst familiar with the system was likely to be on hand.

With the successful implementation of TIS-TO in Korea, we await acceptance of TIS-TO in USARUER to make the implementation complete. 📧

AALPS in NATO—Part 2*

by Michael Cannon, A&T Systems

In June 2001, it was decided that ALLIED EFFORT (AE01), a Command Post Exercise (CPX) and STRONG RESOLVE (SR02), a Live Exercise (LIVEX) were to be the test bed for AALPS in a NATO environment. The purposes for AE01 was aimed at training the headquarters and component commands of a Combined Joint Task Force (CJTF) in the planning and conduct of a peace-support operation. STRONG RESOLVE exercises are held every four years and constitute the capstone in NATO's four-year training cycle. The exercise involves the two NATO commands, the Atlantic command (SACLANT) and the European command (SACEUR), with the primary purpose to demonstrate NATO's capability to handle two geographically separate operations simultaneously. With AE01 scheduled for November 2002 and STRONG RESOLVE 02 (SR02) scheduled for March 2002, time was short for preparations.

While NATO's AE01 exercise was taking shape at HQ AIRNORTH, Ramstein Air Base, Germany, the AALPS team was busy coordinating software and hardware for use during the exercises. Master Sergeant Hans Voigt of the German Air Force from HQ AIRNORTH/A4 Movements Section took the lead in coordinating the use of AALPS in the NATO exercise, with the AALPS PMO arranging immediate training for three HQ AIRNORTH personnel at Ramstein AB, GE.

The NATO Headquarters element deployed from Ramstein AB to Wroclaw, Poland on 6 November 2001 to execute AE01. During the exercise, AALPS played a key role in determining cargo loadability onto other national aircraft and demonstrated flexibility in trans-loading from one nations' aircraft to another. Even though a CPX, the command and control process was enhanced by the availability of accurate and precise loading information from a single load planner that determined aircraft requirements. Noted by MSgt Voigt in the hot-wash briefing, "AALPS removes the politics from load planning."

With the AE01 post-exercise results, the AALPS team continued their efforts in supporting the next exercise by

"...AALPS played a key role in determining cargo loadability onto other national aircraft and demonstrated flexibility in trans-loading from one nations' aircraft to another."

adding the German C-160 *Transall* to AALPS. This effort was quickly achieved with the help from the German Air Force by providing the technical expertise of their Chief Loadmaster and sending him to the AALPS Development center at Fort Lee, VA. The updated AALPS software was quickly dispatched by e-mail and updated on the loaned computers.



Deploying March 2002 for SR02, Squadron Leader David Jacobs of the British Royal Air Force, also from HQ AIRNORTH/A4 Movements Section, was deployed aboard the USS Mount Whitney in the Baltic Sea acting as the exercise Air Transportation Specialist. As a LIVEX with actual flying sorties, Sqd Ldr Jacobs generated load plans for NATO transport aircraft such as the Russian AN-124 and IL-76. While a resounding success, some capabilities necessary for a European environment are not present in AALPS. Manual recalculation of some equipment dimension data into metric data was necessary and the level of technical detail for the AN-124 and IL-76 was not as complete as U.S. aircraft. Even with these limitations, AALPS proved to be the answer to the December 1999 NATO Washington Summit Defense Capability Initiative requiring more effective and efficient use of shared air transport resources.

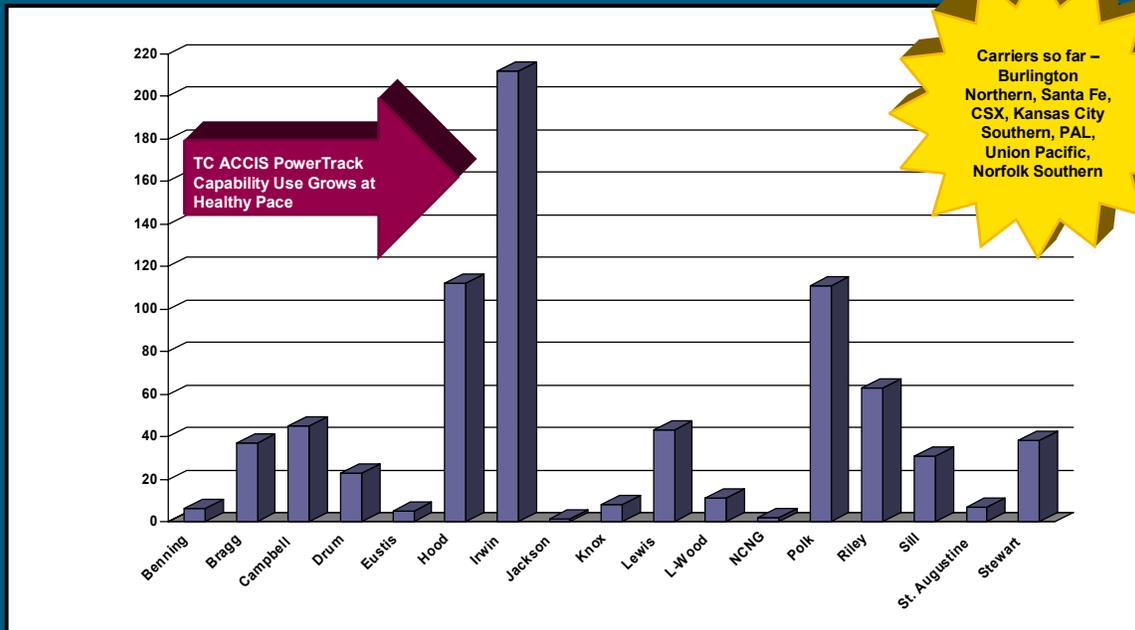
The final report to the AALPS PMO for both exercises contained these comments:

- AALPS performed brilliantly! Left running the entire 16-days, no crashes, no bugs, just performance!
- Resolved loading issues quickly and effectively by showing higher headquarters staff specific aircraft limitations. (cannot be loaded due to technical reasons)
- Used in trans-loading from strategic aircraft to tactical aircraft with only one or two load planners. Load plans were accurate with great savings in time and man-hours.
- LPE generated load plans were forwarded to down-range off-load sites as e-mail attachments providing pre-arrival planning information.

With such success, the Way Ahead is now the primary focus for future efforts in the next issue. 🖨

* Please see the **Fall 2003 issue (page 9) for Part 1**

At First Glance: TC ACCIS →PowerTrack Interface Continues Strong Use



TC-AIMS II Warranty Information

by Ryan Hally, AMS

The TC-AIMS II warranty process requires that the contracted vendor be contacted in the event of any hardware failure. If you experience a hardware failure which requires support, the contracted vendor will send you the parts that will need to be replaced. You will then send back the defective hardware, thus completing the warranty transaction. Below is a basic guideline outlining the standard operating procedures for warranty support.

While using the issued equipment, if the user encounters a problem such as defective batteries, broken keyboards, malfunctioning hard drives, broken monitors:

- The user will contact the contracted vendor, who has supplied a support phone number for hardware support.
- The vendor help desk personnel will troubleshoot the problem.
- If the problem can not be fixed and requires a replacement the vendor will ship a similar product to the user with return shipping labels included.
- Upon receiving the replacement hardware, the user will ensure that the new hardware works correctly.
- After verification, the user will package the defective hardware and send it back directly to the vendor (using the provided shipping label). 📧

If you do not know the vendor support phone number or if you have questions or problems, please contact the TC-AIMS II Help Desk.

Phone

(703) 752-0806 or
866-TCAIMS2 (866-822 4672)

NEW! DSN: 221-0532

After Hours Cellular Phone

(571) 237-0858

Email

tcaimsiihelp@eis.army.mil

DoD Mandates RFID use by 2005

by James Wynn, Functional Analyst, TIS

The Department of Defense (DoD) has issued a Radio Frequency Identification (RFID) policy to improve the management of inventory with hands-off processing. The new policy will require suppliers to place passive RFID tags on the lowest possible part, case, or pallet packaging by January 2005. This tagging requirement will apply to all items except bulk commodities such as sand, gravel and liquids.

RFID technology is an application that consists of a tag (transponder) and a reader (interrogator) and is based upon remote collection of information stored on a tag using radio frequency communications. Data is captured by readers (interrogators) equipped with antennas. RFID tags can be active—the tag has its own power source (a battery) to transmit data, or passive—the tag is powered by energy transmitted by energy transmitted by the interrogator.

Use of RFID technology will streamline DoD business processes, improve in-transit visibility of materiel, improve data quality, and permit DoD to shift critical personnel to other functions.

The DoD RFID policy will continue to be refined by a DoD-level integrated product team and the final policy and implementation strategy will follow by June 2004. ☐

"Integrating IT for Warfighters"

U.S. Army PEO EIS Industry Day 2004 — March 17th and 18th, 2004

The Program Executive Office Enterprise Information Systems (PEO EIS) Industry Day 2004 will provide a forum for the PEO to highlight its key role in Army Transformation—focusing on contemporary information technology initiatives. Project and Program Managers (PMs) will share their vision and goals with industry counterparts in areas of process improvement and strategic movement to a well-connected Objective Force.

Industry Day 2004 is designed to foster interaction and idea sharing between industry professionals and PEO EIS leadership, PMs from the DPEO for Army Enterprise, PMs from the DPEO for Business Information Systems, and PMs from DPEO for Communications.

What is PEO EIS responsible for?

Develop, acquire, and install highly complex tactical and non-tactical IT systems and solutions, with the goal of assuring victory through information dominance. Provide DoD and the Army with network-centric knowledge-based business and combat service support solutions. Provide the infrastructure and information management systems that support every soldier, every day. Assist with the accession and training of our soldiers, track the Army's personnel, provide and maintain the warfighter's equipment, and plan the movement of their supplies and assets.

PEO EIS event information:

PEO EIS 2004 will feature a Technology Exposition that will focus on the latest products and services industry has to offer to address the specific needs of the government personnel at the conference. The expo will feature companies such as Cisco Systems and Network America.

This year's event will take place at the Sheraton National Hotel in Arlington, VA. The conference will kick off with a reception on Wednesday, March 17, 2004. The exhibits will be open during the reception, so plan on being there.

Register early to attend PEO EIS!

Last year this event drew more than 450 attendees and had a wait list of approximately 200 more. We expect approximately 650 attendees this year. Don't wait to sign up for this event, it will be sold out early! We encourage you to participate in the 2nd Annual Program Executive Office Enterprise Information Systems (PEO EIS) Industry Day. For more information visit www.fbcinc.com/peoeis.

The PEO EIS Industry Day is cosponsored by the AFCEA Belvoir Chapter and the Federal Business Council. Proceeds from Industry Day will support the Belvoir Chapter's annual local High School Science and Technology Scholarship Fund.

We are certain this will be a great conference once again this year. We look forward to seeing you there. ☐

Updating Port Codes and Country Codes

Aerial Port and Water port Codes

TC ACCIS has received a list of aerial port and water port codes that need to be added or updated within the system. Port codes and country codes within TC ACCIS may be changed by the ITO user. They are used when generating Military Shipment Labels. Changes may be due to local needs or may be prescribed by MILSTAMP as interim changes to update port code and country code tables on TC ACCIS.

Below are the procedures for adding/modifying a port code. Following these procedures you will find complete tables with a list of aerial and water port codes that need to be added/updated.

When required to add a new port code:

****Note**** Three-digit Port Code is prescribed by MTMC and recorded in MILSTAMP.

- 1) Login as ITO level
- 2) From the Main menu, select **3 - Shipment Planning**
- 3) From the Shipment Planning menu, select **6 - Reference Tables**
- 4) From the Reference Tables menu, select **H - Port Codes**
- 5) From the Port Code ring menu, select **1 - Add**
- 6) All information for the fields that follow will be extracted from MILSTAMP or given to you when a new port entry is required.
 - a) Port Code Unique three-digit Port Code (required)
 - b) DMOD "A" for Air and "S" for Surface (deployment mode required)
 - c) Port Name Common Port Name (required)
 - d) Address Freight Address (NOT required)
 - e) City City (NOT required)
 - f) State State (required **ONLY** if in the U.S.)
 - g) Country Country (mandatory blank if within the U.S.A., otherwise required for all others)
 - h) ZIP ZIP Code (NOT required)
 - i) Ammo Indicator "y" if ammo is accepted, "n" if ammo is not accepted (required)

To modify a Port Code, perform steps 1-4 from above instructions, then follow:

****Note**** Three-digit Port Code is prescribed by MTMC and recorded in MILSTAMP.

- 5) From the Port Code ring menu, select **2 - Modify**
- 6) Type in
 - a) the existing **Port Code** and press **ESC**, or
 - b) to select from a list, press **F6**
 - 1) then press **ESC**
 - 2) highlight the country desired and press **ESC**
- 7) Update the specific fields needed
 - a) Port Code Unique three-digit Port Code (required)
 - b) DMOD "A" for Air and "S" for Surface (deployment mode required)
 - c) Port Name Common Port Name (required)
 - d) Address Freight Address (NOT required)
 - e) City City (NOT required)
 - f) State State (Required **ONLY** if in the U.S.)
 - g) Country Country (mandatory blank if within the U.S.A., otherwise required for all others)
 - h) ZIP ZIP Code (NOT required)
 - i) Ammo Indicator "y" if ammo is accepted, "n" if ammo is not accepted (required)

Individual instructions may be found in the TC ACCIS – End User Manual, Sections **11.3.1.16** and **11.3.1.18**. 

When required to add a new independent country:

- 1) Login as **ITO level**
- 2) From the Main menu, select **3 - Shipment Planning**
- 3) From the Shipment Planning menu, select **6 - Reference Tables**
- 4) From the Reference Tables menu, select **J - Country**
- 5) From the Country Code ring menu, select **1 - Add**
- 6) At the Country Name field, enter the country name and press **ESC**

To update a country, perform steps 1-4 from above instructions, then follow:

- 5) From the Country Code ring menu, select **2 - Modify**
- 6) Type in
 - a) The Country Name and press **ESC**, or
 - b) to select from a list press **F6**
 - 1) then press **ESC**
 - 2) highlight the country desired and press **ESC**
- 7) Overtyping the **Country name** with your required change, then press **ESC**



Updating Port and Country Codes, continued from page 9

Aerial Ports Table Modifications

Updated record	VNO	VILNIUS was changed to VILNIUS INTL, LITHUANIA
Updated record	KUN	KAUNAS was changed to KAUNAS INTL, LITHUANIA
Updated record	RVY	RIVERA INTL was changed to PRESIDENTE GENERAL DON OSCAR D GESTIDO, URUGUAY
Inserted record	RJL	LOGRONO, SPAIN
Inserted record	LF2	AVORD, FRANCE
Inserted record	UU3	RAMENSKOYE, RUSSIA
Deleted record	ED3	KARLSRUHE, GM
Deleted record	ZUE	CAPE PARRY, CANADA
Inserted record	PCQ	PHONGSALY, LAOS
Updated record	FZO	FILTON was changed to BRISTOL FILTON, UK
Deleted record	MN2	CORTEZAL, NU
Updated record	OOL	COOLANGATTA/GOLD COAST, AS was changed to COOLANGATTA, AS

Water Ports Table Modifications

Deleted record	JE7	TALLIN, ESTONIA
Inserted record	RHD	FUZHOU, CHINA
Updated record	HJ1	FAEROE ISLAND was changed to TORSHAVN, FAEROE ISLAND, DENMARK
Updated record	JE4	VILNEUS, RUSSIA was changed to VILNEUS, LITHUANIA
Updated record	JE6	KALINGRAD, RUSSIA was changed to KALININGRAD, RUSSIA
Updated record	KB5	MELILLA, MOROCCO was changed to MELILLA, SPAIN
Updated record	KBG	CEUTA, MOROCCO was changed to CEUTA, SPAIN

Water Ports Table Modifications (continued)

Updated record	KJ4	GIBRALTAR, SPAIN was changed to GIBRALTAR, GIBRALTAR
Updated record	KL7	PALMA, BALERIC ISLAND, SPAIN was changed to PALMA DE MALLORCA, BALEARIC ISLAND, SPAIN
Updated record	LW1	VIORE, ALBANIA was changed to VLORE, ALBANIA
Updated record	ME1	BISSAU, GUINEA was changed to BISSAU, GUINEA BISSAU
Updated record	MP3	SAO TOME ISLAND, GABON was changed to SAO TOME ISLAND, SAO TOME AND PRINCIPE
Updated record	MQ2	LOBITA, ANGOLA was changed to LOBITO, ANGOLA
Updated record	NB1	BEIRA, UNION OF SOUTH AFRICA was changed to BEIRA, MOZAMBIQUE
Updated record	NB2	LOURENCO MARQUES, UNION OF SOUTH AFRICA was changed to LOURENCO MARQUES, MOZAMBIQUE
Updated record	NB3	MAPUTO, UNION OF SOUTH AFRICA was changed to MAPUTO, MOZAMBIQUE
Updated record	PH1	ADEN, ADEN was changed to ADEN, YEMEN
Updated record	RB1	SINGAPORE, MALAYSIA was changed to SINGAPORE, SINGAPORE
Updated record	RL6	SINGAPORE, CELEBES was changed to SEMBAWANG, SINGAPORE
Inserted record	VC8	PORT ALMA, AUSTRALIA
Inserted record	KD6	SFAX, TUNISIA
Inserted record	LA9	RAVENNA, ITALY
Inserted record	LSG	MYKOLAYIV, UKRAINE
Inserted record	LSH	OKTYABRSK, UKRAINE
Inserted record	PL3	AL ZUBAIR, IRAQ
Inserted record	JMA	ASCHAFFENBURG, GERMANY
Inserted record	YK8	BARTER ISLAND (BAR), ALASKA
Inserted record	YKA	PRUDHOE BAY, ALASKA
Inserted record	YK9	ASCHOFF CAPE (BAR A), ALASKA
Inserted record	YKB	KAKTOVIK, ALASKA

Using CALM Lists in AALPS

by Darryl Rainey, A&T Systems Inc.

If you thought that because CALM was decommissioned you had to start from scratch rebuilding your deployment lists for AALPS, then think again. The following information will aid you in changing from CALM to AALPS. The current version of AALPS will allow you to use your CALM deployment list of equipment (your pull list).

To use you CALM equipment list in AALPS:

1. Export your CALM equipment list as if it was going to LOGMOD
2. Use the DEL module to import the CALM file as a LOGMOD file into AALPS
3. Open the DEL module to manage the equipment list created from the CALM equipment list

Once the import into AALPS is complete, the DEL can be used in the ALP or LPE modules. 

TC-AIMS II

AT Scheduler

You may have heard that the AT Scheduler is a very important script that provides periodic housekeeping to your TC-AIMS II system and ensures that it continues to run faithfully.

This is true, but why is this script so important and how do you ensure that it keeps doing its job? This technical tip reviews SA's AT Scheduler responsibilities.

A part of the TC-AIMS II system keeps a transaction log, a record of the system's activities. This transaction log records login attempts and other items. Every time the system records a transaction, some secondary storage memory on the hard drive is used. Although the transaction log can be very useful for administrative and security purposes, transaction entries become less and less useful over time. If there is some system problem, chances are that a newer transaction entry will be more useful in understanding the problem than an old one. Because these transaction entries have diminishing usefulness over time, the system does occasional housekeeping and just deletes very old entries.

A script called the AT Scheduler is periodically run which dumps the transaction log into a backup file, and then empties the active log. Were it not for this script, the entries would be continually added to the transaction log until it was so full that it impeded the system and the system would lock up.

When users reboot the system, oftentimes the AT scheduler does not persist. Because of this, the TIS JPMO provides the following steps that will check to see if the AT Scheduler is active/enabled.

1. On Windows 2000 systems, click on Start -> Programs -> Accessories -> Command Prompt.
2. A "DOS" window is opened.
3. Type the following command at the prompt:
%systemroot%\system32\at
4. Press Enter. The system should display a number of scheduled "at" commands. These commands are the scheduled database backup and audit archive events.
5. Click on X in the upper right corner to close the DOS window.

WARNING: If the system displays the message, "There are no entries in the list," you will need to manually execute the atcommand.bat file located on the TC-AIMS II CD-ROM. This process will schedule the backup and archive events.

1. Place the TC-AIMS II CD-ROM in the target computer.
2. Double click on the "My Computer" icon on the desktop.
3. Double click on the CD-ROM drive.
4. Double click on the atcommand.bat file. A DOS window appears while the .bat file is executed.
5. Repeat the above steps and verify that the automatic scheduling has been set. 

How to Reprint a Commercial Bill of Lading

by Alain Wampouille, RAM Inc.

There are times when your CBL printers may print unaligned CBL sheets and you wish to reprint the CBL. Here are steps on how to do this:

1. Login as root.
2. Change to the folder of the user who created the CBL by running the “cd” command to the user’s folder which typically is /trans/tcaccis/usr/ with the login name, such as:

```
# cd /trans/tcaccis/usr/wwwwww (example if you logged in as “wwwwww”)
```

3. Locate the CBL with the list command to view the 2 file names of the files to reprint; the CBL’s first page file has a “hdr” extension and the continuation page(s) file has a “con” extension.

```
# ls -lt
```

```
-rwxr-xr-x 1 wwwwww tcaccis 53993 Jan 9 12:50 74000070.con  
-rwxr-xr-x 1 wwwwww tcaccis 2718 Jan 9 12:50 74000070.hdr  
-rwxr-xr-x 1 wwwwww tcaccis 66731 Jan 8 14:28 74000069.con  
-rwxr-xr-x 1 wwwwww tcaccis 2718 Jan 8 14:28 74000069.hdr  
-rwxr-xr-x 1 wwwwww tcaccis 52825 Jan 7 12:16 74000068.con  
-rwxr-xr-x 1 wwwwww tcaccis 2652 Jan 7 12:16 74000068.hdr
```

Make a note of the files that you need to reprint, for instance:

7000070.hdr and 7000070.con are the files that you would note if the CBL was 7-000070

4. To print the first page, run the lp -d command with the printer name for the CBL first page printer for the header file:

```
# lp -dcbfirst 7000070.hdr (example if the printer name is cblfirst)
```

5. To print the continuation sheets, run the lp -d command with the printer name for the CBL continuation sheets for the continuation file:

```
# lp -dcbcont 7000070.con (example if the printer name is cblcont) 
```

EWAN Function Keys

by Steve Oge, RAM, Inc.

To set up the function keys, follow the steps below:

1. Click on the EWAN icon and “kill” the “Connect to Site” screen, leaving the Terminal Default screen open.
2. On the Taskbar, click on Options.
3. Click on EDIT CONFIGURATIONS.
4. On the right side of the configuration window, click on New.
 - a. In the Name window, **overtyp**e **New** and enter **TCACCIS**.
 - b. Next, click on **EMULATION** and highlight **DEC-VT100**. Click **OK**.
 - c. On the Configuration (Available Configurations) window, click on **Keyboard**. On the Keyboard screen, highlight **VT100KEY.KEY** and move it to the Used Mapping side of the split screen. When you have completed this step click **OK**.
 - d. On the Configuration screen, click **OK**.
 - e. Finally, click **OK** on the Available Configurations screen.
5. Click on Options on the Taskbar.
 - a. Click on **“Edit Keymap Files ...”**
 - b. Highlight **VT100Key.Key**, then select **EDIT**.
 - c. On the Edit Keymap screen, below the large window, you will see Key with an S and B Button.
 - d. Click the **“S”** button. A mini-screen will pop up, “Keyboard Sampler,” with a message **“Press a Key.”** Press the **F11** key. (F10 is a Microsoft reserved key, this is why F11 is remapped to function as F10.)
 - e. Next, place the cursor on the **Send as:** box and type the following: **^(shift 6) [[** (key next to the P key, lower case), **21** and **~** (the key to the left of the 1 Key, upper case).
 - f. Now press **Add** on the right column. In the large screen look to see if the **vk_F10** and **vk_F11** are the same. If not, repeat steps d - e. If they are the same, click **OK**. On the Keyboard screen, click **Done**.
6. Final Steps:
 - a. Click on **File** on the Taskbar, then on **Open**.
 - b. Connect to Site screen will appear.
 - 1) If your host site isn’t in the window, click on **NEW** and enter you site name, e.g., McCoy, Drum, Devens.
 - 2) Next, enter the Host Site Network Address or host name. If unknown, call your ITO at that site and they will supply it.
 - 3) Go to the **Configuration** window and click the down arrow. You should see file name **“TCACCIS.”** Click on it, and it will be in the window, then click **OK**.
 - 4) Once you are connected, try the Function Keys:
 - F3 to repopulate the equipment list screen (5 new SUN numbers), and
 - F4 to get the original SUN numbers. If all works correctly, the function keys are set up. If not, repeat steps 4-6. ☐

Transitions

Leroy Phillips Retires from TIS JPMO

by Judith Avery, Titan

On 31 Oct 2003, Mr. Leroy Phillips was honored with a retirement ceremony at the Transportation Information Systems Joint Program Management Office (TIS JPMO). He has been with the TIS JPMO for four years. Mr. Phillips was born in Bucksport, S.C. He attended the private Pan American Art School and Hunter University, both in New York.

Mr. Phillips' military career began in 1967, when he was drafted into the U.S. Army, and he served for five and a half years; two as a draftsman at the Navy Academy in Annapolis, MD, and three and a half as a computer operator and shift leader with the U.S. Army Computer Systems Command in Zwiebrucken, Germany.



Leroy Phillips

Mr. Phillips' civilian government service career began in 1972 when he accepted a shift supervisor position in the Veterans Administration (VA) computer department in Washington, D.C. In 1978, Mr. Phillips accepted a promotion with the U.S. General Services Administration, where he worked with Congress as the

chief designer of a database that maintained the accountability of historical buildings, custodial services, and workman's accidental care programs for all government agencies.

In 1981, Mr. Phillips served as first Director of Automation for the 29th Area Support Group in Kaiserslautern, Germany. From 1985 to 1992, Mr. Phillips served as first Director of Automation in a dual-hatted position. He served as Information Manager Officer for the Heidelberg Medical Department of Army Command (HMEDDAC) and as Chief of the Nachrichten Kaserne computer center for the 43rd Signal Battalion in support of the 7th Medical Command (MEDCOM) and (HMEDDAC).

Mr. Phillips left Federal Government service in 1992 to operate his own business in Germany. In 1999, he returned to Federal Government service as a senior lead computer specialist assigned to the Transportation Coordinators' Automated Command and Control Information System (TC ACCIS) program. TC ACCIS transitioned to the Transportation Coordinators'-Automated Information for Movements System (TC-AIMS II) program where he managed the computer equipment accountability and wrote the C4ISP documentation and the Continuity of Operation

Plan (COOP) for the Information Technology center and TC-AIMS II fielding.

In addition to his government civilian service, Mr. Phillips served 23 years in the U.S. Army Reserve as a logistician, retiring in 1995.

Now that Mr. Phillips is retired, he will have more time to spend with his three children, Roderick, Yolanda and Dominic, and five granddaughters. This is of course, when not operating his business located in both Europe as well as the U.S. ☐

TIS JPMO Bids a Fond Farewell to Two of Their Own

by Joe Bruehler, Anteon

After a long, heroic struggle Elizabeth "Libby" Jackson Williams succumbed to renal cell cancer on 12 Dec 2003. Libby was the TC-AIMS II CSC Team Data Manager from 1997-2003, and a vital team member and contributor to project success. Even while her health was declining, Libby put in a vigorous day's work and never let herself surrender to self-pity or defeatism. The remarkable thing is that many working with her during this period were latter surprised to learn that she was enduring such a battle, for she kept her enthusiasm and sense of humor until the end.

We are indeed diminished by her passing and inspired by the grace with which she left us. She will be greatly missed by all who knew and loved her.

John Sims, Col. USA (Ret.), was the TC-AIMS II Lead Functional Analyst in 1998 and moved to the Requirements Manager position in 1999. He left the project in 2000 for a short time and returned in 2001 as the Requirements Manager and Anteon Program Manager. John frequently asseverated transportation policies, regulations on practices and did much to positively mold the current product. He was thorough, yet succinct, assertive yet diplomatic.

We had hoped that John's good stream of contributions would continue for the betterment of TIS products, but he regrettably succumbed to cancer on 20 Dec 2003. He will be greatly missed by all who knew and loved him. ☐



Please Help Us Help You

When e-mailing the TC-AIMS II Help Desk with a private e-mail address (e.g., AOL, Comcast or Hotmail), please help us by identifying yourself. Please provide the following information: your name, your location, and your association with the project. If we do not have the necessary information, we will respond to your e-mail with a request for more information, which only slows down the process in resolving your problem or answering your question.

Please help us so that we may better help you.

Thank you for your cooperation.



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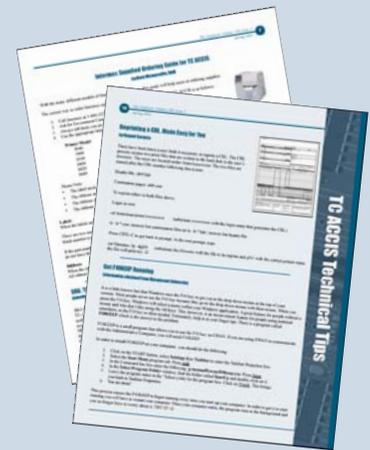
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or send your e-mail address to
 The Deployer POC listed below.

POC: Valerie Sparks (703) 752-0791

E-mail: Valerie.Sparks@eis.army.mil



Help Desk Toll Free Number

Great news for the Transportation Information Systems (TIS) customers! We now have a toll-free line for customer support.

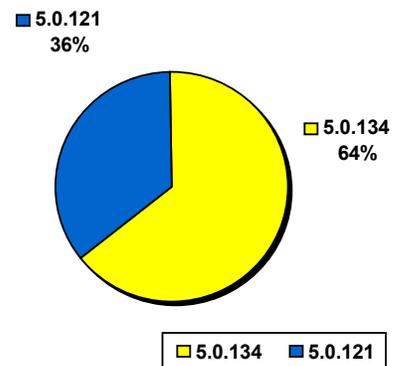
For questions during business hours (6 am – 6 pm) about TC-AIMS II or TC ACCIS, contact us at:

1-866-TCAIMS2
(1-866-822-4672)

or

tcaimsiihelp@eis.army.mil

Current TC ACCIS Installs



The Help Desk now has a DSN number:
221-0532