



Navy Unit Movement Concept of Operations (CONOPs) for TC-AIMS II

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1. Introduction

The purpose for this document is to outline the Navy's Concept of Operations (CONOPs) for Unit Movement. Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II) is the tool in development to assist commanders in their preparation and execution for deployments. TC-AIMS II is a top down directed program aimed at addressing critical shortfalls in the transportation of personnel and equipment, in support of Department of Defense (DoD) operations. DoD depends more than ever on rapid and effective force deployments to accomplish United States (US) defense objectives. To achieve these goals, the DoD must rely on Automated Information Systems (AISs) capable of operating within a current force and infrastructure parameters. To attain this goal, DoD must modernize, standardize and reengineer the AISs that support the Defense Transportation System (DTS), and specifically, Force Deployment.

TC-AIMS II emerged as the result of this process. It combines the best of the current systems into a single AIS capable of meeting both multiple and individual Service requirements. TC-AIMS II will provide an integrated information transportation system capability for routine deployment, sustainment, and redeployment/retrograde operations by employing the same DoD and Service shipment policies and procedures in peace and in war, and in both the active and reserve forces.

TC-AIMS II will support routine requirements and automate origin shipping/receiving, deployment sustainment and redeployment/retrograde processes. In addition it will produce movement documentation, unit move data and, through joint interfaces, have the ability to furnish timely information to major commands, Transportation Component Commands (TCC), United States Transportation Command (USTRANSCOM), and the joint deployment community. As a DoD source movement information system, TC-AIMS II will provide data for In-Transit Visibility (ITV) via the Global Transportation Network (GTN) and thereby control over cargo and passenger movement. Additionally, TC-AIMS II will offer the user an ability to interface with Defense aircraft and surface automated load planning systems, such as Automated Air Load Planning System (AALPS) and Integrated Computerized Deployment System (ICODES). These interfaces are critical when preparing detailed plans during administrative or contingency operations. TC-AIMS II's required capability will allow deployment data to be exported for more detailed load planning. Once streamlined, these plans can be exported back into TC-AIMS II to reflect the requirements necessary to support the plan. Finally, interface capabilities will allow deployment execution requirements to be reflected by exporting planned data to Joint Force Requirements Generator II (JFRG II) for eventual visibility in the Joint Operation Planning and Execution System (JOPES). Effective utilization of TC-AIMS II will enhance the commander's ability during the Force Deployment Planning & Execution (FDP&E) process.

1.1. Automated Air Load Planning System (AALPS)

TC-AIMS will provide for a two-way interface capability with AALPS in order to perform data exchange of cargo and passenger manifests, to support automated aircraft load planning.

Background: In March 1996, the Joint Transportation Corporate Information Management (CIM) Center (JTCC) selected AALPS as a migration system for air load planning. AALPS allows air load planners to quickly and efficiently determine airlift requirements, plan force

packages, and modify aircraft loads. AALPS rapidly provides estimates of airlift requirements for a given list of equipment and passengers and takes into account the unique loading requirements for all delivery methods used on all U. S. military and Civil Reserve Air Fleet (CRAF) cargo aircraft. AALPS allows users to create and save contingency force pages in advance of a mission. This saves time and avoids input errors during deployment. This system is capable of printing approved load plans as well as various load and movement reports. AALPS consists of six modules. The following paragraphs identify each module:

Automatic Load Planner (ALP). This module receives cargo and deployment information as designated by the user from compatible external sources (e.g., equipment lists from TC AIMS II, MDSS II, etc.) and internal sources from the Enter List File (ELF) module, Equipment Characteristics File (ECF) module, or any combination. The ALP module generates information the Load Plan Editor (LPE) may use.

Deployment Equipment List (DEL). This module allows the user to create, view, modify, and delete lists of standard and non-standard equipment for deployment. These lists may be user created or those received from external interfacing systems. Standard equipment is accessed from the ECR database. Non-standard equipment may be user created by completing air load planning required data as prompted by module screens. Non-standard equipment may also be created by accessing, renaming, and modifying the dimensions and weight of existing standard equipment. These lists are used in the ALP and LPE modules for configuration into load plans.

Equipment Characteristics File (ECF). This module allows the user to access and select equipment and equipment accessory information utilized by all AALPS modules.

Enter List File (ELF). This module allows the user to establish equipment option and package information used in the ALP modules. This module utilizes data from the ECR.

Load Plan Editor (LPE). Information is available to this module created from the ALP, DEL, and ECF modules. This module provides the user an automated tool to edit existing (generated and user created) load plans and manually create new load plans.

1.2. Integrated Computerized Deployment System (ICODES)

TC-AIMS will provide for a two-way interface capability with ICODES in order to perform data exchange of cargo and passenger manifests, to support automated sealift load planning.

The ICODES system is a ship load planning software application that utilizes artificial intelligence (AI) principles and techniques to assist embarkation specialists in the rapid development of cargo stow plans. It includes expert agents with knowledge in specific domains (e.g., hazardous material handling, trim and stability, ramps, cranes, and internal access paths) to evaluate and propose loading alternatives and recommendations. As a migration system for the Military Traffic Management Command (MTMC), the development of ICODES began in 1993. ICODES was first fielded in February 1998 and Version 3.1.2 is currently used by Army and Navy Stow-planners at more than 50 ports worldwide. However, as a migration system, ICODES is charged with adding additional joint-operations capability and migrating to a Windows NT platform. Version 5 will incorporate the Navy/Marine Corps business model for deployments.

Through a user friendly, window-based, graphical user interface, ICODES provides a seamless integration of textual cargo descriptions and the graphical templating of cargo items on-board

ship in a Computer Aided Drafting (CAD) environment. As soon as a cargo item has been positioned, the agents, each in its domain, analyze the cargo location in respect to its trim and stability impact, accessibility, hazardous material infractions, and other placement violations. Functions are available to allow the user to 'move', 'unstow' and 'rotate' the placed cargo item or entire groups of cargo items. Breakbulk (e.g., ammunition boxes) can be configured into 3-D volumes as individual pieces or in bulk. Full cargo editing facilities are available with optional import of cargo attributes from on-line libraries. As a cargo list is loaded into ICODES, a cargo agent automatically verifies the accuracy of individual cargo attributes with their counterparts in the applicable library. Reports may be customized and formatted to suit the user with comprehensive multi-level sorting and subset selection capabilities. Both general and context specific 'help' facilities are available on-line. ICODES provides electronic linkages to external systems, such as the Worldwide Port System (WPS), to transfer cargo lists to and from these cargo documentation and tracking systems. ICODES Version 3 is capable of load planning four ships concurrently in both manual and automatic modes. ICODES includes a comprehensive Vessel Library of more than 70 ships and will continually receive updates as revisions are produced. Each ship is represented in object format to allow ICODES agents to reason about access paths, obstacles such as stanchions and bulkheads, and constraints such as fire lanes and restricted non-stowable areas, as they assist each other and the user in the stow-planning process.

2. Scope

Initially for use by deploying units, TC-AIMS II will ultimately have functionality required by transportation officers for all cargo (less household goods) and passenger movement, for each Service to automate the processes of planning, organizing, coordinating, and controlling deployment, redeployment, and sustainment activities worldwide, in peace as well as during contingencies. Ultimately, TC-AIMS II will link all DoD Component unit movement and Installation Transportation Office/Traffic Management Office (ITO/TMO) functionality into one consolidated, integrated, easily deployable, transportation management system. This CONOPs supports the primary focus of TC-AIMS II within the broad area of communication, information, and automated processes needed by units which are deploying, units/activities which are assisting in the deployment, units/activities which support daily movement missions as part of the DTS, and headquarters which support the deployment and employment of forces from every Service. This CONOPs will ultimately be expanded for the ITO/TMO focus that includes daily transportation management, traffic management, commercial carrier interfaces, and movement control and mode operations in garrison and at bases, consolidation activities, and transshipment locations. The enclosed CONOPs and expansion for ITO/TMO operations will assist in ensuring that TC-AIMS II provides an integrated information transportation system capability for routine deployment, sustainment, and redeployment/retrograde operations by employing the same DoD and Service shipment policies and procedures in peace and in war, and in both the active and reserve forces. Additionally, this CONOPs will support TC-AIMS II's integration with installation, unit, and retail-level supply systems to manage inbound and outbound cargo movement (less household goods) documentation and requisition information. This CONOPs will also support routine and surge requirements and will assist in the automation of origin shipping/receiving, as well as deployment, sustainment and redeployment/retrograde processes.

3. Notional FDP&E AIS Architecture

The following figure (Figure 1) depicts a notional information flow from higher commands to the ultimate TC-AIMS II unit move operator. As information is created in TC-AIMS II, appropriate information flows back to cognizant authorities and action commands enabling the movement of cargo and personnel through the DTS. As envisioned, higher level commands, such as Commander in Chief, Atlantic Fleet / Commander in Chief, Pacific Fleet (CINCLANTFLT/CINCPACFLT) would rely on subordinate commands to use TC-AIMS II to source the requirement placed on them by generation of documentation from the JOPES through the JFRG II system. Once the subordinate command has completed its sourcing efforts, that information is provided back through JFRG II to JOPES.

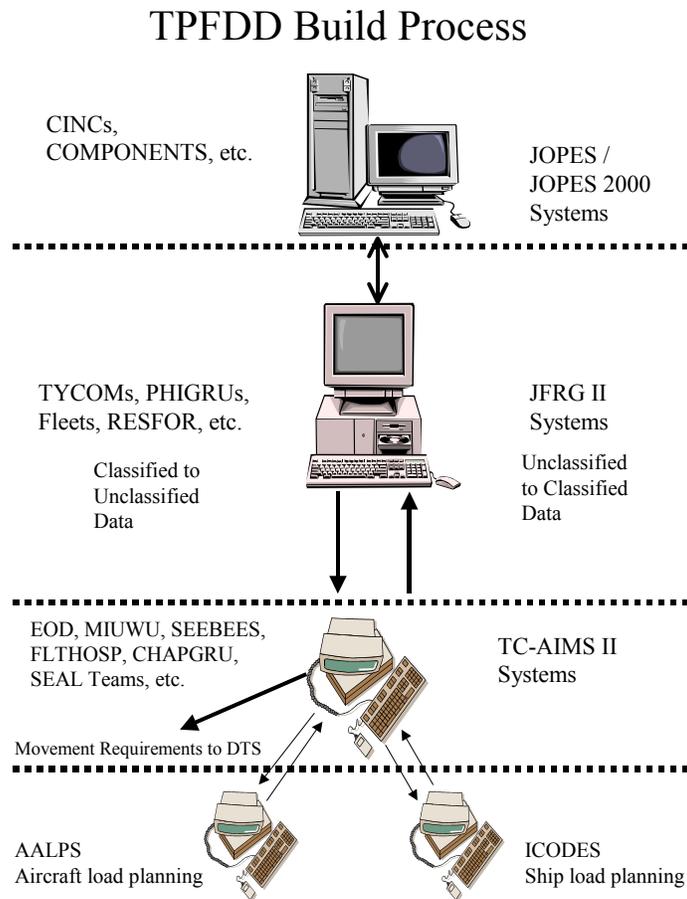


Figure 1: Timed Phased Force Deployment Data (TPFDD) Information Flow Architecture

The CONOPs that follows is for known mobile units, which do not self deploy, who will be using TC-AIMS II as a means to deploy personnel and equipment in support of some operation or requirement. A “non-self-deploying” unit is defined as a unit that is reliant upon some DoD, organic, or commercial agency to deploy in accordance with a deployment requirement. For

example, a carrier battle group is self-deploying, whereas a Naval Mobile Construction Battalion (NMCB) is a “non-self-deploying” unit. These “non-self-deploying” units are the focus of this set of notional CONOPs, which is not meant to describe every action that is to be taken by each unit. Rather the CONOPs identifies those actions that should be taken by the unit using TC-AIMS II in order to accurately identify and properly move unit personnel and equipment within the unit during a deployment. Additionally, individual units identified, instead the CONOPs is built around notional concepts associated with each type of mobile unit requiring TC-AIMS II. For instance, both Surface Force, Atlantic (SURFLANT) and Surface Force, Pacific (SURFPAC) perform basically the same functions as Type Commanders (TYCOM) for the surface community, and specifically for the “non-self deployers” assigned to their organization. Therefore, when the CONOPs was developed, the result was a combined SURFLANT and SURFPAC CONOPs, rather than two separate CONOPs, both stating the same operational requirements. Accordingly, in the sections that follow, separate CONOPs for SURFLANT/PAC, and Naval Construction Force (NCF) are presented. It was against this set of CONOPs that individual units were analyzed to determine the requirements for each unit. Specifics concerning the actual unit names, locations, number of computers, laptops, etc., are available in Annex F, Appendix 1 of the Joint Integrated Logistics Support Plan (ILSP) and associated appendices attached to that document and are available by contacting the Navy TC-AIMS II project office.

4. Surface Force Atlantic and Surface Force Pacific (SURFLANT/PAC)

4.1. Chain of Command

The diagrams below depict the notional administrative and operational chains of command for Surface Force Units for both the Atlantic and Pacific fleets. It is from the specific fleet CINC, that the specific Commander, Surface Force would receive the order to deploy operational mobile units under its command. In the case of both SURFLANT and SURFPAC annotations depicted below in Figure 2 indicate those organizations within the chain of command that would require TC-AIMS II capabilities. Further, the figure also reflects those units expected to receive AALPS and/or ICODES. As an oversight authority the TYCOM would require use of TC-AIMS II overseeing and potentially backing up the capabilities of the forces under its cognizance.

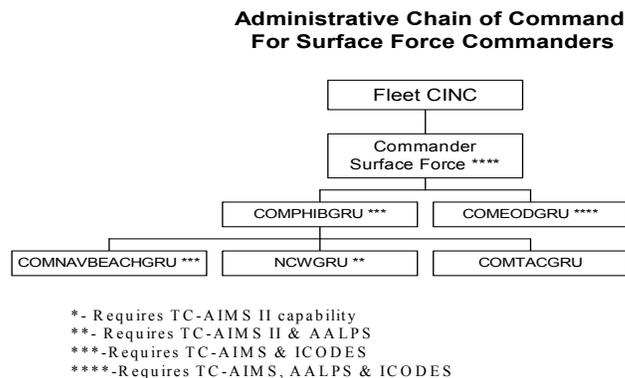


Figure 2: Administrative Chain of Command for Surface Force Commanders

Figures 3, 4, and 5 represent, in order, the operational chain of command for the Naval Beach Group and its components, the Explosive Ordnance Disposal (EOD) Group and its components, and the Naval Coastal Warfare Group and its components. These units have been identified as being “non-self-deploying” and will require TC-AIMS II as a tool to effect deployments.

**NAVAL BEACH GROUP
Chain Of Command**

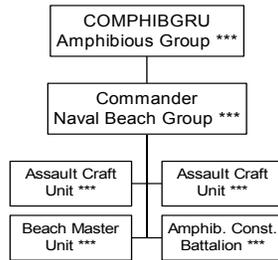


Figure 3: Naval Beach Group Chain of Command

**EOD Group
Chain Of Command**



Figure 4: Explosive Ordnance Group Chain of Command

Naval Coastal Warfare Group

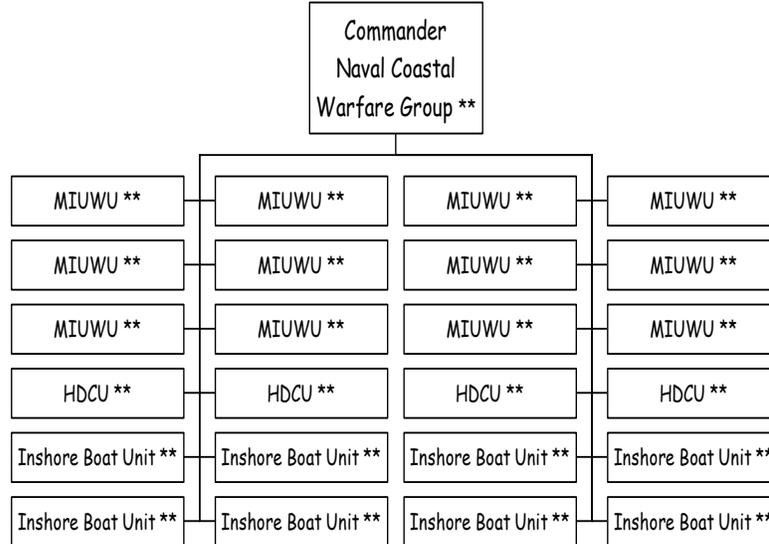


Figure 5: Naval Coastal Warfare Group Chain of Command

The identified SURFLANT/PAC mobile units will deploy from respective physical locations using TC-AIMS II suites. Hardware configurations are dependent upon the unit's requirements and therefore are tailored to each specific unit. In some situations, the configuration requirement is for a single desktop computer with TC-AIMS II working in a standalone environment; whereas, in others, it is a complex environment composed of a mixture of desktops and laptops interfacing via a Local Area Network (LAN) and/or Radio Frequency (RF) transceivers. Specific hardware requirements associated with specific commands and components are available in the TC-AIMS II Joint ILSP, Annex F, Appendix 1.

4.2. Locations

SURFLANT/PAC units are located primarily in Norfolk, VA and San Diego, CA, but have detachments located in various strategic locations. Reserve components supporting SURFLANT/PAC are located at various reserve centers throughout the Continental United States (CONUS) and would be activated when required into a unit already equipped with required TC-AIMS II hardware and software. Therefore, TC-AIMS II suites for reserve units are generally not required. Specific locations for those SURFLANT/PAC mobile units requiring TC-AIMS II are listed in the Joint ILSP, Annex F, Appendix 1.

4.3. Deployments

SURFLANT/PAC “non-self-deploying” units deploy in a number of different manners. Units such as Beach Master Units and Assault Craft Units will deploy as integral parts of the Amphibious Ready Group (ARG) onboard amphibious ships. Some of the units may not deploy as part of the ARG. For example, EOD and Mobile Inshore Undersea Warfare Unit (MIUWU) mobile units may deploy in support of a requirement from a Numbered Fleet Commander, a Joint Task Force Commander, or as directed by the Joint Chiefs of Staff. TC-AIMS II capabilities are therefore required for both scenarios.

4.4. Administrative Deployments

TC-AIMS II is capable of supporting administrative deployments. Administrative deployments are those deployments without an operational requirement, for example, the rotation of a Seabee unit to an overseas camp for staging purposes. Using TC-AIMS II for such endeavors will be determined on a case-by-case basis and will be directly influenced by the administrative deployment requirements.

4.5. Operational Deployments

4.5.1. Amphibious Ready Group (ARG) Deployments

For deployment in support of an Amphibious Ready Group, deploying SURFLANT/ PAC “non-self-deploying” units must create Unit Deployment Lists (UDLs) and Unit Movement Data (UMD) that can be sourced to meet a Time Phased Force Deployment Data (TPFDD) requirement. These UDLs will be submitted to the Team Embarkation Officer (TEO) of each respective ship in a manner similar to current procedures. The TEO is relied upon to provide required operational data to appropriate organizations and for the development of required load plans. It is imperative that all units embarking aboard amphibious ships within an ARG have all of their equipment loaded into their Organizational Equipment Lists (OEL) in TC-AIMS II.

4.5.2. Deployments Independent of the Amphibious Ready Group (ARG)

For deployments independent of the ARG, units must be capable of developing UDLs and UMD that can be sourced to meet a TPFDD requirement and to provide input to appropriate operational organizations and into the DTS. TC-AIMS II will allow these units to maintain plans that can be quickly sourced and validated in the TPFDD in a very short period of time. These plans can then be used to create air or shipload plans to either the lift provider, USTRANSCOM, commercial, or organic assets for deployment.

4.6. TC-AIMS II Tasks by SURFLANT/PAC Operator Type

TC-AIMS II within the notional SURFLANT/PAC environment discussed above will be employed in a distributed environment. Each TC-AIMS II operator will have either a Client-Server workstation configuration or perform their duties on a Standalone workstation. Operators will use the available equipment to do their required tasks and will share information with other operators by floppy disk transfer, e-mail attachments, or File Transfer Protocol (FTP).

4.6.1. Operations Officer

Operations Officers or Plans Officers at the headquarters and individual unit levels will use TC-AIMS II to do the following:

- A. Consolidate equipment/personnel and sustainment supply lists for all subordinate and supporting units into a Battalion, Group, Brigade, or Task Force Deployment Plan as appropriate, dependent upon the organizational structure (paragraph 9.1.1).
- B. Review and direct changes to Deployment Plans (paragraph 9.2.2).
- C. Forward a consolidated Battalion, Group, Brigade, Task Force or similar Deployment Plan to higher headquarters where Operations staff can review it, consolidate it with other plans, and procure transportation services through an appropriate transportation office to execute the plans (paragraph 9.3.2).
- D. Prepare a deployment schedule of events/flow table to use as a planning tool. The flow table may be used to establish mode and source for planned events to occur, and assign operators to organic assets scheduled to deploy. (paragraph 9.2.3.1).
- E. Receive force requirements via JFRG II from higher headquarters Operations staff and source the force requirements with actual unit data via TC-AIMS II (paragraph 9.2.1).
- F. Maintain unclassified record copies of deployment plans for exercises and contingencies. When the headquarters is alerted to deploy, these record copies can be reviewed and updated to form a template for the deployment (paragraph 9.2).

It should be noted that some units may have more than one Plans Officer and thus that unit would require additional equipment and software to properly perform its mission. Exact personnel numbers per unit are available in Annex F of the TC-AIMS II ILSP.

4.6.2. Embarkation Officer

Navy Unit Movement Officers (UMO)/Embark Officers/Embark Representatives at each of the units indicated by the asterisks are key to a successful deployment. Within the U.S. Navy, the UMO/Embark Officer's or Embark Representative's responsibility is usually considered a collateral duty for an Officer/Non-Commissioned Officer (NCO) rather than a documented unit table of organization (T/O) position. TC-AIMS II will provide the UMO/Embark Officer/Embark Representative with the integrated information management tools needed to achieve success. Functions that the UMO/Embark Officer/Embark Representative will accomplish using TC-AIMS II, AALPS and ICODES include:

- A. Extract unit personnel and equipment records from standard Navy systems (paragraph 9.1.6).
- B. Prepare the Unit Deployment List (UDL) from the OEL by identifying equipment, personnel and basic load/sustainment items for deployment/movement (paragraphs 9.2 & 9.2.2).
- C. Plan convoy movements and proposing convoy routing for movement to ports of embarkation (paragraph 9.3).
- D. Prepare information for load plans and manifests for aircraft, rail and ship movements (paragraph 9.3.2).
- E. Prepare individual vehicle mobile load plans for each vehicle (paragraph 9.2.3.2).
- F. Create Military Standard Transportation And Movement Procedures (MILSTAMP)-approved shipping documentation, hazardous material (HAZMAT) documentation and military shipment documents for all deploying equipment (paragraphs 9.3.3 & 9.5.3.3).

- G. Potentially prepare bar coded labels for major equipment items/containers for anticipated tracking during ITV and TAV (9.5.4.5).
- H. Potentially write RF and optical memory cards that document shipment contents to accompany outbound shipment (*As of the date of this publication, the Navy has not determined to use this feature of TC-AIMS II*).
- I. Develop an internal (unit/company/detachment) deployment schedule and record deployment events as they occur.
- J. Report unit level deployment information to higher headquarters (paragraphs 9.2.1, 9.3.2 & 9.5.3.2).
- K. Allow for merging of deployment information at higher headquarters level (paragraphs 9.1.6, 9.3.2 & 9.5.3.2).
- L. Request transport services from Transportation Officer or Movement Control personnel (paragraph 9.4.6).

Just as with the Plans Officers above, some units may have more than one embarkation representative and thus that unit would require additional equipment and software to properly perform its mission. Additionally, in some units the Plans Officer and the Embarkation Officer are the same person. The descriptions above are by functional area. Exact personnel numbers per unit are available in the TC-AIMS II Joint ILSP, Annex F, Appendix 1.

4.7. Distribution Plan

4.7.1. TC-AIMS II Generic Configuration for SURFLANT/PAC Units

In general, a SURFLANT/PAC mobile unit TC-AIMS II architecture will vary depending on their deployment configuration. Hardware requirements planned for fielding are listed by organizational commands and components in the TC-AIMS II Joint ILSP, Annex F, Appendix 1.

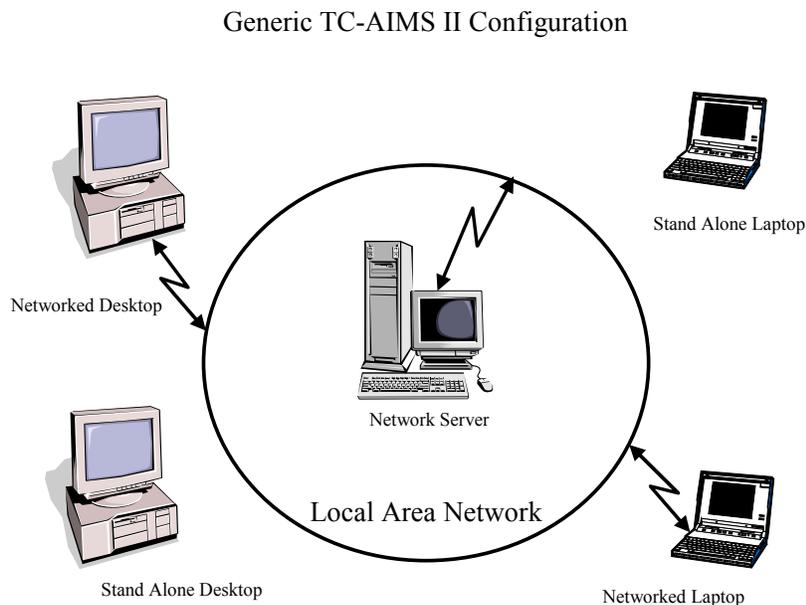
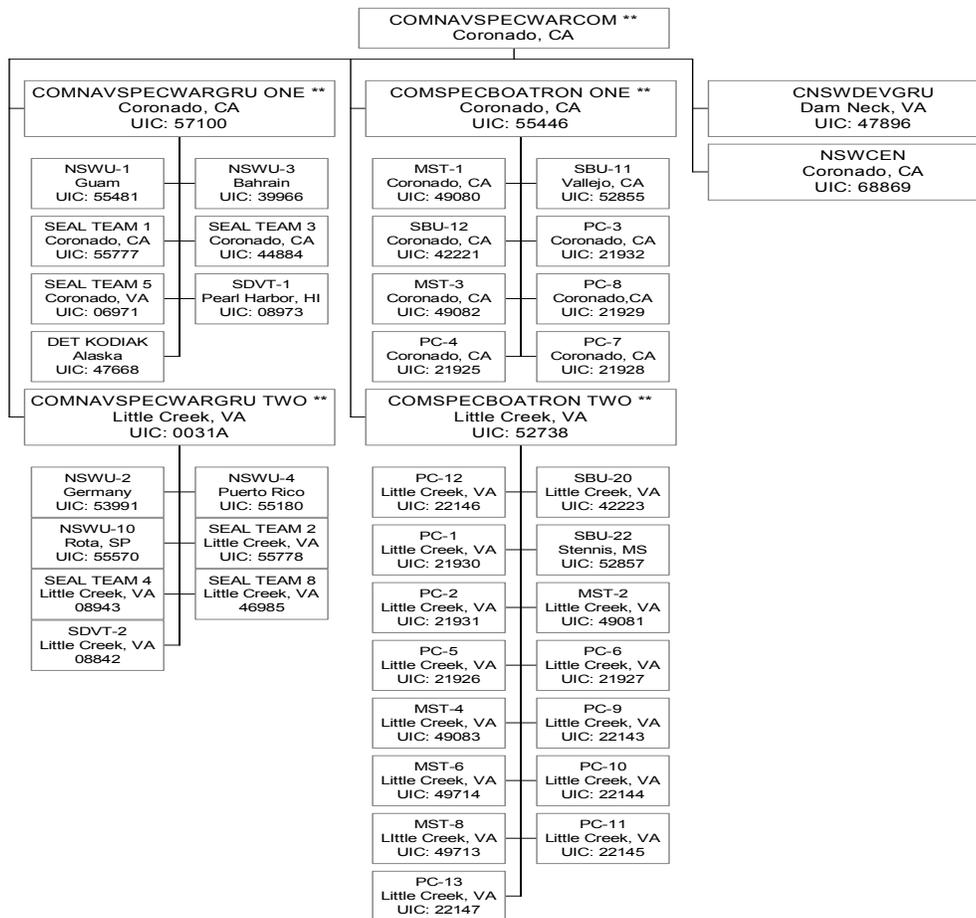


Figure 6: Generic TC-AIMS II Configuration

5. Special Warfare Group (SPECWARGRU) Unit Movement CONOPs

5.1. Chain of Command

Figure 8 below depicts the chain of command for SPECWARGRU and depicts the normal chain of command for day-to-day operations. When deployed, individual Seal Teams, Detachments or Platoons will chop to the Joint Force Commander, the Task Force Commander or the Commanding Officer of the Supported Command. The official chain of command for the Naval Special Warfare forces is Commander, Naval Special Warfare Command (COMNAVSPECWARCOM). This is an echelon II command. His echelon III commanders are: Commander, Naval Special Warfare Group ONE and TWO (CNSWG-1 & 2) and Commander, Special Boat Squadron ONE and TWO (CSBR-1 & CSBR-2). CNSWG-1, CNSWG-2, CSBR-1, and CSBR-2 require TC-AIMS II workstations, just as COMNAVSPECWARCOM requires the system, to act as overall coordinator and as backup for the echelon III commands.



** Requires TC-AIMS II and AALPS capability
Others provided for information purposes only

Figure 7: Special Warfare Group Chain of Command

5.2. Locations

Location of personnel and equipment for deploying SPECWARGRU units are depicted in Figure 8 below.

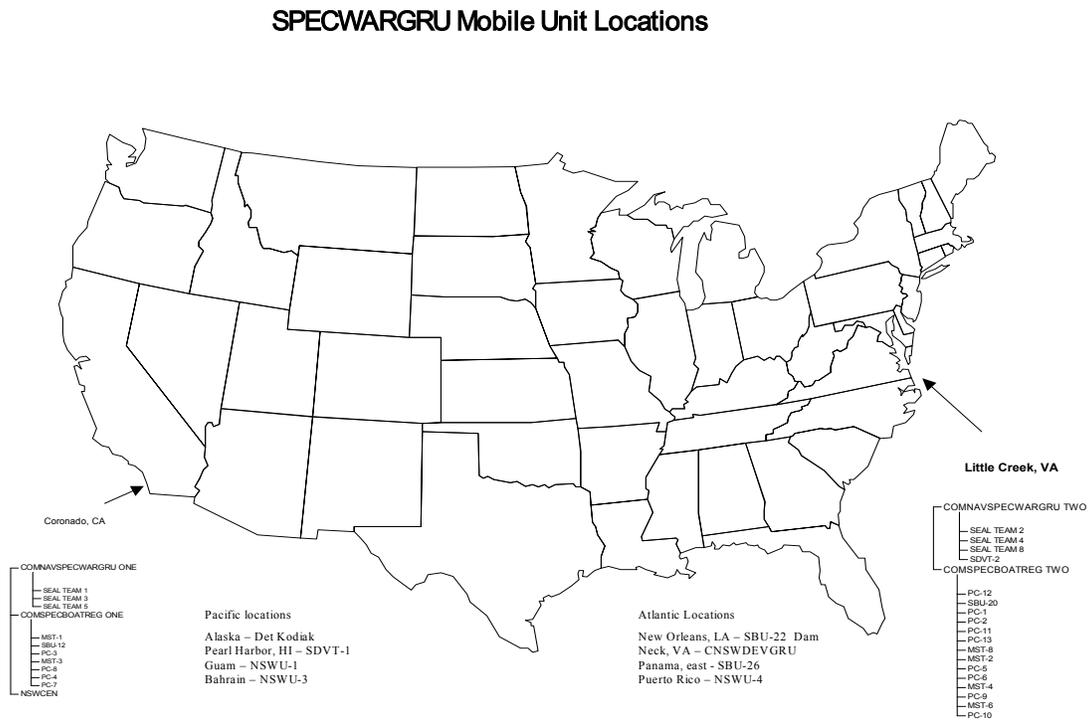


Figure 8: Special Warfare Forces Locations

5.3. Deployments

5.3.1. Administrative Deployments

Administrative deployments take place on a routine basis and are normally scheduled well in advance. Examples of routine deployments would be training events or exercises that are generated by COMNAVSPECWARCOM. In most cases, there would not be a TPFDD requirement for these forces. The cognizant SPECWARGRU would be responsible for airlift or sealift requests. The Logistics Office at the SPECWARGRU headquarters would be responsible for requesting airlift via a Special Assignment Airlift Mission (SAAM) request, a request to Navy Air Logistics Office (NALO), or other appropriate office.

5.3.2. Operational Deployments

An operational or exercise deployment will normally begin with a requirement identified by a Joint Force Commander and entered into JOPES. The theater Commander in Chief (CINC) will create information in the TPFDD document that will then be sent to the SPECWARGRU commander who will use TC-AIMS II to source the requirement, execute the deployment, and pass appropriate information to the DTS and back to JOPES (via the JFRG II system).

5.4. TC-AIMS II Tasks by SPECWARGRU Operator Type

Each of the operators below will require access to a TC-AIMS II workstation and will have specific areas of responsibility for updating and managing information in the deployment process. While operator type names may be different within specific units, the functions being described here are general examples of capabilities all units would perform during a deployment.

5.4.1. Air Operations

The Air Operations Officer at the SPECWARGRUs will receive TPFDD requirements from JFRG II or other means, and use TC-AIMS II to assign forces and equipment to the requirement. The Air Operations Officer will also use TC-AIMS II to assign priorities to the movement and ensure that the forces arrive in theater in the proper order. Other functions performed include:

- A. Consolidate equipment/personnel and sustainment supply lists for all subordinate and supporting units into a Battalion, Group, Brigade, or Task Force Deployment Plan (paragraph 9.1).
- B. Review and direct changes to Deployment Plans (paragraph 9.2.2).
- C. Forward a consolidated Battalion, Group, Brigade, Task Force or similar Deployment Plan higher headquarters where Operations staff can review it, consolidate it with other plans, and procure transportation services from the appropriate transportation office to execute the plans (paragraph 9.3.2).
- D. Prepare a deployment schedule of events/flow table to use as a planning tool. The flow table may be used to establish mode and source for planned events to occur, and assign operators to assets scheduled to deploy (paragraph 9.2.3.1).
- E. Receive force requirements via JFRG II from higher headquarters Operations staff and source the force requirements with actual unit data via TC-AIMS II (paragraph 9.2.1).
- F. Maintain unclassified record copies of deployment plans for exercises and contingencies. When the headquarters is alerted to deploy, these record copies can be reviewed and updated to form a template for the deployment (paragraph 9.2).

5.4.2. Embarkation Officer

The functions that the Embarkation Officers and assistants at the SPECWARGRUs will accomplish using TC-AIMS II and AALPS include:

- A. Extract unit personnel and equipment records from standard Navy systems (paragraph 9.1.6).
- B. Maintain the Organizational Equipment List (OEL) (paragraphs 9.1.1 & 9.1.3).
- C. Prepare the Unit Deployment List (UDL) from the OEL, identifying equipment, personnel and basic load/sustainment items for deployment/movement (paragraphs 9.2 & 9.2.2).

- D. Plan convoy movements and propose convoy routing for movement to ports of embarkation (paragraph 9.3).
- E. Export deployment plans into AALPS for detailed load planning and determine accurate lift requirements (paragraph 9.3.2).
- F. Prepare individual vehicle mobile load plans for each vehicle (paragraph 9.2.3.2).
- G. Create MILSTAMP-approved shipping documentation, hazardous material (HAZMAT) documentation and military shipment labels for all deploying equipment (paragraphs 9.3.3 & 9.5.3.3).
- H. Potentially prepare bar coded labels for major equipment items/containers for anticipated tracking during ITV and TAV (9.5.4.5).
- I. Potentially write RF and optical memory cards that document shipment contents, to accompany outbound shipments (*As of the date of this publication, the Navy has not determined to use this feature of TC-AIMS II*).
- J. Develop an internal (unit/company/detachment) deployment schedule and record deployment events as they occur.
- K. Report unit level deployment information to higher headquarters (paragraphs 9.2.1, 9.3.2 & 9.5.3.2).
- L. Allow for merging of deployment information at higher headquarters level (paragraphs 9.1.6, 9.3.2 & 9.5.3.2).
- M. Request transport services from the Transportation Officer (TO) or Movement Control personnel (paragraph 9.4.6).

5.4.3. Combat Service Support Team (CSST)

The Combat Service Support Team (CSST) at the SPECWARGRUs is responsible for maintaining, repairing and coordinating transportation and material handling assets for SPECWAR forces. The functions that the CSST will accomplish using TC-AIMS II include:

- A. Maintain an up to date listing of the unit's vehicles and Material Handling Equipment using the Manage Equipment section of TC-AIMS II (paragraph 9.1.1).
- B. Coordinate dispatch of vehicles and Civil Engineering Support Equipment (CESE) (paragraph 9.4).
- C. Maintain an up-to-date listing of the unit's equipment and supplies (paragraphs 9.1.1 & 9.1.3).

5.5. Distribution Plan

Each of the functions listed above will require access to a TC-AIMS II workstation. In a garrison environment, each of the functions would be linked into a hard-wired Local Area Network (LAN). In a deployed environment, each of the functions could act as a stand-alone workstation or would be linked to a mini network with a group of laptops acting as a LAN. TC-AIMS II hardware requirements for specific SPECWARGRU units and locations are provided in TC-AIMS II Joint ILSP, Annex F, Appendix 1.

6. Naval Cargo Handling Forces Unit Movement CONOPs

6.1. Chain of Command

Figure 9 depicts the chain of command for Naval Cargo Handling Force units. Cargo Handling Force units are quick response, multi-mission, tasked expeditionary logistic support units specializing in open-ocean cargo handling. Naval Cargo Handling Force units are U.S. Navy Cargo Handling and Port Group (NAVCHAPGRU), and the Naval Expeditionary Logistics Support Force (NAVELSF).

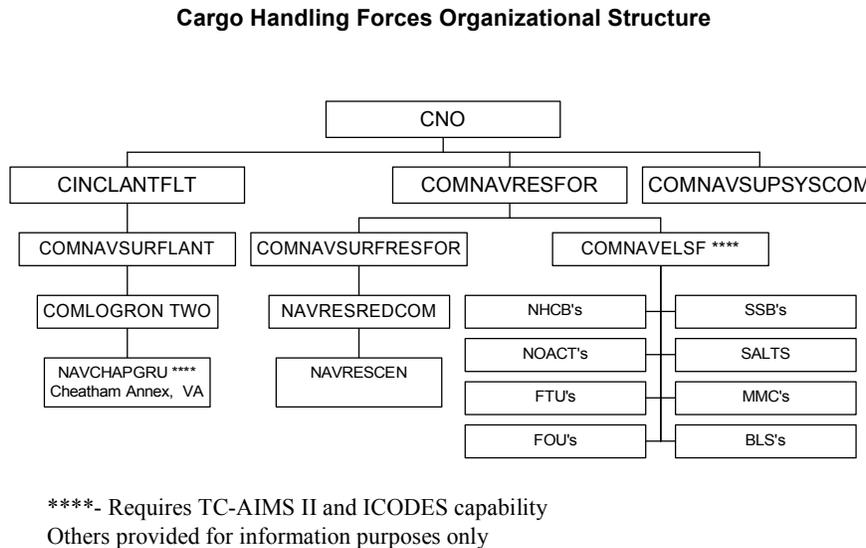


Figure 9: Naval Cargo Handling Forces Chain of Command

6.1.1. NAVCHAPGRU

The NAVCHAPGRU is the active duty headquarters for Cargo Handling Forces. They also deploy detachments for cargo handling purposes. These detachments can range in size from 10 to 240 personnel. Most of NAVCHAPGRU deployments would contain only personnel. These personnel would marry up with pre-positioned equipment at the port of debarkation. A requirement to perform a unit move would be received via the chain of command by the Commander, Logistics Squadron Two and processed by personnel at the NAVCHAPGRU who would use TC-AIMS II to source the requirement and execute the deployment. After completion of missions, detachment commanders require the ability to develop detailed planning and personnel manifest for redeployment. Based on this level of activity, both desktop computers and portable notebooks are required to successfully complete their mission.

6.1.2. NAVELSF

The NAVELSF is comprised of reserve units throughout CONUS. Much like the NAVCHAPGRU, the NAVELSF would be responsible for deploying personnel to marry up with pre-positioned equipment at a port of debarkation. A requirement to perform a unit move would be received via the chain of command from the Commander, Naval Reserve Force and processed by personnel at the NAVELSF who would use TC-AIMS II to source the requirement and execute the deployment. After completion of missions, detachment commanders require the ability to develop detailed planning and personnel manifest for redeployment. Based on this level of activity, both desktop computers and portable notebooks are required to successfully complete their mission.

6.2. Locations

The locations for the Cargo Handling Force units and the Reserve NAVELSF units are depicted in Figure 10. The NAVCHAPGRU headquarters is located at Cheatham Annex, VA. Personnel and equipment would be mobilized from these locations, processed through a Navy Mobilization Processing Site (NMPS) where they are gained on active duty. Once on active duty, the units would be sourced to a TPFDD in response to a JOPES requirement.

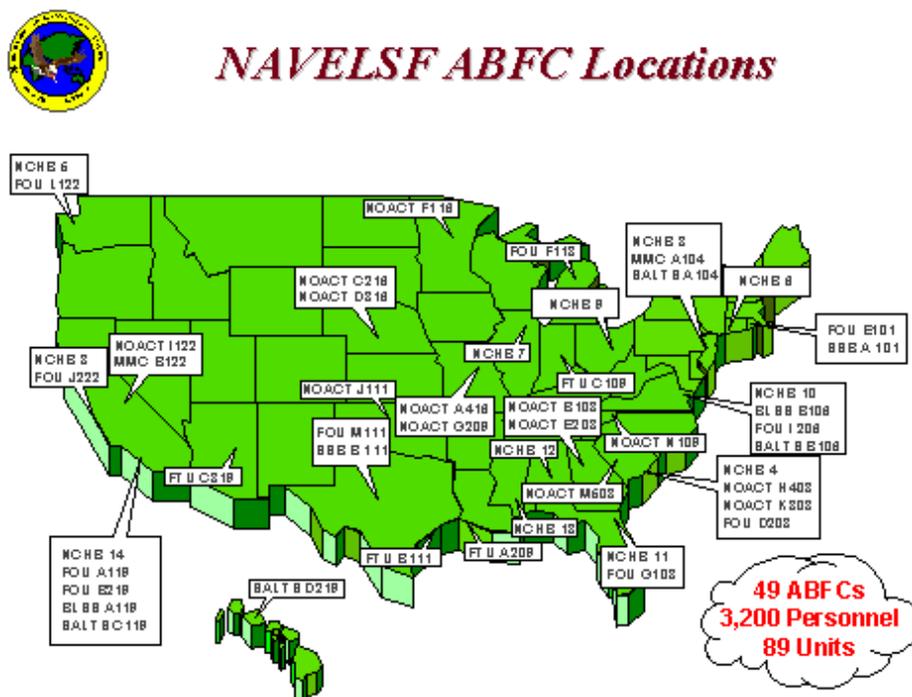


Figure 10: Naval Cargo Handling Forces Locations

6.3. Deployments

6.3.1. Administrative Deployments

The Naval Cargo Handling Force deploys in support of major exercises and real world operations.

6.3.2. Operational Deployments

The operational plans (OPlans) and the exercise TPFDDs contain requirements for the deployment of the Cargo Handling Force. A JFRG II, or other means of passing TPFDD requirement would be created for a Cargo Handling Force; this force would then be sourced using TC-AIMS II at the NAVCHAPGRU or NAVELSF unit as described above.

6.4. TC-AIMS II Tasks by NAVCHAPGRU and NAVELSF Operator Types

6.4.1. Embarkation Officer

The Embarkation Officers and their assistants at the NAVELSF and the NAVCHAPGRU will be responsible for all tasks pertaining to TC-AIMS II, AALPS and ICODES as described below:

- A. Consolidate equipment/personnel and sustainment supply lists for all subordinate and supporting units into a Battalion, Group, Brigade, Task Force or detachment Deployment Plan (paragraph 9.1).
- B. Review and direct changes to Deployment Plans (paragraph 9.2.2).
- C. Forward a consolidated Battalion, Group, Brigade, Task Force or similar Deployment Plan to higher headquarters where Operations staff can review it, consolidate it with other plans and procure transportation services from the appropriate transportation office to execute the plans (paragraph 9.3.2).
- D. Prepare a deployment schedule of events/flow table to use as a planning tool. The flow table may be used to establish mode and source for planned events to occur, and assign operators to organic assets scheduled to deploy (paragraph 9.2.3.1).
- E. Receive force requirements via JFRG II from higher headquarters Operations staff and source the force requirements with actual unit data via TC-AIMS II (paragraph 9.2.1).
- F. Maintain unclassified record copies of deployment plans for exercises and contingencies. When the headquarters is alerted to deploy, these record copies can be reviewed and updated to form a template for the deployment (paragraph 9.2).
- G. Extract unit personnel and equipment records from standard Navy systems (paragraph 9.1.6).
- H. Prepare the UDL identifying equipment, personnel and basic load/sustainment items for deployment/movement (paragraphs 9.2 & 9.2.2).
- I. Plan convoy movements and propose convoy routing for movement to ports of embarkation (paragraph 9.3).
- J. Prepare information for load plans and manifests for aircraft, rail and barge movements (paragraph 9.3.2).
- K. Export deployment plan into AALPS/ICODES for detailed load planning and determine accurate lift requirements (paragraph 9.3.2).
- L. Prepare individual mobile loads for each vehicle (paragraph 9.2.3.2).
- M. Create MILSTAMP-approved shipping documentation, hazardous material (HAZMAT) documentation and military shipment labels for all deploying equipment (paragraphs 9.3.3 & 9.5.3.3).
- N. Potentially prepare bar coded labels for major equipment items/containers for anticipated tracking during ITV and TAV (9.5.4.5).

- O. Potentially write RF and optical memory cards that document shipment contents, to accompany outbound shipments (*As of the date of this publication, the Navy has not determined to use this feature of TC-AIMS II*).
- P. Develop an internal (unit/company/detachment) deployment schedule and record deployment events as they occur.
- Q. Report unit level deployment information to higher headquarters (paragraphs 9.2.1, 9.3.2 & 9.5.3.2).
- R. Allow merging of deployment information at higher headquarters level (paragraph 9.1.6, 9.3.2 & 9.5.3.2).
- S. Request transport services from the TO or Movement Control personnel (paragraph 9.4.6).
- T. Maintain an up-to-date listing of the unit's vehicles and Material Handling Equipment using TC-AIMS II capabilities (paragraph 9.1.1).
- U. Coordinate dispatch of vehicles and CESE (paragraph 9.4).
- V. Maintain an up-to-date listing of the unit's equipment and supplies (paragraphs 9.1.1 & 9.1.3).

6.5. Distribution Plan

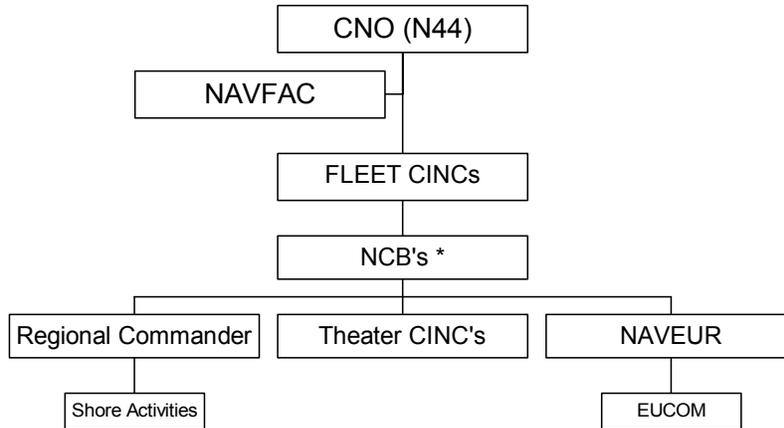
At this point there is not a requirement for these systems to be tied to a server. TC-AIMS II workstations will be loaded with the CLIENT/SERVER software and will pass information via attachment to e-mail, floppy disk, or via File Transfer Protocol (FTP). Additionally, one suite of AIT Hardware, as defined in the Joint ILSP, will be fielded to each of the units receiving TC-AIMS II. Specific unit equipment requirements and locations are defined in the TC-AIMS II Joint ILSP, Annex F, Appendix 1.

7. Naval Construction Force (NCF) Unit Movement CONOPS

7.1. Chain of Command

Figure 11 depicts the Employment Decision Planning tree for the NCF. In general, NMCBs are forward deployed to one of four permanently assigned camps in support of Fleet CINCS. NMCBs are composed of many units, as seen in Figure 12, each having varying TC-AIMS II requirements. The camps are located in Puerto Rico, Rota, Spain, Guam and Okinawa, Japan. A Mobile Construction Battalion will deploy to these locations as a "non-self-deploying" unit for seven months and then return to its homeport for seven months. While deployed, the NCF units are under the OPCON of NAVSOUTH, NAVCENT or PACFLT, respectively. In the case of routine deployments, requirements are passed through the chain of command to the deploying forces. For contingency deployments, the requirements would come through the chain of command to the Naval Construction Brigades (NCB) and the regional commanders to the construction battalions, who would use TC-AIMS II to source the requirements.

**Naval Construction Force
Employment Planning Decision Tree
Ref. OPNAVINST 5450.46K**



- Requires TC-AIMS II capability
- Others provided for information purposes only

Figure 11: Naval Construction Forces Chain of Command

7.2. Locations

Figure 12 below depicts the locations from which these forces would deploy.

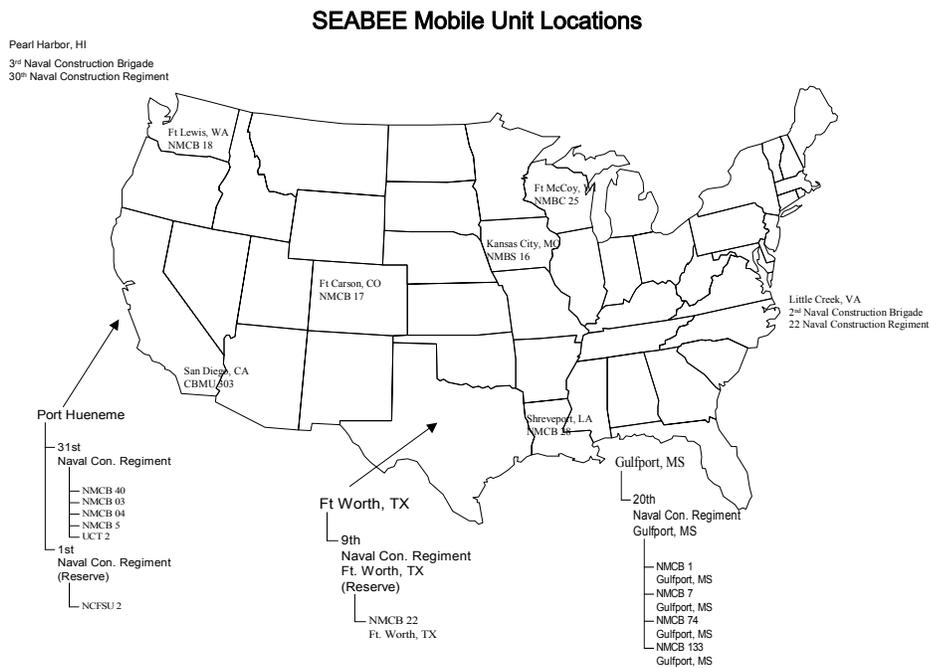


Figure 12: Naval Construction Forces Locations

7.3. Deployments

7.3.1. Administrative Deployments

Administrative deployments take place on a routine basis and are normally scheduled well in advance. The purpose for routine deployments is to move personnel and equipment in support of unit rotations. For routine deployments, the tasking comes from the NCF and the Naval Construction units are responsible for sourcing airlift or sealift for transportation to the theater of operations or the deployed site. Administrative deployments would also include Deployments for Training (DFTs). DFTs are TPFDDed if Second Brigade has OPCON and are generally not TPFDDed if OPCON to the Third Brigade .

7.3.2. Operational Deployments

Operational Deployments occur for either exercise or contingency operations. An operational or exercise deployment will begin with a requirement identified by the Joint Force Commander and entered into the JOPEs. The Joint Force Commander will create a Time Phased Force Deployment Data (TPFDD) requirement that will then be sent to the NCF commander who will use TC-AIMS II to source the requirement and execute the deployment.

7.4. TC-AIMS II Tasks by Naval Construction Force (NCF) Operator Type

Each of the operators listed below will require access to a TC-AIMS II workstation and will have specific areas of responsibility for updating and managing information in the deployment process. In order for deployment information to be accurate and timely, each of these sections needs to update information in TC-AIMS II daily. Each of these operator types will be connected to a server and updates to the information will be real time.

7.4.1. Operations Officer

The Operations Officers and their assistants within each of the construction battalions and their units will receive TPFDD requirements and use TC-AIMS II to assign forces and equipment to the requirement. The Operations Officer will also use TC-AIMS II to assign priorities to the movement and ensure that the Construction Force arrives in theater in the proper order. Other function performed include:

- A. Consolidate equipment/personnel and sustainment supply lists for all subordinate and supporting units into a Battalion, Group, Brigade, or Task Force Deployment Plan (paragraph 9.1).
- B. Review and direct changes to Deployment Plans (paragraph 9.2.2).
- C. Forward a consolidated Battalion, Group, Brigade, Task Force or similar Deployment Plan higher headquarters where Operations staff can review it and consolidate it with other plans (paragraph 9.3.2).
- D. Prepare a deployment schedule of events/flow table to use as a planning tool. The flow table may be used to establish mode and source for planned events to occur, and assign operators to organic assets scheduled to deploy (paragraph 9.2.3.1).
- E. Receive force requirements via JFRG II from higher headquarters Operations staff and source the force requirements with actual unit data via TC-AIMS II (paragraph 9.2.1).

- F. Maintain unclassified record copies of deployment plans for exercises and contingencies. When the headquarters is alerted to deploy, these record copies can be reviewed and updated to form a template for the deployment (paragraph 9.2).

7.4.2. Embarkation Officer

The UMO/Embark Officers/Embark Representatives in each of the units is key to a successful deployment. Within the U.S. Navy, the UMO/Embark Officer's or Embark Representative's responsibility, many times, is considered an additional duty for an Officer/Non-Commissioned Officer (NCO) rather than a documented unit table of organization (T/O) position. However, the NCFs do have a designated Embarkation Petty Officer position, which is dedicated to this task. TC-AIMS II will provide the UMO/Embark Officers/Embark Representatives with the integrated information management tools needed to achieve success. Functions that the UMO/Embark Officers/Embark Representatives will accomplish for each unit using TC-AIMS II include:

- A. Extract unit personnel and equipment records from standard Navy systems (paragraph 9.1.6).
- B. Prepare the UDL identifying equipment, personnel and basic load/sustainment items for deployment/movement (paragraphs 9.2 & 9.2.2).
- C. Plan convoy movements and propose convoy routing for movement to ports of embarkation (paragraph 9.3).
- D. Prepare information for load plans and manifests for aircraft, rail and barge movements (paragraph 9.3.2).
- E. Prepare individual mobile loads for each vehicle (paragraph 9.2.3.2).
- F. Develop an internal (unit/company/detachment) deployment schedule and record deployment events as they occur.
- G. Report unit level deployment information to higher headquarters (paragraphs 9.2.1, 9.3.2 & 9.5.3.2).
- H. Allow merging of deployment information at higher headquarters level (paragraphs 9.1.6, 9.3.2 & 9.5.3.2).
- I. Request transport services from appropriate transportation office or Movement Control personnel (paragraph 9.4.6).

7.4.3. S1/Administrative Officers

- A. Maintain an up-to-date listing of all of the unit's personnel using the Manage Personnel section of TC-AIMS II (paragraph 9.1.2).

7.4.4. S4/Supply Officers

- A. Maintain an up-to-date list of all of the unit's equipment and supplies that require transportation using the Manage Equipment section of TC-AIMS II (paragraphs 9.1.1 & 9.1.3).
- B. Create MILSTAMP-approved shipping documentation, hazardous material (HAZMAT) documentation, and military shipment documents for all deploying equipment (paragraphs 9.3.3 & 9.5.3.3).
- C. Potentially prepare bar coded labels for major equipment items/containers for anticipated tracking during ITV and TAV (9.5.4.5).

- D. Potentially write RF and optical memory cards that document shipment contents, to accompany outbound shipments (*As of the date of this publication, the Navy has not determined to use this feature of TC-AIMS II*).

7.4.5. A6/Alfa Company Commanders (Equipment Officers)

- A. Maintain an up-to-date listing of the unit's vehicles and Material Handling equipment using the Manage Equipment section of TC-AIMS II (paragraph 9.1.1).

7.5. Distribution Plan

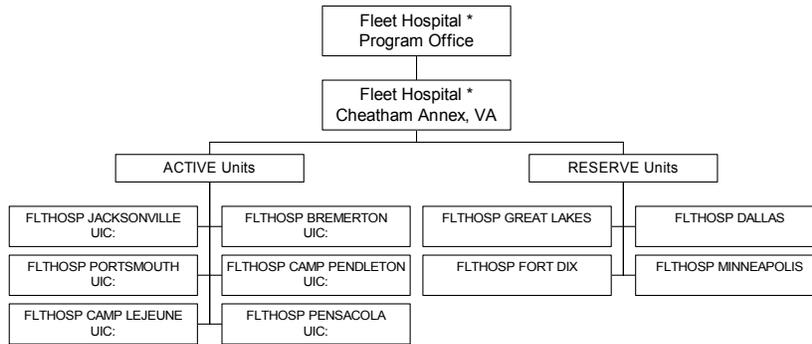
The Joint ILSP has identified a multitude of potential users within each of the Seabee regiments and associated battalions. The plethora of personnel requiring access to TC-AIMS II is rich for the Construction Battalions and their assigned units. This requires a heavy concentration of information technology equipment and the ability to network through robust servers. Each of the functions listed above require access to TC-AIMS II workstations. In a garrison environment, each of the functional areas would be linked into a hard wired LAN and connect to a TC-AIMS II database server. In a deployed environment, each of the functions would be acting as a stand-alone workstation or would be linked to a mini network within a group of laptops acting as a local area network. Total equipment and specific unit requirements and locations are defined in Annex F of the TC-AIMS II Joint ILSP, Annex F, Appendix 1.

8. Naval Fleet Hospital Unit Movement CONOPS

8.1. Chain of Command

Figure 13 below depicts the chain of command for Fleet Hospital (FLTHOSP) units. FLTHOSP units are “non-self-deploying” all-inclusive medical facilities created to support forward-deployed units during wartime or for humanitarian relief. The FLTHOSP is the active duty headquarters for the Fleet Hospital. They have six (6) active duty hospitals and four (4) reserve sites across CONUS. When activated, a FLTHOSP can be fully operational within 60 days with a staff of 978. The FLTHOSP's deployments contain only personnel. These personnel would marry up with pre-positioned equipment at the port. The requirement to activate a FLTHOSP would be received by the FLTHOSP Program Office and coordinated with personnel at the FLTHOSP Support Office in Cheatham Annex, VA, who would source the requirement with TC-AIMS II and pass the appropriate information back to cognizant authorities and into the DTS.

Fleet Hospital Organization



•- Requires TC-AIMS II capability
Other provided for information purposes only

Figure 13: Navy Fleet Hospital Chain of Command

8.2. Locations

The Program Office sources personnel from the locations for the FLTHOSP units noted in Figure 17 above. The FLTHOSP Support Office at Cheatham Annex is responsible for maintaining the equipment and infrastructure required to support the TPFDD. The TC-AIMS II requirement therefore is both the Program and Support Offices to have access to TC-AIMS II hardware and software.

8.3. Deployments

8.3.1. Administrative Deployments

It is not foreseen that any administrative deployments would require use of TC-AIMS II.

8.3.2. Operational Deployments

The OPlans and the exercise TPFDDs contain requirements for the deployment of the Fleet Hospital. A JFRG II, or other means of passing TPFDD requirement would be created for a Fleet Hospital unit; this force would then be sourced using TC-AIMS II at the FLTHOSP Program Office or the FLTHOSP Support Office at Cheatham Annex in Williamsburg.

8.4. TC-AIMS II Tasks by Type of Operator

8.4.1. Integrated Logistics Officer

The Integrated Logistics Officer and assistants at the Program office and its Cheatham Annex office will be responsible for all tasks pertaining to TC-AIMS II including:

- A. Consolidate equipment/personnel and sustainment supply lists (paragraph 9.1).
- B. Review and direct changes to Deployment Plans (paragraph 9.2.2).
- C. Forward a consolidated equipment/personnel list to higher headquarters where Operations staff can review it, consolidate it with other plans and procure transportation services to execute the plans (paragraph 9.3.2).
- D. Prepare a deployment schedule of events/flow table to use as a planning tool. The flow table may be used to establish mode and source for planned events to occur, and assign operators to organic assets scheduled to deploy (paragraph 9.2.3.1).
- E. Receive force requirements via JFRG II from higher headquarters Operations staff and source the force requirements with actual unit data via TC-AIMS II (paragraph 9.2.1).
- F. Maintain unclassified record copies of deployment plans for contingencies. When the headquarters is alerted to deploy, these record copies can be reviewed and updated to form a template for the deployment (paragraph 9.2).
- G. Extract unit personnel and equipment records from standard Navy systems (paragraph 9.1.6).
- H. Prepare the UDL identifying personnel for movement (paragraphs 9.2 & 9.2.2).
- I. Prepare information for manifests for aircraft movements (paragraph 9.3.2).
- J. Create MILSTAMP-approved shipping documentation, hazardous material (HAZMAT) documentation and military shipment labels for all deploying equipment (paragraphs 9.3.3 & 9.5.3.3).
- K. Potentially prepare bar coded labels for major equipment items/containers for anticipated tracking during ITV and TAV (9.5.4.5).
- L. Potentially write RF and optical memory cards that document shipment contents, to accompany outbound shipments (*As of the date of this publication, the Navy has not determined to use this feature of TC-AIMS II*).
- M. Develop an internal (unit/company/detachment) deployment schedule and record deployment events as they occur.
- N. Report unit level deployment information to higher headquarters (paragraphs 9.2.1, 9.3.2 & 9.5.3.2).
- O. Allow merging of deployment information at higher headquarters level (paragraphs 9.1.6, 9.3.2 & 9.5.3.2).
- P. Maintain an up-to-date listing of the unit's vehicles and Material Handling Equipment using the Manage Equipment section of TC-AIMS II (paragraph 9.1.1).
- Q. Coordinate dispatch of vehicles and CESE (paragraph 9.4).
- R. Maintain an up-to-date listing of the unit's equipment and supplies (paragraphs 9.1.1 & 9.1.3).

8.5. Distribution Plan

TC-AIMS II workstations will be required at the FLTHOSP Program Office to track personnel/equipment and at Cheatham Annex to track equipment pack up changes. Additionally, laptops will be made available to Cheatham Annex for use in deployment of the FLTHOSP. At this point, there is not a requirement for these systems to be tied to a server. However, each of these workstations will be loaded with the CLIENT/SERVER software and will pass information via attachment to e-mail, floppy disk, or via FTP. Additionally, Automatic Information Technology (AIT) Hardware will be fielded to each of the units receiving TC-AIMS II. Specific unit equipment requirements and locations are defined in of the TC-AIMS II Joint ILSP, Annex F, Appendix 1.

9. TC-AIMS II Program Functionality and Deployment Support Use

The introduction of this document outlines the background and intent for development of TC-AIMS II. This section provides a general description of the specific modules developed within TC-AIMS II. It should be noted that the design of the program's tree menu follows an expected flow of sequential events necessary in assisting users to create, maintain, manage, and update unit equipment, personnel lists and deployment databases. It also facilitates planning and execution of organic movements. Incorporated is the mechanism for identifying assets and requirements for force deployment/redeployment on deliberate and crisis action planning. TC-AIMS II provides tools to support continuous data process management, planning and execution of deployments, and asset tracking. Sections that follow provide an overview of each module within TC-AIMS II and its function.

9.1. Asset Management

This module within TC-AIMS II provides the designated user with the capability to maintain equipment, personnel and supplies. Assets (equipment, personnel & supplies) will be managed in separate modules. To further provide the user distinguishing capability between supplies and equipment, a record can be broken out by category (i.e. equipment, support equipment, supplies or sustainment).

9.1.1. Manage Equipment

This module consists of various tabs that allows the user to view additional characteristics of a particular item. Within this module, the user will be able to maintain the general and detailed information on an asset, establish an inventory, or register a multitude of details associated with an item or record. As with the development of any process, the initial task of establishing the OEL, supplies, and personnel databases could be tedious and time consuming. However, initial creation may occur by pulling data from a resident Joint Data Library (JDL).

9.1.2. Manage Personnel

A database management tool for personnel resides in this module. The personnel database can be established by importing a Microsoft Excel (tab delimited) file with existing personnel data or by manual entry. The multitude of fields within this table will allow users to maintain personnel data to satisfy a host of administrative needs. The number of data fields is too extensive to cover in this paragraph. In general, administrators will be able to record data in categories associated with general, personal, deployment status, billet assignment, training, language capabilities, licenses, qualifications, and immunization. Use of the various data field tabs will depend on the

type of deployment (i.e. operational or administrative) being planned. Once established, this database will be used to source a unit's deployment.

9.1.3. Manage Supplies

As with the equipment module, the user will be able to maintain the general and detailed description of an asset, establish an inventory, or register a multitude of details associated with an item or record. Initial creation may occur by pulling data from a resident JDL.

9.1.4. Manage Deployment Support Equipment & Manage Sustainment

These modules are designed to allow a user to manage and maintain equipment and supplies at deployed and pre-positioned sites. The features developed in these modules are consistent with the "Manage Equipment" and "Supplies" folders within the Asset Management module.

9.1.5. Assign/Associate

Within this module, a user has the ability to link items that will always be deployed together (i.e. mobile loaded, palletized, prime mover with hitched trailer). The assign/associate procedure under the Asset Management module should only be performed when the grouping of items or pieces of equipment will always be deployed in the same manner, regardless of deployment or exercise. An example of a scenario would be palletized supplies that are maintained palletized and ready for deployment.

9.1.6. Interface Wizard

This function within Asset Management provides the capability to bring equipment and personnel records into TC-AIMS II as well as export data in a TC-AIMS II V3 format. These interfaces are necessary for the purpose of updates amongst remote TC-AIMS II users and higher headquarters.

9.1.7. Reports Wizard

This function within Asset Management provides the capability to produce various standard equipment and personnel reports with the information in the TC-AIMS II database. Users also have the ability to create ADHOC reports within this module.

9.1.8. Print/Create Labels

This module provides the user with AIT capability. One and two dimensional bar coded labels can be created which reflect equipment details (i.e. serial #, Item ID, MSE, description model number, etc...). The use of scanning barcodes eliminates manual keypunch entry for data that already exists. This labeling allows the users to accurately create equipment/supply labels and provide for tracking movement by convoy, rail, surface, and air. It also updates current locations and critical equipment information.

9.2. Movement Planning

The Movement Planning module provides the ability to create equipment and personnel listings for deployments and unit movements. A user can assign conveyances to personnel and equipment during this planning. Within this module, a user is able to plan a unit movement and develop personnel and equipment listings necessary to satisfy a particular event. The process of

movement planning encompasses the initial planning of an event through the final destination point. The planning function includes preparation and execution of convoys (assigning, loading, staging, moving, controlling, coordinating, tracking, etc.). In addition, the Unit Move function supports rail, air, and ship loading.

9.2.1. TPFDD Requirements

The functionalities in this module are associated with operational imported requirements from external interfaces such as JFRG II. Once an OPlan is imported, a user will use functions within this module to source personnel and equipment requirements against an assigned plan.

9.2.2. Create Unit Deployment Listing (UDL)

Two separate functions are resident in this module. The functions performed are for assigning equipment, where equipment is both equipment assets and supplies and personnel from the UDL, which are planned to satisfy the OPlan or exercise requirements.

9.2.3. Deployment/Exercise

9.2.3.1 Movement Plan

During the planning stage, a user develops a movement summary and determines modes and sources necessary to satisfy planned requirements. An OPlan's origination, intermediate stops and final destination are identified as nodes within this movement summary. Each movement leg is then assigned personnel and equipment planned for that particular conveyance.

9.2.3.2 Create Mobile/Secondary Loads

Once assets are identified and sourced to satisfy a plan or exercise, a user will establish mobile loads and associated equipment (i.e. hitched or containerized) in this module.

9.2.3.3 Select Request Support Mode

In this module, a user generates requests for any type of support requirements that cannot be satisfied through organic assets.

9.3. Convoy Planning

In this module, a user will be able to create convoy route templates to retain for recurring use. During the development process of each route intermediate checkpoints can be determined. This module will allow the user to develop all steps associated with convoy development, to include assigning March Serials, March Units, assigning personnel to vehicles, registering estimated travel time, and validating routes for approval. Features in this module are designed consistent with Chapter 5 of FM 55-30, Convoy, Control, Organization and Planning.

9.3.1. MP Loader

The Loader functionality allows the planner to estimate the number and types of trucks, rail cars, aircraft and ships necessary to conduct the unit move. The Loader allows the planner to match equipment to conveyances by dimensional data or specific theater load restrictions. Using this planning tool, a user is able to estimate support resources necessary for the unit move or deployment.

9.3.2. Interface Wizard

This function within Movement Planning provides the capability to interface with a variety of programs for the purpose of further planning or development of a particular event. For example, a user could export a plan in an AALPS or ICODES format for load planning. Additional scenarios could be to import/export a plan in a JFRG II format or import a file to update the AIT location of assets.

9.3.3. Reports Wizard

In addition to having this capability within Asset Management, this function is resident within the Movement Planning module. Users are able to produce various standard equipment and personnel reports associated with a movement plan or event. Users also have the ability to create ADHOC.

9.4. Movement Coordination

In this module, both the user and or the Movement Coordination Center (MCC) will perform functions. The MCC operator will be able to import support requests generated by elements deploying and forward the requirement to the appropriate agency for sourcing. In addition, a user will be able to review requests previously generated. Requests will be able to be prioritized in order of urgency.

9.4.1. Receive Movement Request

This module has functions designed to allow users to import requests, open new and active requests, as well as manually add support requests. It is intended for use by a coordination cell or billet that can forward or task for sourcing of support equipment/assets.

9.4.2. Schedule Movement

This module provides the tools necessary to monitor and de-conflict scheduling of support requirements and assets. Support requests can be prioritized and a calendar of events for each requirement can be viewed.

9.4.3. Special Assignment Airlift Mission (SAAM) Request

Using the planned data, a user can generate an accurate, automated SAAM request. An exported file will be populated with planned data, such as the UDL, HAZMAT, and carrier tables, to minimize manual data entry.

9.4.4. Track Shipment

This is a view only screen in the Movement Coordination process. This allows the user to view updates on the movement of cargo being tracked during Movement Execution.

9.4.5. Interface Wizard

Within Movement Coordination, a user executes this function to export planned data into a SAAM format. This provides the user the initial format structure of a SAAM request and reflect the details associated with the data resident in the TC-AIMS II file.

9.4.6. Reports Wizard

This function within the Movement Coordination segment allows a user to generate ADHOC Reports along with an Arrival Report and a Transportation Request.

9.5. Movement Execution

In this module, a user performs the final steps for completing an exercise plan or deployment. As a plan develops, changes to a mission or deployment occur. Consistent with these changes, a user is able to make final adjustments to mobile loaded equipment/supplies. Assignment and association of containers and mobile loads are determined; manifests and load lists can be prepared.

9.5.1. Receive Notification

The functions that fall under Receive Notification provide the ability to maintain an updated status and due-in log, update tasks, prioritize loads, and maintain a calendar of events.

9.5.2. Process Assets

Resident in this module are functions intended to allow the user to make final adjustments to conveyance load configurations, personnel and cargo associations. Functions reflected within this module include the ability to produce passenger listings/manifests, passenger briefing and plane load commander checklists. Users are able to print and create labels associated with the equipment loaded in the working plan. As the planner makes final adjustments to the deployment plan or movement in preparation for execution, mobile loads and links can be performed within this module. For example: If an item scheduled to deploy is determined deadlined or inoperable and requires dropping or replacement. This module is where modifications are made to the existing executed plan. It should be noted that adjustments made in the Movement Execution process do not update the configuration performed in Movement Planning.

9.5.3. Perform Shipping

Resident in this module are all the functions associated with final document preparation for the load developed for movement. A user can prepare Shipper's Declaration Forms (for Hazardous Materials), generate Advance Transportation Control Movement Documents (ATMCDs) and Transportation Control Movement Documents (TCMDs). Within this module, Government Bills of Lading are also produced.

9.5.3.1 Execute a Movement Plan

Once a deployment plan is finalized and determined complete, a user can execute this event. This process is normally performed for the purpose of forwarding to the higher headquarters and interfacing with JFRG II. *While there is intent to update this feature, at the time of this publication, once a plan has been "executed" no adjustments can be made. As a precaution, users should duplicate a copy of a plan in the event that further changes are necessary.*

9.5.3.2 Interface Wizard

As with the wizard resident in the Movement Planning module, the interface wizard within Movement Execution allows a user the capability to interface with a variety of programs. Since an event is in the execution stages at this point, the need for interfacing with other programs is to

further develop and refine aircraft and ship load plans. Other needs would be to interface with GTN to update for ITV and Total Asset Visibility (TAV) purposes.

9.5.3.3 Reports Wizard

A whole host of fixed reports are available and already designed in this module. Reports are associated with transportation documentation, cargo manifesting and special handling DD Forms. Also available is the capability to generate ADHOC reports.

9.5.4. Services

9.5.4.1 Export Reference Data

This provides the ability for the user to export reference tables that have been modified before a new database is installed.

9.5.4.2 Maintain Reference Data

This provides the ability for the user to make changes to a selected reference table within TC-AIMS II.

9.5.4.3 Maintain National Stock Number (NSN) Data

This provides the ability for the user to make changes (add, edit) to NSN data, to update local reference data using the Reference Wizard, and to update OEL/UDL records with recent NSN reference data changes using auto populate. The primary purpose of Maintain NSN Data is to provide a utility to complete those records which were imported and initially rejected due to unknown NSN, for example, and then saved to the database as a local (LCL) reference table entry. Many of these types of records need to have numerous cargo codes and dimensional data added or edited. Before adding or editing a Transportable Item record, the user first must add or update that item's NSN data in Maintain NSN Data.

9.5.4.4 Maintain Transportable Item Data

This provides the ability for the user to make changes (add, edit) to Transportable Item data, to view data for all item configurations, to update local reference data using the Reference Wizard, and to update OEL/UDL records with recent Transportable Item reference data changes using auto populate. The primary purpose of Maintain Transportable Item Data is to provide a utility to complete those records which were imported and initially rejected due to unknown NSN and unknown item id (ti_id), for example, and then saved to the database as a local (LCL) reference table entry. Again, many of these types of records need to have numerous cargo codes and dimensional data added or edited. Before adding or editing a Transportable Item record, the user first must add or update that item's NSN data in Maintain NSN Data.

9.5.4.5 Automated Information Technology (AIT)

As within the Asset Management module, the AIT capability also resides in the Movement Execution module. Users are able to create labels from the OEL or access only those items within a specific movement plan or event. One and two dimensional bar coded labels can be created which reflect equipment details (i.e. serial #, Item ID, MSE, description model number, etc...). This technology is useful to track data and provide ITV and TAV. The use of scanning barcodes eliminates manual keypunch entry for data that already exists. This labeling allows the

users to accurately track movement by convoy, rail, surface, and air. It also updates current locations and critical equipment information.

Acronym Table

Acronym	Description
ILSP	Integrated Logistic Support Plan
ITO	Installation Transportation Office/Officer
ITO / TMO	Installation Transportation Office/ Traffic Management Office
ITV	In-Transit Visibility
JDL	Joint Data Library
JFRG II	Joint Force Requirements Generator
JOPES	Joint Operation Planning and Execution System
JTCC	Joint Transportation Corporate Information Management (CIM)
JTF	Joint Task Force
LAN	Local Area Network
LCL	Local
LMCC	Logistics Movement Coordination Center
MCC	Movement Coordination Center
MILSTAMP	Military Standard Transportation and Movement Procedures
MIUWU	Mobile Inshore Undersea Warfare Unit
MTMC	Military Transportation Management Command
MSE	Mobile Subscriber Equipment
NALO	Navy Air Logistics Office
NAVCHAPGRU	Navy Cargo Handling and Port Group
NAVELSF	Naval Expeditionary Logistics Support Force
NCB	Naval Construction Battalion
NCF	Naval Construction Force
NCO	Non-Commissioned Officer
NMPS	Navy Mobilization Processing Site
NRCHTB	Naval Reserve Cargo Handling Training Battalion
NSN	National Stock Number
OEL	Organizational Equipment Listing
OPCON	Operational Control
OPLAN	Operation Plan
PACFLT	Pacific Fleet
RF	Radio Frequency
RF-AIT	Radio Frequency-Automatic Information Technology
SAAM	Special Assignment Airlift Mission
SPECWARGRU	Special Warfare Group
SURFLANT	Surface Force, Atlantic
SURFPAC	Surface Force, Pacific
TAV	Total Asset Visibility
TC-AIMS II	Transportation Coordinators'-Automated Information for
TCC	Transportation Component Command
TCMD	Transportation Control and Movement Document
TEO	Team Embark Officer
TLE	Type Load Editor
TLMS	Tape Library Management System
TLN	Total Logistics Network

TMO	Transportation Management Officer
T/O	Table of Organization
TO	Transportation Officer
TPFDD	Time Phased Force and Deployment Data
TYCOM	Type Commanders
UDL	Unit Deployment List
UMD	Unit Movement Data
UMO	Unit Movement Officer
USTRANSCOM	United States Transportation Command
WPS	Worldwide Port System