



The DEPLOYER



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<http://www.tis.army.mil/tcaccis/archive.htm>

The Deployer Mission Statement:

The mission of the Deployer is two-fold:

To provide information on an improved Defense Transportation System brought by TC-AIMS II and to provide the current TC ACCIS community of system end-users, sponsors, and interested parties with useful information on technology, procedures, and organizational matters.

Evaluation of TC-AIMS II Leads to ATEC OK

The Army Test and Evaluation Command (ATEC) conducted the Forces Command (FORSCOM) Continuous Evaluation (CE) of TC-AIMS II at Ft. Lewis, 19 to 27 Aug 02. The successful evaluation was supported by Ft. Lewis Units, National Guard, Reserve Component, and representatives from DPMO, CASCOM, and Joint Program Management Office, Transportation Information Systems. The re-look verified the correction of the problems that ATEC had noted in the Initial Operational Test last year. On 20 Sep, the OSD Information Technology Overarching Integrated Process Team (IT-OIPT) approved the fielding of TC-AIMS II to remaining Army units. An earlier decision had approved fielding to USAREUR and Navy. Our thanks to the Ft. Lewis DOIM and Deputy Chief of Staff Force Integration for their continued support during the FUNOPS and Evaluation.



The JPMO is continuing our support of Forces Command with providing representative to develop the Tactics, Techniques and Procedures (TTPs), 7-11 Oct 02, at Ft. Lewis with representatives of CASCOM, DPMO, JTD, 593rd, 1st BDE, 3rd BDE, G3, and G4. ☞

Message from the PM

Fielding Imminent TC-AIMS II Passes Major Hurdle

Dear Customers, sponsors and stakeholders:

In this edition of the Deployer, I have the privilege of conveying the most positive news yet in the saga of TC-AIMS II.



Mr. Gary L. Winkler, PM TIS

On 20 Sep, the Office of the Secretary of Defense, Information Technology Overarching Integrated Process Team (IT-OIPT), approved full fielding of The Transportation Coordinators' Automated Information For Movements System II (TC-AIMS II) to all Army units. The IT-OIPT had previously decided in July for full fielding within USAREUR and the Navy. With this decision a long, at times, elusive goal of TC-AIMS II is finally reached!

In addition to its historic fielding decision, the IT-OIPT took up the issue of the Joint Deployment process when it recognized that its previous undeveloped state had often frustrated attempts at automation. Mr. Landon, the Chairman of the IT-OIPT, directed that the Principal Staff Assistant work with both Joint Forces Command and US TRANSCOM to determine at what level interoperability should

PM Message, continued on page 2

Help Desk Acquires State-of-Art Tool

In an effort to better support its customers, the TIS help desk has recently acquired Computer Associates, Unicenter Service Desk, a state-of-the art help desk software. One of the great benefits the customer will enjoy with this software is full visibility of the help desk actions taken to meet their needs.

ServiceDesk automates the entire customer support process, from initial identification of the customer to ticket routing to the analyst who has the skills to address the problem. Moreover, Unicenter ServicePlus is web enabled. By accessing personalized portals a customer can independently make a service request, check the status of a previous request and append information to their service requests over the internet.

Service Desk also gives us a robust knowledge management tool that we intend to exploit to the full extent possible to give the self-directed customer a way to articulate her problem and quickly find an answer. The knowledge management capability quickly facilitates the association of documents that articulate problem, needs and wants with “answer sheets,” documents that give the customer a by-the-number way of solving an issue. The customer can quickly find these documents, even if her understanding of the problem is sketchy, by using the system’s advance search technology, like natural language searches.

Other key features follow:

- Knowledge base management tool provides problem solving technologies. The knowledge management tool offers a rapid problem resolution by tailoring and placing unique responses directly into the hands of the end user.
- Frequently asked questions (FAQs) search gives the user the ability to search all or part of the knowledge base according to topics and sub-topics.
- Announcements can be posted on the Unicenter ServicePlus main menu. The users may scroll through, as well as save these announcements.
- Notification and escalation are customer-definable to include e-mail, FAX, telephone and pager. These capabilities ensure that the client is notified according to the definable rules. This automated functionality keeps support staff up-to-date on status problems, and allows these problems to remain visible until a solution is reached.

As we have just acquired the tool, its promise is still overshadowed by implementation issues, but we will keep you informed every step of the way.

Because of the tool, you can expect the help desk analyst to confirm information from you as your unique stored profile is verified. The analyst will also want to confirm your current software release so that

he knows how to address your issues. This process is not expected to be too onerous or time-consuming and, once more, it will manage good customer service to you. ☐

PM Message, continued from page 1

emphasis and direction in this area will sponsor the clear and agreed-upon rules on which a system like TC-AIMS II depends.

The favorable outcome comes on the heels of a successful ATEC evaluation at Ft. Lewis, concluded on 29 August. At Ft. Lewis, ATEC asked several questions of TC-AIMS II: Was the system operationally effective? Was it suitable? Was it survivable? In other words, was TC-AIMS II going to be a useful tool worthy of our Soldiers, Sailors, Airmen and Marines? The answer was a resounding yes!

An important outcome of our recent Ft. Lewis experience was the recognition that the evaluation had the good effect of impressing upon all participants the importance of both clearly understood and revised business processes and standardized data. Because the evaluation included the participation of certain vital interface partners, the participants were able to get great feedback from them about what they need in terms of data quality. This is important. It is one thing to educate folks about a system with a chart full of boxes and arrows, it’s quite another thing when users move away from the abstract and into the real; when they try the system out, send feeds to target interface systems and quickly get feedback.

For TC-AIMS II, the starting gate is wide open and now we turn much of our attention to an intensive fielding process and the development of new product upgrades.

There’s even more good news. Because the Joint Program Management Office, Transportation Information System (TIS) aims to provide the full breadth of deployment and transportation functions to all services, plans are being developed that would call for the incorporation of the Automated Air Load Planning System (AALPS) and the Integrated Computerized Deployment System (ICODES) under TIS. Bringing the capabilities and human talent that these systems boast together with the considerable quotient of experience the TC-AIMS II, DAMMS and TC ACCIS folks have obtained over the years is bound to give us great synergies and benefit the users of each of these systems. ☐

Training Poised to Play Key Role in TC-AIMS II Fielding

A critical part of the successful fielding of any new system is acceptance of the system by the soldiers who will be using it. The ultimate users of TC-AIMS II are the unit movement officers who deploy their troops and equipment to the field and back. Responsible for utilizing the new software, they ultimately will determine the success or failure of the system.

With this in mind, from the beginning PEO EIS TIS has placed heavy emphasis on training the new system. Curriculum development and training materials are key components of the software development and were an integral part of the recent successful Milestone III Operational Test and Evaluation (OT&E).

Along with data conversion and system configuration, extensive training is included in each phase of the TC-AIMS II fielding. Classes are offered for each user level, and capitalize on such initiatives as distance learning and Interactive Multimedia.

Students can expect well-developed robust lessons geared towards providing them with critical information and insight into this new product; delivered by trainers experienced in transportation and the software. Classes utilize intensive hands-on software use, and cover major transportation business process areas, system interfaces, data imports and exports, and Automatic Identification Technology (AIT) options.

Training, continued on page 6

TC-AIMS II Training Courses



Course Title	Course Covers	Class Prerequisites
SA/DBA (40 hours)	Install and configure system hardware and software, establish client-server network, establish user job profiles, create user accounts, install software change packages (SCPS), and conduct system backups and restores	Level 1 experience defined as "an SA with zero to one year of experience administering relevant operating system, formal training for the operating system and command language (commercial or government courses), strong customer relation skills." Minimum of 1 year retainability. Successful completion of either three DISA cd rom's - Infosec Awareness, the Army Information Systems Security Manager course, or the Army Information Systems Security Officer course.
Army Centric Level I (UMO) (40 Hours)	Army deployment process overview; roles and responsibilities; identification and setup of TC-AIMS II hardware; installing and configuring AIT hardware; log on/off procedures; add-change-delete of unit personnel, supplies, and equipment; creation of unit deployment list; assign and associate supplies, personnel, and equipment; and creation of military shipping labels and RF-TAGS	Currently serving, on orders, as the unit's primary or alternate unit movement officer or will be assigned these duties upon completion of TC-AIMS II training. Must be E-6 or above (E-5 for alternate UMO). Completion of either the resident or web based unit movement officer course or equivalent MACOM sponsored course. Minimum of 1 year retainability and hold at least a secret security clearance.
Army Centric Level II (IC-UMO/ UMC) (72 Hours)	Army deployment process overview; roles and responsibilities; identification and setup of TC-AIMS II hardware; log on/off procedures; manage and validate subordinate unit OEL and UDL data; create segments, legs, and convoy nodes; plan convoys; export movement plan; print required movement reports; and creation of military shipping labels and RF-TAGS	IC-UMO Currently on orders as unit's primary or alternate unit movement officer at battalion or higher level or will be assigned these duties upon completion of TC-AIMS II training. Must be E-6 or above (E-5 for alternate UMO). Completion of either the resident or web based unit movement officer course or equivalent MACOM sponsored course. Minimum of 1 year retainability and hold at least a secret security clearance. UMC Currently serving as UMC at the installation level or within the RSC or will be assigned UMC duties upon completion of TC-AIMS II training. Must be knowledgeable of transportation requirements associated with unit movements to include logistics support requirements, facilities, services, re-supply, and maintenance operations. Must also be familiar with automated systems associated with the defense transportation system (DTS). Minimum of 2 years retainability and hold at least a secret security clearance.

Name change to Reflect Change in Direction DAMMS Becomes TIS-TO

DAMMS Block III is now known as the Transportation Information Systems - Theater Operations (TIS-TO). The next software release will reflect the name TIS-TO.

Why the change in this time-honored name? TIS-TO reflects the system's association with TC ACCIS and TC-AIMS II—brethren systems within the Transportation Information System (TIS) family. This association reflects more than just organizational realignment. TIS-TO is designated as a Single Platform Initiative (SPI) component system destined to occupy the same platform as TC-AIMS II, AALPS, ICODES and DS2T—giving the transporter a veritable Swiss-army knife collection of tools.

Moreover, we expect to leverage the “best of the breed” theater operations functionality provided by TIS-TO to meet your TC-AIMS II needs. We look to converge this functionality in a way that delivers what you need in a quicker fashion.

TIS-TO Responds to Training Needs with Bundled Tutorial

The Transportation School recently reduced the availability and hours of DAMMS (TIS-TO) training from 80 to 40 hours, yet TIS-TO users still need significant initial and sustainment training. Facing the dilemma brought by the need to provide meaningful, timely training provided inexpensively, the Project Management Office, TIS-TO seized the initiative to produce the Continuity of Operations Tutorial. The Continuity of Operations Tutorial, a multimedia, interactive Computer-Based Training package, will ship with each release of the software and provides TIS-TO users, of any level, the ability to master all aspects of TIS-TO.

You can see an in-development preview of the PowerPoint tutorial at <http://www.tis.army.mil/DAMMS/tutorial.htm>.

TIS-TO Training Needs, continued on page 10

JPMO, TIS Provides Training to Deployment Support Team



Rich Wilson, TC ACCIS

The JPMO, TIS recently responded to two separate urgent training requests for members of Deployment Support Teams assigned to the 3ID, Ft. Stewart Georgia. and XVIII Airborne Corps personnel. Rich Wilson, TC ACCIS, provided training at the Ft. Stewart location from 5 August 2002 to 9 August 2002. The dozen students receiving the training are System Administrator for the TC ACCIS installation servers located in Camp Doha, Kuwait and they are prepared to provide rotational support from that area of operation.

The training provided the students information on procedures to maintain Compaq 4500 and 5500 Servers, the TC ACCIS mainstay. Rich showed them how to configure printers, add and maintain users, startup and shutdown the servers, configure hardware devices and perform backups.

Additionally, these individuals would also be required to perform the functional duties of the Unit Movement Coordinator at the Installation Transportation Office level. Accordingly, their training included coverage on Compass, IBS, ATCMD, Archive/Unarchive, and AALPS interfaces.

A one-day visit to XVIII Airborne Corps, Ft. Bragg, North Carolina, on August 12, 2002 gave Rich the opportunity to train six individuals slated to handle the remote TC ACCIS operations from Afghanistan. During this stop, he configured six laptops with EWAN, a tool which performs the telnet and emulation functions, plus WS_FTP (LE) which will be used to transfer files from the Camp Doha TC ACCIS server. He also led trained EWAN operations to allow full AUDEL/DEL maintenance procedures, ATCMD, AALPS and WS_FTP (LE) operations to transfer data from the server to their remote locations.

On August 16, 2002, a three-member DST team departed Ft. Stewart, GA for Camp Doha, Kuwait, and three two-member teams departed Ft. Bragg, NC for temporary duty in Afghanistan. ☐

Test Compares Stryker with M113

An Article from the Army Link News

September 2002 Issue

Written by Joe Burlas



WASHINGTON (Army News Service, Sept. 16, 2002) — The Army Test and Evaluation Command started the 16-day field-testing portion of a formal comparison between the new Stryker Armored Vehicle and the M113A3 Armored Personnel Carrier Sept. 12 at Ft. Lewis, Wash.

Formally dubbed the Medium Armored Vehicle Comparison Evaluation, the test is required by the 2001 National Defense Authorization Act.

The comparison started with a 50-mile road march, and the first two mission vignettes began Sept. 13.

A wide variety of data will be collected from a platoon of four M113A3s recently rebuilt by Anniston Army Depot, Ala., and a platoon of four new Stryker's delivered to Ft. Lewis this summer, said Col. Phil North, MAVCE test director.

Two 44-man platoons from Company B, 1-24th Infantry Battalion, 25th Infantry Division will operate the sets of vehicles through two iterations of simulated combat missions. Those missions include an attack on an objective, a raid, a route reconnaissance and a security operation in a stabilized environment against a 33-man, dismounted opposing force.

North stressed that everything possible had been done to ensure all tasks, conditions and standards for the comparison were equal:

- Each platoon received their sets of equipment in July and had same amount of time to train collective and individual tasks in preparation for the evaluation.
- Both platoons will use the same Transformation tactics developed for the Stryker brigade combat teams.
- Two vehicles from each platoon are equipped with a new command, control, communications and computers intelligence, surveillance and reconnaissance (better known as C4ISR) suites.
- The soldiers assigned to operate the M113s were unfamiliar with operating it before getting them; likewise, the Stryker troops had not used the new wheeled vehicle before getting it, nor had the soldiers operated like owned vehicles.
- Neither platoon is familiar with Ft. Lewis' South Rainier Training Area where the mission vignettes will occur.
- All operator and crew maintenance for both vehicles will be conducted by contractors under the direct supervision of comparison evaluators.

The vignettes will require the vehicles to use mostly mixed improved asphalt-covered roads, as well as secondary gravel and logging trails in restricted wooded and urban terrain, North said. However, he said he does expect some cross-country movement as the platoons maneuver through ambushes, obstacles and other situations.

Eight evaluators from TRADOC will record things like how long it takes to get in and out of the vehicle in a combat situation, how long it takes to carry out a medical evaluation and what the maintenance reliability rate is for each vehicle, North said.

The platoons will not run through the same mission side-by-side, but rather run through different vignettes at the same time and then rotate until each has completed all four scenarios. After a day's rest, they will again run through the same vignettes.

The field test will end with a live-fire exercise on Sept. 30.

After collating the results with historical data from formal technical tests of both vehicles, the report of the test is expected to be completed in mid-November.

Stryker, continued on page 6

Stryker, continued from page 5

The Army currently has two Stryker brigades, formerly known as Interim Brigade Combat Teams, standing up at Ft. Lewis, Wash. They are the 3rd Brigade, 2nd Infantry Division and the 1st Brigade, 25th ID. The first Stryker brigade is slated to be fully equipped and ready for operational testing late next spring.

Four additional units are scheduled to convert to Stryker brigades over the next five years. Those units include: the 172nd Infantry Brigade at Ft. Wan Wright, Alaska; 2nd Brigade, 25th I.D. at Schofield Barracks, Hawaii; 2nd Armored Cavalry Regiment, Ft. Polk, La; and the Pennsylvania Army National Guard's 56th Brigade.

Stryker/M113A3 Capabilities Comparison	
Stryker	M113A3
Supportability: LAV III Chassis 8-wheeled light-armored personnel carrier BIT/BITE power pack display	Supportability: M113A2 armored personnel carrier chassis Full-tracked light-armored personnel carrier
Mission Capability: Carries 9-man infantry squad and crew of 2 Kongsberg Defense Remote Weapon Station with M2 or MK19 2000 rounds .50 Cal or 448 rounds 40mm 2 Javelin missiles	Mission Capability: Carries 11-man infantry squad and crew of 2 2000 rounds .50 cal or 448 rounds 40mm 2 Javelin missiles
Transportability: 37,798-pound combat weight Transportable by C-130	Transportability: 27, 200-pound combat weight Transportable by C-130
Mobility: 60 mph top speed 406-mile cruising range 78-inch gap crossing 23-inch vertical climb	Mobility: Capable of sustained speed of 41 mph 300-mile cruising range 66-inch gap crossing 24-inch vertical climb
Survivability: 14.5-mm armored piercing protection MEXAS ceramic layer Kevlar spall liner Passive RPG-protection add-on	Survivability: Kevlar spall liner External fuel tanks Provisions for installation armor kit (14.5 mm ballistic solution)

The first Stryker Armored Vehicle was delivered to the Army in April. It currently is being fielded at a rate of 50 a month to the two Ft. Lewis brigades. General Motors-General Dynamics Land Systems Defense Group has a contract to build the Stryker's for the Army between its two plants in Anniston, Ala., and Quebec, Ontario. 

* Reprinted with Permission

TC-AIMS II Imports SIDPERS Data

The TC-AIMS II system allows for the import of SIDPERS data for a specific unit, in the Asset Management, Manage Personnel. TC-AIMS II allows manual entry of personnel data.

When a name is manually entered, be sure that you enter the correct Social Security Number (SSN). When the SIDPERS data is imported, all personnel records are keyed/matched with the SSNs.

If the SSN is incorrect on any individual, the import will create a new person instead of updating the information for that person.

Remember: All SIDPERS data is keyed on the Social Security Number. 

Training, continued from page 3

Different classes are customized for different user levels. The Unit Movement Officer (UMO) class offers 5 days of instruction, focusing on Asset Management and Movement Planning processes. The 9-day Intermediate Command - Unit Movement Officer/Unit Movement Coordinator (IC-UMO/UMC) class focuses on Movement Planning and Coordination. A Systems Administrator/ Database Administrator (SA/DBA) class is offered for those users who will be maintaining the software. In addition, the specific classes have been tailored to meet individual Service requirements.

The JPMO Curriculum Development team continues to work hand-in-hand with trainers, system developers, PEO EIS TIS, service representatives, and end-users to enhance and improve training. When the software reaches an installation, application instruction and support arrive with it, enabling a truly successful fielding of TC-AIMS II. 

Identity Theft 101

By

Mark LoGalbo CISSP



In this edition's article I thought I would write about the ever growing problem of Identity theft. No, not the Hollywood blockbuster Impossible Mission type of Identity theft, but the ever so real problem of Information Identity Theft. This white collar crime is the United States fastest growing crime, with an estimated 700,000 cases a year. Why so popular? Well it's easy, victims are plentiful, the public are not fully aware of the crime and it can be carried out by any "poor excuse for a human being" type of person.

Identity theft is committed when a thief assumes the identity of another individual and uses this information to obtain credit cards, loans and any other things of value. The Identity Theft and Assumption Deterrence Act of 1998 make identity theft a federal offence. This crime has seen its roots dramatically grow since it was spawned in the early 1990's. Every day transactions that are associated with writing a check, credit card/charge card payments, mailing your tax return, opening a free e-mail account with Yahoo, calling home on your cell phone, are all potential honey pots for the ever increasing buzzing thieves.

The mission for the thief is to obtain enough information that would allow him/her a financial gain courtesy of you. Not only could this have a serious effect on your financial situation, it can also severely affect your credit score and cause you a lot of heartache trying to put it all right again. Can you completely prevent identity theft from occurring to you? As the same with any type of defense, the answer is probably no. But you can dramatically reduce the risk of it happening to you in the first place. There are four main steps involved with identity theft defense: Prevention, Detection, Reporting, and Repair. Hopefully you only ever have to take the first two, but if you ever become a victim the other two are imperative.

Prevention involves layers of defense approach. This is accomplished by carrying out the following rules:

- Don't give out personal information to others without asking how it will be used.
- Make sure there is a compelling reason for giving your Social Security number to someone. Ask why they need it, how they use it, and what happens if you refuse to give it.
- Pick up mail promptly and shred personal documents and personally identifiable information, including unwanted credit card applications, before throwing them away. Personal shredders are fairly inexpensive and certainly worth the money. (I saw one at Target for \$16.99 recently).
- When buying groceries or other items from a shop, if using a check card you should select credit and not debit. If you select debit then as you know you have to punch in your personal pin number and that means Joe Blow gets a free look. Also a lot of banks will not compensate you for the theft if someone gets hold of your pin number. However most will compensate for money stolen as a result of a credit transaction. You should contact your local bank for their business rules.
- Be very careful what you do online. I mentioned earlier about opening an e-mail account. This is a great source for the identity thieves. Autonomy is the name of the game. If you're not legally bound to supply all information, or accurate information, why give your full name, DOB, correct address etc.

Detection is the next step that every one should be doing. The main point here is to stay aware. Pay attention to your credit card and bank statements. More and more companies are offering alerts that are e-mailed to you if say more than "X" amount is made on your card, or your balance exceeds "X" amount. The "X" amount is what you set, so the idea is a good one. You should also begin checking your credit score regularly. There are three main credit bureaus in the U.S.: Equifax (www.equifax.com)



Identity Theft, continued from page 7

or 800-685-111), Experian (www.experian.com or 888-397-3742) and Trans Union (www.transunion.com or 800-916-8800). Some states allow for a free annual credit report from each bureau. If your state is not one of these then the price is fairly low (\$8-12). If you are ever turned down for credit or are a victim of identity theft then under law you are entitled to a free report.

Reporting is one main area that so many people fail to do. It has been noted that some states do not formally recognize identity theft as a crime and some police agencies are a little hesitant to get involved, preferring that credit card agencies, bank, and insurance agencies deal with it. Just remember that it is a federal offence and as such you have the right to request a police report be filed with your local police. This will greatly help you later when it comes time to rebuild the damage and hopefully prosecute if the offender is ever identified. Another "must report" agency is the Federal Trade Commission (FTC). The Congress of the United States asked the FTC to provide information to consumers about identity theft and to take complaints from victims. The FTC has an extremely good web site www.consumer.gov/idtheft Identity Theft Hotline at 1-877-IDTHEFT (438-4338).

Repair is the final step if you become a victim of identity theft. Your credit can be repaired and all money returned to you, but it will take time and a need for you to document well. You need to keep a copy all correspondence/communications you make with police, credit card companies, banks etc. The FTC has a fantastic free brochure called "ID Theft – When Bad Things Happen to Your Good Name". It contains more detailed information that and includes an ID Theft Affidavit that can be used to submit to agencies and organizations. You can request your free copy by contacting the FTC Hotline as listed above.

I hope you found this editions article interesting and of use. If you have any further questions, comments, or ideas for future articles please e-mail me at: mark.logalbo@eis.army.mil. ☺

TC ACCIS Users Urged to Prepare for New TC-AIMS II Era

Although the development and fielding of TC-AIMS II has involved scores of technicians and dozens of organizations, the individual TC ACCIS user remains one of the most vital players in ensuring a smooth transition to TC-AIMS II. This is because, for Army users at least, TC ACCIS will be the origin of the initial equipment data that TC-AIMS II will use. This article aims to explain what the data needs for TC-AIMS II are, the role current TC ACCIS stakeholders will play, and the general TC-AIMS II fielding and training process.

TC ACCIS UMCs and UMOs have the responsibility and the know-how to ensure that data initially incorporated into TC-AIMS II is up-to-date and accurate. Perhaps the most important task is to ensure that the LIN/LIN index combination associated with an item is correct. TC ACCIS will use these LIN/LIN indices to lookup values the latest equipment characteristics record, TC ACCIS internal reference database. It is also very important that the dimensional and weight data are correct for all of the AUEL equipment.

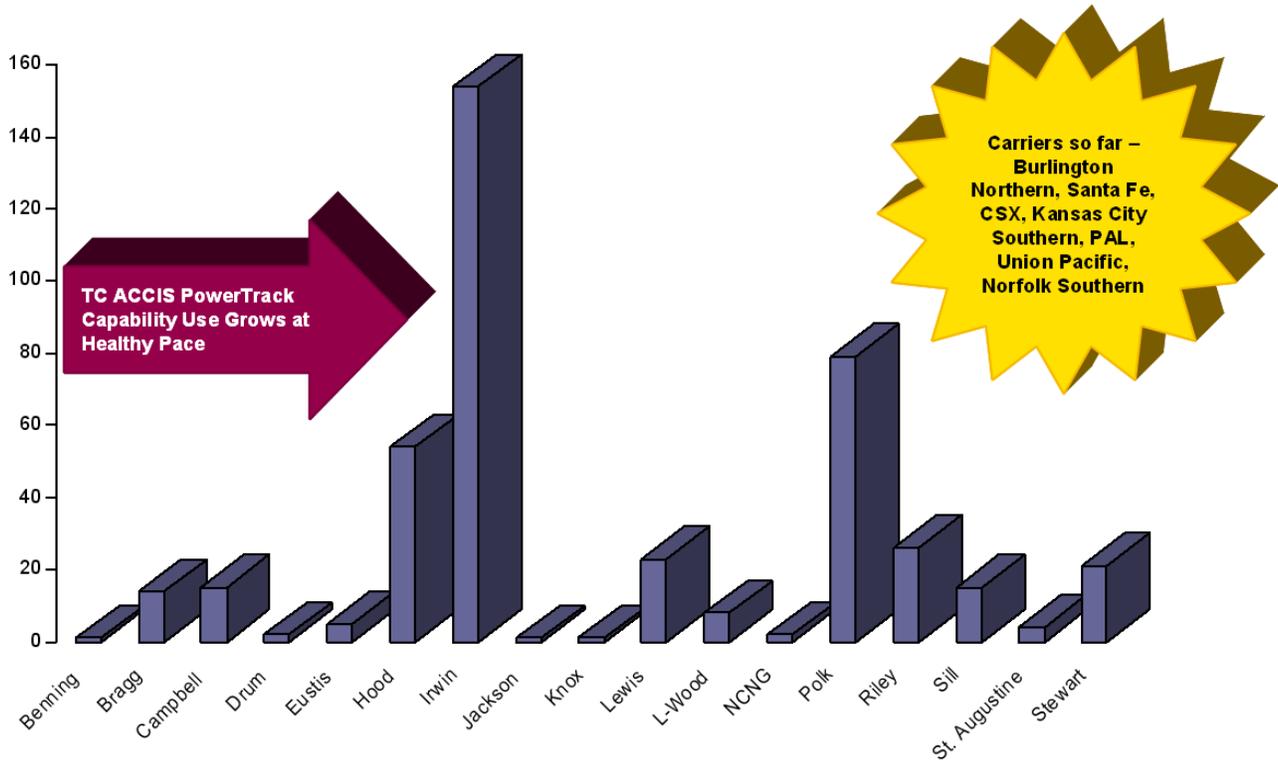
In spite of their best efforts, TC ACCIS users may find that some of their TC-AIMS II bound data will not be successfully incorporated into TC-AIMS II. There could be several reasons for this. Through an intelligent design, TC-AIMS II does not drop records. It sequesters these in a separate system area. When the prospective TC-AIMS II user makes the switch from TC ACCIS to TC-AIMS II, he can quickly address these data incompatibilities.

Moreover, The TC-AIMS II fielding team plans to help users making the transition. For instance, they will provide guidance on how to handle odd or locally procured items that have no NSN/LINs.

What else can the current TC ACCIS users and prospective TC-AIMS II users expect? Before the onset of fielding, a team will assess the targeted fielding areas. This assessment will include a look at the both the number and size of a site's units and the command's mission. The assessment will drive issues such as the number of both laptop computers and servers. The assessment will also lead to an understanding of the number of TC-AIMS II users needing training. Training will be conducted for the targeted area before the hardware is issued.

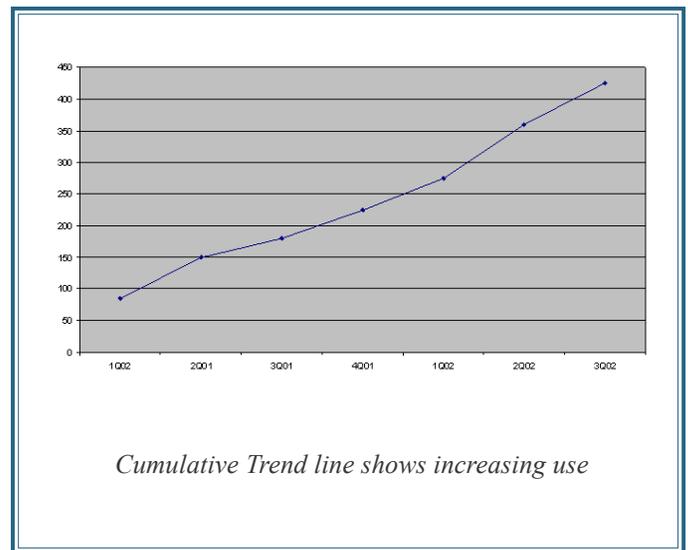
Once this assessment process is completed, we really get down to business. Training classes will be scheduled and

At First Glance TC ACCIS → PowerTrack Interface Continues Strong Use



New TC ACCIS Release is Imminent

A new release of TC ACCIS containing the latest ECDF dated October 1, 2002 and the long term solution for the CBL process through Global Freight Management (GFM) is imminent. The new release will be sent by mail in the next coming weeks. 🖨



TIS-TO Training Needs, continued from page 4

The Continuity of Operations provides actual screen shots of TIS-TO and is replete with hyperlinks that direct the trainee to other areas for deeper research and understanding. For instance, a click on a hyperlink for AR-380-19, Information Systems Security, shown at a germane location in the tutorial, will lead the trainee to a website that features the latest copy of the regulation.

Resembling multimedia packages developed for significantly higher costs, the continuity of operations is built first as a PowerPoint slide collection which is then converted into HTML. The fact that it is HTML means that the user will be able to access it via the World Wide Web. 🖨

Distance Learning Comes to TC-AIMS II

Effective training is essential for the success of any fielding of new equipment, and TC-AIMS II is no exception. Fortunately, PEO EIS now has a new weapon in its training arsenal: the Distributed Learning System (DLS).

On September 18, 2002, using TRADOC deployable Digital Training Facility (DTF) at its offsite conference, PEO EIS demonstrated the capabilities of using a DTF for new equipment training (NET) and sustainment training.



In this time of ever shrinking resources, PEO EIS Transportation Information Systems (TIS) is leading the way by aggressively capitalizing on the DLS infrastructure to teach TC-AIMS II. Personnel at Ft. McCoy, Wisconsin, and SRA International, Inc. have been busy preparing to teach TC-AIMS II via DLS. Ft. McCoy has successfully launched a pilot class of the Army Centric – Level I, Unit

Movement Officer UMO course. They will instruct this course from Ft. McCoy DTF to a DTF at Ft. Lewis, Washington, December 16-20. Beginning in January, all the UMO courses for Ft. Lewis will be taught via DLS. SRA will instruct the US



Army Europe (USAREUR) – Unit Movement Coordinator Upgrade Course from a DTF at Ft. Eustis, Virginia, to a DTF at Mannheim, Germany, December 9-13.

These two initial demonstrations will be the first in a series of TC-AIMS II DLS training. By leveraging industry and academia-proven techniques, PEO EIS will be able to effectively and efficiently conduct NET while reducing costs. 🖨



LEFT: A typical configuration of TC-AIMS II equipment (left to right): Laptop computer; printer; handheld interrogator (which scans barcodes) and a barcode printer. Behind these items are the packing cases.



RIGHT: A member of the PM TIS team provides one-on-one instruction to a Unit Movement Officer.

Photos by Willie Jones

TC-AIMS II New Era, continued from page 8

hardware procured. Then, the TC-AIMS II Data Conversion Team will begin its support operations. This will include configuration of servers and laptop computers complete with the TC-AIMS II program loaded and ready to go. They will coordinate with the local TC-ACCIS office to acquire the TC-ACCIS data for all units in the targeted area. After receiving that data, the Data Conversion Team will import the data into the TC-AIMS II servers that will support your area of operation.

And the teams won't stop there. After training is completed and hardware is issued, the Data Conversion Team will be on-site to make sure your system is up and running and all users are able to access their data.

Working together, we can ensure a successful fielding and bring the latest technology to the Army Deployer! 🖨

Technical Tips

Keep your Intermec 9440 Scanners Ready with Fresh Lithium Batteries

Recently there has been an increase in calls concerning the Intermec 9440 Scanners not working. These scanners have an internal lithium battery, the Duracell DL2032. When this lithium battery dies the scanner will cease to function. If this happens, you will purchase new batteries. Fortunately, these are common batteries. You may be able to go to a drug store; otherwise you can usually find them at an electronic store.

To replace the battery:

1. Remove the external battery power pack.
2. Loosen the four screws that hold the raised piece. This raised piece contains the slot for the light pen. After removing the four screws carefully lift it off.
3. On the lower flat piece, there are 3 more screws. Carefully remove these.
4. Very carefully remove this cover. There may be some resistance and the modem port, (telephone jack), may lift up too. DO NOT remove the circuit card that the modem jack is connected to.
5. After this cover has been removed, the battery will be exposed. Carefully remove the dead battery and replace with the new battery.
6. Reverse above steps and when you are replacing the screws; be careful not to over tighten, breaking screw holes on both pieces. 

Service Agreements for CITO H Printers Available

When customers encounter equipment in disrepair, the sensible response is not always obvious. In an era of rapidly changing technology and lowering per unit costs, it is often smarter to replace the equipment outright than to incur perhaps greater costs with repair. On the other hand, equipment repair, or some prepaid access to that repair is sometimes the right choice.

In the case of the CITO H printer there are a few factors we urge customers to keep in mind to guide them in this decision:

- The CITO H printer is expensive.
- Though newer offerings will feature higher performance, the increase in performance is not dramatic.
- The CITO H printer cannot be used by TC-AIMS II.
- As we field TC-AIMS II equipment, we expect CITO Hs to become “excess” and therefore available to sites which will not yet have received TC AIMS II.

If consideration of the above factors leads you to look for some type of prepaid service agreement for maintenance of your current printer know that we cannot advise you on particular vendors that will best meet your needs. We do know that the CITO H is a rare piece of equipment and this puts extra burden on you to find a good support source. Although the number of firms that claim to be proficient in providing repair service could be equal to the number that are in fact proficient, we doubt it. Please use caution in your selection.

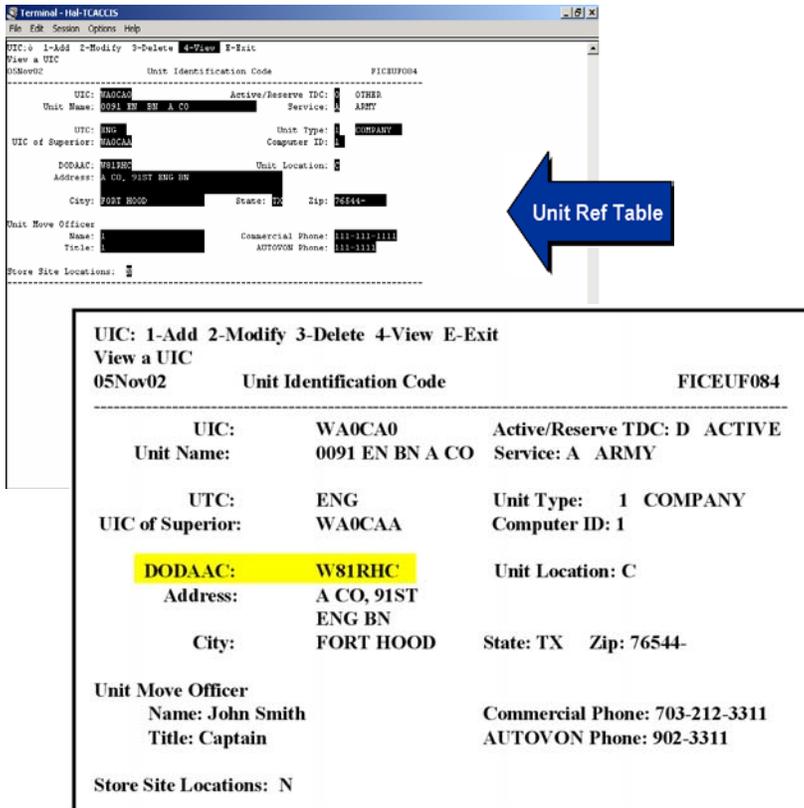


We also know that, in general, manufacturers of computers and peripheral hardware like the CITO H often provide for service agreements. In many cases, a variety of service level agreements are offered to suit individual customers needs. Some customers who know this and who are inclined to first look at the original manufacturer as a source of a service agreement may not realize that support responsibilities for the CITO H product line was recently assumed by Citizen America Corporation. We provide the link that follows for those customers who would normally consider the original manufacturer or successor organization as the best source for maintenance support.

<http://www.citizen-america.com/citizenservice.htm> 

Technical Tips

Continued



Terminal - 104-TCACCIS

File Edit Session Options Help

UIC: 1-Add 2-Modify 3-Delete 4-View E-Exit
View a UIC

05Nov02 Unit Identification Code FICEUF084

UIC: WA0CA0 Active/Reserve TDC: D OTHER
Unit Name: 0091 EN BN A CO Service: A ARMY

UTC: ENG Unit Type: 1 COMPANY
UIC of Superior: WA0CAA Computer ID: 1

DODAAC: W81RHC Unit Location: C
Address: A CO, 91ST ENG BN
City: FORT HOOD State: TX Zip: 76544

Unit Move Officer
Name: John Smith Commercial Phone: 703-212-3311
Title: Captain AUTOVON Phone: 902-3311

Store Site Locations: N

Unit Ref Table

UIC: 1-Add 2-Modify 3-Delete 4-View E-Exit			
View a UIC			
05Nov02	Unit Identification Code		FICEUF084
UIC:	WA0CA0	Active/Reserve TDC: D	ACTIVE
Unit Name:	0091 EN BN A CO	Service: A	ARMY
UTC:	ENG	Unit Type: 1	COMPANY
UIC of Superior:	WA0CAA	Computer ID: 1	
DODAAC:	W81RHC	Unit Location: C	
Address:	A CO, 91ST ENG BN		
City:	FORT HOOD	State: TX	Zip: 76544
Unit Move Officer			
Name:	John Smith		
Title:	Captain		
	Commercial Phone:	703-212-3311	
	AUTOVON Phone:	902-3311	
Store Site Locations:	N		

Ensuring Correct DODAAC Entries in TC ACCIS

Recently, we have received several calls from different installations regarding the DODAAC entries on ATCMDs. When creating an ATCMD for WPS or GATES, TC ACCIS will populate the DODAAC fields. TC ACCIS pulls these data from the Unit Reference table for the units reported. It is important to enter the correct DODAAC information within the Unit Reference table for each of the units. In the past, many units have entered improper DODAAC's such as "XXXXXX" in this field. When ATCMDs are created, this erroneous DODAAC can therefore appear in the data. Please be sure to enter the correct DODAAC so as to avoid confusion and frustration when you create your ATCMD. ☺

The Compaq Systems Still Working after 52,560 Hours

Fifty-two thousand, five hundred and sixty hours, that is how many hours your Compaq server has been on the job since they were installed in 1996. Because your system is constantly on the go, we recommend that you continue to monitor your system. The most likely candidates for failure are the components with moving parts. This includes the tape drives and most importantly, the disk drives.

What you can do:

- Periodically check the error messages on your console
- Periodically check the disk drive indicator lights on the server. **Green** is "good" and **Amber** is "Bad".
- Have any bad disk drives replaced immediately. Do not delay!



The good news: Your TC ACCIS server has been designed to temporarily continue to operate with one bad disk drive.

The bad news: One bad disk drive leaves the server one disk drive away from catastrophic system failure.

Having a hardware maintenance contract is more important than ever. Statistically, as things age, we would expect to start seeing an increase in the rate of disk drive failures and indeed we have started to observe a slight increase in disk drive related problems.

If you have any hardware questions please contact the Helpdesk at 1-866-TCAIMS2. ☺

Transitions

COLONEL Scipio de Kanter Retires

Deputy Program Executive Officer, Enterprise Information Systems, Col de Kanter recently retired from active duty after a distinguished thirty-year career, the last 4 of which were spent at the Program Executive Office, Standard Army Information Systems (PEO STAMIS). PEO STAMIS was recently renamed PEO EIS to better reflect its changed mission as a developer and delivery of enterprise solutions.



Colonel Scipio de Kanter

COL de Kanter, born in Mexico City, D.F., Mexico, was commissioned in 1972 following graduation from Florida Institute of Technology with a Bachelor of Science degree in Electrical Engineering. In 1986 he earned a Master of Science degree in Electrical Engineering from Fairleigh Dickinson University. His military education includes the Signal Officer Basic and Advance Courses, United States Army Command and General Staff College, Armed Forces Staff College, Defense Systems Management College and the U.S. Army War College Senior Service College Fellowship Program at the University of Texas at Austin.

Prior to his arrival at PEO STAMIS, COL de Kanter served in numerous program management offices. His assignments included Project Manager for Information Management and Telecommunications Pentagon Renovation, Deputy Program Manager for Defense Information Systems Network, Product Manager for Western Hemisphere Transmission Systems and Project Officer for the Project Manager for Defense Communications and Army Transmission Systems.

COL de Kanter's assignments include service with the 40th Signal Battalion (Heavy Construction) and 11th Signal Group; Aide-de-Camp for the Commander, U.S. Army Communications Systems Agency/Project Manager, Defense Communications Systems (Army) Communications Systems; Communications-Electronics Staff officer and Battery Commander of Headquarters and Headquarters, 1-94 Field Artillery Battalion in Europe; and Command, Control, and Communications Engineer for the Assistant Chief of Staff for Operations, Supreme Headquarters Allied Powers Europe (SHAPE), Casteau, Belgium.

COL de Kanter's awards include the Defense Superior Service Medal, the Defense Meritorious Service Medal, the Meritorious Service Medal with three oak leaf clusters and the Army Commendation Medal with two oak leaf clusters. ☐

Diane Bremby Ft. Bliss, Texas



We say a fond farewell to Ms. Diane Bremby, System Administrator at Ft. Bliss, TX. Diane has worked in the Unit Movement Branch with TC ACCIS since October 1989. Diane also assumed the additional duties of providing training and support to Unit Movement Officers. She supported Active Duty, Reserve, and National Guard units during exercises and deployments. Diane assumes her new position to the Directorate of Combat Development effective 1 Aug 02 and will no longer be working at Unit Movements section.

The new POC for all movements will be Mr. Chuck Dillard an employee of Raytheon/Cube Corp. We will certainly miss Diane and thank her for all the years of dedicated support. ☐

Brenda Malick Moving On

We bid a fond farewell to Ms. Brenda Malick, as Unit Movement Coordinator at Ft. Campbell, KY. Brenda has worked in the Unit Movements Branch since July of 1989. Ms. Malick was the driving force that provided the support for Desert Shield, Desert Storm, Uphold Democracy, Restore Hope, Joint Endeavor, Joint Guard and Joint Guardian. As a strong supporter of TC ACCIS, she took part in many User Group meetings, participated in the evaluation/testing of new TC ACCIS hardware and the Operational Test for the Compaq Server at Ft. Campbell, KY.

Brenda's expertise in Unit Movements is well known throughout the Transportation Movements Arena and that expertise was called upon by many installations. Bill Bailey at FORSCOM refers to her as; "One of the 4 Queens of Transportation".

Brenda was heavily involved in the functional testing of TC-AIMS II at Ft. Hood, TX and the Operational Test in USAREUR.

Brenda assumed her new position as a Chief of Freight with the 101st Airborne Corps (AASLT) on the 1st of August. We at TC ACCIS wish her well in her new job and thank her for her many years of support and dedication. ☐

Transitions

Continued

Fred Vandersys Ft. Leonard Wood, MO

Fred Vandersys, the TC ACCIS Systems Administrator at Ft. Leonard Wood, Missouri, assumed the responsibility 2 years ago when Jim Munro retired. Fred left Ft. Leonard Wood for Pusan Korea on 9 August 2002. He is returning to his previous job in Pusan in the Cargo Operations Division, Pier Operations/Plans Branch. Fred had spent several years in Korea working for the Department of Army prior to coming to Ft. Leonard Wood in July 2000.

Good-bye Fred. Thank you for all your hard work. We wish you all the best in your new position. ☐

DAMMS' Stan Russo Moves On

Stan Russo, who came to DAMMS on 10 July 1994, has moved on to work on the Business Intelligence team at SEC-Lee where he will be designing data warehouses and web-access systems. These systems will provide users with timely information critical to monitoring business performance and decision-making.

Stan has worked in a number of roles on DAMMS that run the gamut from training developer, instructor, systems analyst, data modeler, programmer, and prototype developer. He designed an extensive "To Be" data model and rapid prototype capable of supporting many requirements of the future TIS-TO module. He developed a 40-hour System Support Course including lesson plans, practical exercises, and performance tests. He has also conducted on-site System Support and Sage Database Inquiry (SDI) training to military and civilian users in Europe and Korea, as well as provided valuable customer support through developing numerous ad hoc reports based on unique customer requirements. Because of this effort, he is known by many customers who have been impressed with both his technical knowledge and his customer service orientation.

His major strength, however, was found in solving many "show stopper" problem reports allowing software development and fielding efforts to stay on schedule. He worked very closely with our subject matter experts during all phases of software development to ensure that programs met both the letter and the spirit of the functional requirements. Stan will miss the people he has worked with but is very excited with his new opportunity. Good luck Stan. ☐

Introducing Kathy Baker Ft. Leonard Wood, MO



The new TC ACCIS Systems Administrator at Ft. Leonard Wood, MO. is Ms Kathy Baker. Kathy has been in Transportation for over twenty-five years. Twenty of these years have been spent in Material Movements where she has worked on unit movements.

Kathy completed a week of systems administration and UMC function training here at our Springfield location. The class was held in September. ☐



Ft. McCoy: A Move for Kathleen Sumrall

Kathleen Sumrall, served as Ft. McCoy's UMC from 1991 until 2002. During this time, she has worked moving reserve, National Guard and active components for exercises and contingency mission. In 1999 she was awarded the US Transportation Corps Regimental Civilian of the Year award.

Ms. Sumrall is now employed with Army Reserve Readiness Training Center. In her new position she is an instructor, teaching the Unit Movement Officer Course.

We wish you all the best and thank you for your dedication during your years as the UMC for Ft. McCoy. ☐



Please Help Us Help You

When e-mailing the TC-AIMS II Help Desk with a private e-mail address (for example AOL, Comcast and/or Hotmail) please help us by identifying yourself. We will need the following information: your name, your location and your association with the project. If we do not have the necessary information, we will need to respond to your e-mail requesting more information, which 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. ☐

Help Desk Toll-Free Number

Great news for the Transportation Information System (TIS) customers. We have a toll-free line for customer support. For questions during business hours (6am – 6pm) about either TC-AIMS II or TC ACCIS, contact us at:

1-866-TCAIMS2

(1-866-822-4672)

or

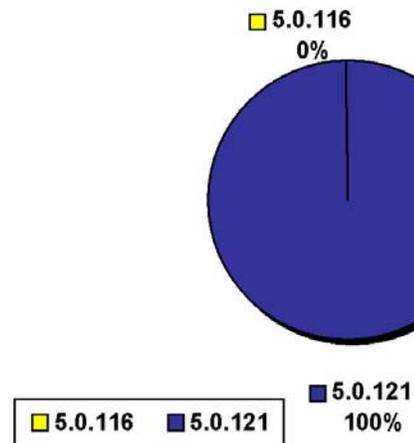
tcaimsiihelp@eis.army.mil

Congratulations! The Install of 5.0.121 is Complete!

In every newsletter we update the Current TC ACCIS Install chart. This chart had not changed much in the past several months. We are proud to announce that the install of 5.0.121 is finally complete at all 44 TC ACCIS sites. In the future, please remember that it is very important that you upgrade as soon as possible to take advantage of the more recent reference data and features included in the latest release tapes. If you misplace your install tape, please contact us at the customer support number (703) 752-0806 or 1-866-TCAIMS2. We will send you another tape. Please make the time to upgrade your system. ☐



Current TC ACCIS Installs



E-Mail of the Deployer Newsletter

Would you like to receive the Deployer newsletter?
Would you like to be removed from the subscription list? If so, please either visit
<http://www.tis.army.mil/tcaccis/archive.htm>
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

Acronym Glossary

AALPS	Automated Air Load Planning System
AIT	Automatic Identification Technology
ATCMD	Advance Transportation Control and Movement Document
ATEC	Army Test and Evaluation Command
AUEL/DEL	Automated Unit Equipment List/Deployed Equipment List
CASCOM	Combined Arms Support Command (US Army)
CE	Continuous Evaluation
DAMMS	Department of the Army Movement Management System
DLS	Distributed Learning System
DODAAC	Department of Defense Activity Address Code
DOIM	Director of Information Management
DPMO	Deployment Process Modernization Office
DTF	Digital Training Facility
FORSCOM	Forces Command
FUNOPS	Functional Operations
GATES	Global Air Transportation Execution System
IC-UMO/UMC	Intermediate Command - Unit Movement Officer/Unit Movement Coordinator
ICODES	Integrated Computerized Deployment System
IP-OIPT	Information Technology Overarching Integrated Process Team
JPMO	Joint Program Management Office
MACOM	Major Command (Army)
OT&E	Operation Test and Evaluation
PEO EIS	Program Executive Office Enterprise Information Systems
PEO STAMIS	Program Executive Office Standard Army Information Systems
SA/DBA	Systems Administrator/Database Administrator
SDI	Sage Database Inquiry
SIDPERS	Standard Installation/Division Personnel System
SPI	Single Platform Initiative
TC ACCIS	Transportation Coordinators' Automated Command and Control Information System
TC-AIMS II	Transportation Coordinators' - Automated Information for Movements Systems II
TIS	Transportation Information Systems
TIS-TO	Transportation Information Systems - Theater Operations
UMC	Unit Movement Coordinator
UMO	Unit Movement Officer
USAREUR	United States Army Europe
US TRANSCOM	United States Transportation Command
WPS	Worldwide Port System