



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.

Message from the PM



Mr. Gary L. Winkler, PM TIS

The Joint Program Management Office, Transportation Information Systems (JPMO, TIS) team now includes in its focus not only the ongoing fielding effort of Block 1 (Fort Lewis is completed), but also the establishment of an enterprise deployment and transportation architecture, an accelerated implementation of the single-platform-initiative (SPI), the adoption of the single-sign-on initiative per Army AKO Goals, the organizational incorporation of AALPS, and the transformation of training delivery through distance learning. Throughout all of this effort, we hold bi-weekly sessions with representatives of the Services to flesh out requirements to the detail necessary to better develop Block II. These are attended by well-versed representatives from Army, Navy, USMC, Joint Staff J-4, ADUSD(TP), JFCOM, and TRANSCOM. This group is charged with providing the foundation (requirements generation and analysis) for our system development efforts.

Let me treat each of the preceding in order by starting with the first topic, the fielding effort of Block I. We successfully completed our first fielding effort at Fort Lewis with relatively few start-up glitches. Our Fort Lewis experience has also underscored the importance of the Program Management Office's partnership with prospective TC-AIMS II units. We have done our best to make sure that we provide automated tools to do the lion's share of work in the transfer of data from TC ACCIS to TC-AIMS II. In spite of that, we still need the gaining unit's help. You see, there is only so much we can do in an automated way to move data over to TC-AIMS II. Because TC-AIMS II expands upon the capabilities of any of its successor legacy systems, it needs data that these legacy systems simply don't have. The units must enter that needed data. We call this the data completion process and it is vital that units make the data completion process a top priority. We fully recognize that units have many priorities given global events, so our fielding teams are on-site to assist in any way possible.

The deployment and transportation enterprise architecture that we are establishing with TC-AIMS II Block 2 actually extends beyond the unit movement focus of TC-AIMS II. We will be providing access to AALPS, ICODES, DS2T, and TIS-TO (formerly DAMMS-R) on the TC-AIMS II deployable laptop. Additionally, we will be simplifying the interfaces between these systems and TC-AIMS II by collapsing their databases into the larger TC-AIMS II database. The end result will be a more seamless environment of application modules used to support deployment and transportation operations.

We are accelerating the SPI implementation and network access to our applications. In previous editions, we introduced the concept of SPI and its

Cross-Country Weight Versus Highway Weight for Vehicles

by James Wynn

A customer recently asked TIS help desk whether the maximum weight field in TC ACCIS was the cross country weight or highway weight.

Short answer, the maximum weight field is neither a cross country weight nor a highway weight; however, in the explanation below we can show you several methods to determine cross country weight.

The cross country weight refers to payload weight limit for equipment operating in an off-road environment and the highway weight, obviously, relates to the load limit of equipment on a

highway. Per FM 55-15, Transportation Reference Data, the cross country weight is to be used for planning purposes.

It is from the cross country weight that many items of military equipment derive their name. A 5-ton truck, for example is limited to a payload of 10,000 pounds or, 5 tons. The legendary 2 1/2 is limited to a 5,000 pound payload when traveling cross country. Highway weight limits of equipment are always more, and of course this just makes sense.

Weight, continued on page 8

PM Message, continued from page 1

component systems as a kind of Swiss Army knife that will contain, on one platform, ICODES, AALPS, TC-AIMS II, DS2T and TIS-TO (formerly DAMMS-R). We are working hard to place these systems not just on a solitary computer, but behind a network system solution called CITRIX that would allow a user of those systems the ability to tap into their functionality through network access, anywhere. All they would need is a browser and a network connection. The application, database and interface that once resided on one box will be moved to a centralized location and be employed in an n-tier architecture (where the database and application may be dispersed over several servers while the interface is contained on a remote computer). There are many benefits to this type of system architecture and operations. In addition to increased access for the user base, this will reduce the hardware refresh requirement for many systems. For example, TIS-TO users could divorce themselves from their now-antiquated equipment. We are pushing to deploy both the SPI on a single platform, covered in earlier editions of this newsletter, as well as the SPI-over-CITRIX solution to Europe as soon as possible. We know that the European theater has a great need for this solution as they are facing a crisis of TIS-TO hardware attrition.

The single-sign-on-initiative is described as follows: You, individually, have a bunch of user-ids and passwords for a bunch a systems, and it's hard to keep them all straight. This is made especially so if there are some extra security requirements. Some systems require special characters, numbers, character strings which cannot be found in the dictionary, and so on. On top of it all, some systems require regular changing of passwords. Naturally, the TC-AIMS II user will have to sign into the system with a userid/password combination, but we are working to explore ways to make that process easier. One way that offers some promise is to use the AKO portal as a single point of entry to your TIS applications. Behind the scenes we would refer to a secure database that would retrieve and pass through the target application's login information.

With respect to the expansion of the TIS Program Office to include the AALPS program, the team members of AALPS will move in with us at 8000 Corporate Court in Springfield, VA this month. I have often seen the benefit of physically collocating the separate talents of different organizations. I expect that, with the AALPS arrival, we will see the same type of synergies that we have seen when we brought the team members of TC-AIMS II, TC ACCIS and TIS-TO together.

Finally, TC-AIMS II has broken new ground in the Army by conducting NET via Distance Learning (DL) with the infrastructure provided by the Army's Distance Learning Program. Over the past five months, we quickly tweaked our approved Block 1 curriculum to make it applicable for a DL modality. Our DL training classes at Fort Lewis were well-received and economical to provide. The fear expressed by some that DL could not provide meaningful student to instructor interaction has proven to be unfounded. Students can—and quite often do—pause the pace of the instruction to get clarification from the live instructor on the VTC screen. Additionally, we provide an on-site Assistant Instructor to assist the remote instructor or students in case difficulty is encountered. Considering the low costs, quality of instruction, and abundance of Distance Learning Facilities in Army locations throughout the globe, I am sure that more systems will be leveraging Distance Learning for NET in the near future.

As you may note, we remain busy. But we're never too busy to listen to comments and suggestions from our users. You'll find our contact information at the end of the Deployer. Thanks for your continued assistance and support. ☺

NAVTRANS - Navy Program Manager Fielding TC-AIMS II

Submitted by LCDR Jerry Mathis, USN

What is TC-AIMS II?

Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II) consolidates Unit Movement and Installation Transportation functionality into a single joint automated system. The toolbox of functionalities comes from existing Service processes that the software will merge into a single DoD-wide system, helping to reengineer the Defense Transportation Systems (DTS).

TC-AIMS II is a DoD-directed, ACAT IAM Joint Program, which directly supports the DoD Mission Areas of Mobility and Sustainment. Operating as part of the Global Combat Support System (GCSS) environment, it will provide critical data to Global Transportation Network (GTN) and Command and Control (C2) systems. It will interface with Joint and Service systems to provide In-transit Visibility (ITV) and Total Asset Visibility (TAV) to all Services. The Navy is currently fielding the first release of TC-AIMS II including its initial capability supporting Unit Movements. Additional capabilities will be added to the Unit Movement system in "Block Upgrades" until the responsible Program Office, the Joint Program Management Office, Transportation Information Systems (JPMO, TIS) completes are objective system requirements.

Navy Benefits

The Navy will integrate TC-AIMS II into all facets of its transportation operations. It will work in concert with other systems to provide base and station level traffic managers and unit Embarkation Officers with a suite of systems tools capable of supporting day-to-day, transportation planning and execution. Additionally, TC-AIMS II will provide logistical management tools for planners and operators to efficiently task, organize, deploy and sustain a unit during training or combat operations. It will decrease the time necessary to support the Combatant Commander's mission priorities and objectives. TC-AIMS II will provide Navy users the capability to use a joint system to effect transportation planning and execution during peace and war.



From left to right: Ellen Renn, TC-AIMS II system and database administrator; Dorothy McLeod, TC-AIMS II Navy Program Manager; Carlos Pena TC-AIMS II functional coordinator.

Navy Training and Fielding

Navy training began with a session in Norfolk in October 2002. They held their next session in January 2003. We anticipate a continued schedule of approximately one session per month throughout fielding. The JPMO will provide the equipment and resources to train first time Navy users. Navy will provide the training facility. Navy will be responsible for sustainment training and will use DoD schools and computer based training tools for this effort. Some Navy locations receiving TC-AIMS II will also have the Automated Airload Planning System (AALPS) and/or the Integrated Computerized Deployment Execution System (ICODES) installed on TC-AIMS II computers, which will be included with the Block 2 release of the software, currently in development and due to field in late FY 03.

NAVTRANS Team

NAVTRANS is fully staffed to provide sailors functional assistance to incorporate TC-AIMS II into their business operations. The JPMO will provide for both training and associated travel at no cost to users. NAVTRANS will also give TC-AIMS II users state-of-the-art technology

to implement the system. The unit move version of TC-AIMS II will provide you with rapid response capability to efficiently task, organize, deploy and sustain a unit during training or combat operations. TC-AIMS II will provide Navy non-selfdeployers users the capability to use a joint system to effect transportation planning and execution during peace and war.

Dorothy McLeod, NAVTRANS Norfolk, is the TC-AIMS II Navy Program Manager. Her NAVTRANS team from ManTech Systems Engineering Corporation consists of Carlos Pena, Functional Lead, and Andrew Smith, both Subject Matter Experts (SMEs) in unit movement and proficient in TC-AIMS II. Keith Boylan, also of NAVTRANS Norfolk and an expert in Navy unit movement, lends support to the NAVTRANS team. They enlisted SPAWAR Systems Center Charleston, Norfolk, Va., Code 64, as the Navy's fielding agent for TC-AIMS II. SPAWAR Code 64 technicians man the resulting TC-AIMS II Navy Integration Office.

In a recent interview by Navy CHIPS Magazine editor Sharon Anderson, Dorothy McLeod provided the background for the TC-AIMS II program:

DynCorp is Recertified for SEI CMM Level 3

by John Magill, DynCorp

On Friday 4 October, 2002, DynCorp Systems & Solutions achieved recertification for the Software Engineering Institute's (SEI) Capability Maturity Model (CMM) for Software, Level 3. The result followed two weeks of intensive examination by an independent assessment team. The assessment team certified that DSS has satisfied all project management and engineering areas of CMM Levels 2 and 3.

Although DSS's predecessors, DynCorp Information & Enterprise Technology and DynCorp Information Systems, had achieved CMM Level 3 certification independently in 2001, this is the first time that DSS has reached that level as a single unit. DSS did so in less than one year since its inception. This re-certification also puts DSS on track to pursue CMM Integration (CMMI), the next-generation process improvement standard that will replace the CMM for Software at the end of 2003.

During their exhaustive evaluation, the assessment team interviewed 54 people and reviewed hundreds of project and organizational artifacts from six programs. The largest and only Department of Defense program evaluated was the Transportation Coordinators' Automated Information for Movement System (TC-AIMS II). Of the 54 people interviewed, 11 were from the DynCorp team: John Magill, Earl Bentley, Tamar Jaeger, Virginia Hintermeister, Todd Cavanaugh, Ralph Silver, Adrian Everett, Cliff Bentley, Greg Derner, Denise Sabeau, and Joe Amsden. The assessment team was very impressed with all interviewees and noted that the integrated teams of JPMO, JPMO support contractors, DynCorp, and DynCorp subcontractor was visibly evident in our documented process and day-to-day practices. The results of the evaluation validated full compliance with all 13 key process areas of the CMM, Levels 2 and 3, for all DSS. The assessment team noted a significant number of strengths both at the project and organizational level and recommended the TC-AIMS II project be the DynCorp example for Best Practices. At the final debrief, Joe Cunningham, DSS President and CEO, committed DynCorp to achieving a CMMI Level 3 certification. ☐

CONUS TC-AIMS II Fielding Begins

by Kyle Adams, SRA International

TC-AIMS II fielding at Fort Lewis is in progress and scheduled to finish by early February. Each fielding of TC-AIMS II has training, hardware configuration, data conversion, and SBT. By the completion of fielding, 85 units will have been fielded and trained.

Distance Learning training has been used for the first time teaching the UMO Level 1 course. Course evaluations indicate that Distance Learning training has been a success. Traditional training for the SA/DBA and UMC Level 2 course has also been a success. The JPMO training team closely monitors the class evaluations and modifies the course to meet short falls. An example of this was that a couple of evaluations in the early training took issue with the limited amount of AIT equipment. As a result the JPMO has more than doubled the AIT equipment in the classroom giving each student more hands on experience.

After the UMO for the unit is trained, they make arrangements to complete the unit's data. The UMO along with the Property Book Officer and the Hazmat certified soldier correct and complete the existing TC ACCIS data to take advantage of TC-AIMS II increased functionality. After the units data has been completed the unit is issued their laptop that is preconfigured with TC-AIMS II, TC-AIMS II Interactive Multimedia Instruction (IMI), and Microsoft Office. Some units will also receive an AIT suite in order to print and read barcode shipping labels and RF tags.

Fort Lewis was the first installation to conduct a Site Based Training (SBT) led by the JPMO. The SBT helps the trained users gain additional hands on experience with TC-AIMS II many features performing a simulated unit move from deployment to redeployment. In addition to hands on experience with TC-AIMS II, the exercise teaches installations how to conduct similar exercises in the future.

After the completion of fielding, 3rd Brigade is scheduled to conduct the first Live Exercise to simulate a deployment with TC-AIMS II to deploy to Fort Polk. They will be taking advantage of the knowledge they gained while participating in fielding and the many enhancements TC-AIMS II provides to the transportation process. ☐



Fielding at Fort Lewis continues through early February.

IBS File Processing Procedures

by Alain Wampouille, RAM

We have recently received several calls from some of our Unit Movement Coordinators (UMCs) and transportation users on the usage of the Integrated Booking System (IBS). So we would like to review the overall process and highlight user procedures.

The IBS file preparation and transmission is a multi-step process which must be completed in this order:

- UMOs create/update their Deployment Equipment List (DEL)
- UMC prepare the Freight Headers: see step 1
- UMC prepare the LOGSA/IBS Update File: see step 2
- UMC transmit the update file to LOGSA and IBS: see step 3
- IBS transmission verification: see step 4

Login TC ACCIS as “**WWWWW**”, or as **ITO**, or **UMC** with Equipment List Administration privileges.

- Step 1:** UMC prepare the Freight Headers:
From the TC ACCIS MAIN MENU
- 2 - ITO Equipment List Processing
 - 2 - ITO Data
 - 1 - LOGSA/IBS Freight Header

Data input in the IBS/Freight header on screen EUF090 is an important and required step to the IBS overall function. Specifically, it is required to press the [F9] function key to display the list of UICs under each echelon/ULN for those units to appear in the IBS report. This screen is accessed after the UMC enters the Type Data Code (TDC) and echelon/ULN selection. Complete the header data. When [F9] is pressed, the bottom part of EUF090 will populate with the UICs deploying under the particular echelon/ULN header. Complete data input for this echelon/ULN, and continue process for all echelons/ULNs needed to be reported. It is a cumbersome process.

- Step 2:** UMC prepare the LOGSA/IBS Update File:
From the TC ACCIS MAIN MENU
- 2 - ITO Equipment List Processing
 - 2 - ITO Data
 - 2 - Prepare a LOGSA/IBS Update File

The file us generated after the UMC select the Type Data code and the UICs to be reported.

- Step 3:** UMC transmit the update file to LOGSA and IBS:
From the TC ACCIS MAIN MENU
- 2 - ITO Equipment List Processing
 - 5 - Equipment List Transaction Data
 - 1 - LOGSA/IBS Send Communications
Select the Type Data Code to report
 - 1 - DDN File Transfers (1)

- Step 4:** IBS transmission verification
From the TC ACCIS MAIN MENU
- 2 - ITO Equipment List Processing
 - 5 - Equipment List Transaction Data
 - 1 - LOGSA/IBS Send Communications
 - 6 - View Communications Log File OR
 - 7 - Continuous Communications Log File

Should a resend become necessary, use :
From the TC ACCIS MAIN MENU

- 2 - ITO Equipment List Processing
- 5 - Equipment List Transaction Data
- 2 - LOGSA/IBS Resend Communications



NAVTRANS, continued from page 3

CHIPS: What is the history of TC-AIMS II? What is it replacing?

In the early 1990's, the Secretary of Defense directed USTRANSCOM [United States Transportation Command] to look at the approximately 150 stovepiped transportation systems that were operating in DoD to identify those systems suitable for migration to joint transportation systems. Of the 150, USTRANSCOM identified 22 as suitable for migration. USTRANSCOM identified TC-AIMS as the twenty-third system for development, to include consolidated unit movement and installation transportation capabilities from five stovepiped (three unit move and two installation transportation systems) into a single multipurpose, multi-service Automated Information System (AIS).

DoD designated The Army as the lead agent for developing TC-AIMS II capabilities. Subsequently, the Army became responsible for software development and initial training and established a TC-AIMS II Joint Program Management Office (JPMO) within the Army PEO-EIS, [Program Executive Office, Enterprise Information Systems] environment. The JPMO government staff includes resources from the Services to ensure that requirements are adequately captured, documented, and developed. The TC-AIMS II Joint Transportation Management Board (JTMB), chaired by OSD (L) with flag-level representatives from the Joint Staff, Joint Forces Command, Services, and USTRANSCOM bring the functional vision to TC-AIMS II and ensure the functional requirements are met. ASD (C3I) – Command, Control, Communications and Intelligence, bring the technical vision to TC-AIMS II and ensure that both technical and acquisition requirements are met.

The unit move software, which is the version of the system the Navy is currently fielding, includes a detach and deploy functionality that allows operation of the program on the battlefield and during exercises. The Navy platform for operation of TC-AIMS II during deployment will be the Panasonic Toughbook semi-ruggedized laptop.

TC-AIMS II software releases will consist of functions to support Navy personnel at the unit and base/station level. The unit move release currently being fielded to Navy will provide Navy non-self-deployers—units not attached to ships or aircraft, with a tool to plan and execute deployment, sustainment, and redeployment of their personnel and equipment during peace and war. These units will have the ability to create, maintain, and exchange personnel and equipment information, interface with load planning systems to coordinate air and water moves, plan and execute convoys, prepare and print bar-coded labels and create, print, and transmit transportation documentation such as hazardous material and transportation control movement documents (TCMDs). Future TC-AIMS II versions will provide better automation to Navy CONUS and OCONUS Transportation Officers in support of their daily transportation operations. Currently, these transporters are using tools that provide only limited capabilities.

Business Process Areas that are automated by TC-AIMS II are: System Administration/Database Administration (SA/DBA); Asset Management (Personnel and Equipment); Movement Planning; Movement Coordination and Movement Execution. In addition to automating business processes, some of the forms automated by TC-AIMS II are: Hazardous material documentation, Transportation Control Movement Documents (TCMDs); Barcoded Military Shipping Labels (MSLs); Barcoded equipment labels; and Cargo and Passenger Manifests.

[In reference to the the 72-hour Time-Phased Force Deployment Data (TPFDD) standard set by the Chairman, Joint Chiefs of Staff]: Before TC-AIMS II, Unit Movement requests could take as long as three to four weeks or longer to fulfill. There wasn't any way to identify the requirement in the Navy; personnel were working with clipboards, notebooks, Excel spreadsheets and by fax, Naval message and telephone. What the 72-hours means is that the TPFDD (Time Phased Force Deployment Data) requirement must be responded to within a timeframe to validate the TPFDD in 72 hours. The way it works is that the requirement is generated and validated by JOPES (Joint Operation Planning and Execution System) then passed to JFRG II (Joint Force Regulation Requirements Generator II). Using an "air gap" procedure, JFRG II produces an unclassified version of the TPFDD requirements, which feeds into TC-AIMS-II to determine and satisfy the requirement.

The Joint Chiefs conducted two beta tests and determined that the 72-hour requirement can be met, but we are not there yet. The Services will be sharing across an enterprise-wide database so that if everyone is updating their equipment and personnel resources—users will know which equipment is down or available in the pool, and which personnel are available or on leave. The data will be real-time. We have the technology to do this now; the biggest problem has been data standardization in a joint environment. This is being worked on at the highest levels; and there are short and long term initiatives to overcome this problem. ☐

JPMO TIS To Feature Smart Response Help Desk Support

by Brian Coady

Those in the profession of providing support to system users have seen it all. There are the calls generated by nothing more than curiosity and there are calls generated by sheer panic; where a system user faces a seemingly intractable problem that has to be solved now. There are issues that surface that may affect one user or, sometimes, an issue is truly ubiquitous.

How should a help desk response to the great variety of calls that come in? Who gets attention first? The simplest procedure is to call for a first come first serve basis. Such a policy is easy to implement and there is no contention on who is next in line. It works for fast food restaurants, banks and airport counters. But is it the right policy for a help desk supporting the warfighters? We think not.

We believe that the every opportunity that we get to provide support for a TIS customer in need can be categorized in at least four ways, and that these four ways should determine our response:

- The customer context
- The ubiquity of the problem
- The damage done by the problem (if left untreated)
- The degree to which workarounds exist and how effective they may be.

Let's look at these separately.

The customer context. Our systems exist to support the warfighter. Shouldn't the help desk that supports such a system give preference to the customer calling in with a problem while he or she is in the throes of deployment—all other things equal—to the customer calling with a problem in a more settled garrison environment? We think so. The customer could be in the context of war, or movement to war. And we shouldn't forget missions other than war or what about exercises, or the movement thereto? All of these contextual factors need to be considered.

But it isn't just as simple as looking at this one factor. A sophisticated system, one that fulfills the objective of first providing support to those most in need, should also look at how widespread a problem may be. It just makes sense. A problem encountered by one person alone, all things equal,

may be eclipsed by a problem faced by, say, an entire installation.

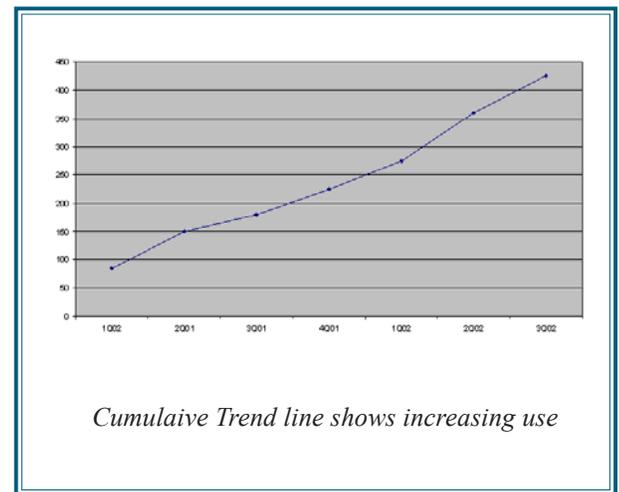
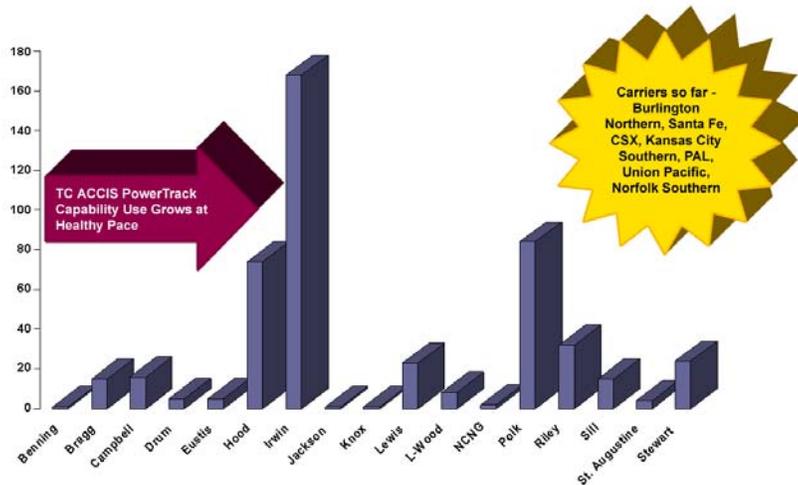
And yet consideration of context and the spread of the issue is still not enough to determine the best response. We need to ask the question about the effects of the problem if that problem is left unresolved. Some problems represent a mild annoyance whereas others may endanger the mission itself. Obviously there is a range of possibilities between these two poles. In simple language we are talking about the damage the issue presents. And this is a crucial consideration.

One would think that we have all the bases covered in terms of defining customer contacts in a way that best guides our response, but we aim to consider one more; namely, the available workarounds. Suppose one did face a problem shared by many others occurring at the worst possible time; in the midst of active conflict and yet this problem had the a reliable, easy to implement workaround. Obviously such a problem should demand the help desk's attention, but one could argue that such an issue should be trumped by an issue sharing all the same attributes, save for the fact that it had no workaround.

The process of defining customer contacts with a series of vital attributes and taking prescribed actions based on that is a type of triage. It has much more in common with the medical profession model (think emergency room operations) than other customer support processes. It relies on sophisticated underlying rules which, when implemented by automation, will quickly and reliably manage the areas to which we should pay attention. These rules apply the weights that are assigned to the different values selected in the categories of context, ubiquity, damage and mitigation to arrive at a score. The call with the highest score wins.

While we are committed to giving our full attention to every call, because of these business rules, the order in which those calls receive that attention may not match the order in which the calls come in. Some customers may pre-empt others because the nature of their call provides for a higher score. We are relying on our customers to understand the need of this triage. We are convinced that our customer base, being in one capacity or another members of the military community, recognize the importance of good "targeting strategy". 

At First Glance TC ACCIS → PowerTrack Interface Continues Strong Use



Weight, continued from page 2

How does TC ACCIS know the appropriate weight for any piece of equipment?

TC ACCIS receives the Equipment Data Characteristic File (ECDF), which is a data file of TB 55-46-1, Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Other Outsize/Overweight Equipment (in TOE line item number sequence), from Military Traffic Management Command's - Transportation Engineering Agency (MTMCTEA). TC ACCIS uses the ECDF as reference data to create the Equipment Characteristic Reference (ECR) table in TC ACCIS. There are two weight related fields in the table, the vehicle empty weight and the vehicle maximum weight.

The maximum weight for the vehicle is the empty weight of the vehicle plus the cargo weight. The cargo weight is the manufacturers off-road rated load capacity in pounds. For example: In TB 55-46-1, the cargo weight for the 2 1/2-ton truck, M35A2 (X40009/01) is 5,000 pounds. In TC ACCIS the empty weight for the same 2 1/2-ton truck, M35A2 is 13,180 pounds and the maximum weight is 18,180 pounds. Subtracting the empty weight from the maximum weight gives a load capacity weight of 5,000 pounds. This is the same cargo weight that is in TB 55-46-1.

Users may also refer to the vehicle's Technical Manual (TM) for the vehicle specifications. For example: The Operators Manual for Truck 5-ton, 6x6, M39 Series, TM 9-2320-211-10, shows the payload cross-country weight is 10,000 pounds for the M54, 5-ton truck, and the payload highway weight is 20,000 pounds. In TC ACCIS the empty weight for the same M54, 5-ton truck (X40831/07), is 19,905 pounds and the maximum weight is 29,905 pounds. Subtracting the empty weight from the maximum weight gives load capacity of 10,000 pounds. In order to obtain more detailed information for vehicle specifications visit Logistics Support Agency's (LOGSA) online Electronic Technical Manuals at <http://www.logsa.army.mil/>. If a user still has question on Cross-Country Weight versus Highway Weight please call the TIS help desk. ☎

Technical Tips

How to Load a Vehicle/SHE" to Provide Better ITV

by Roger Watson, Unisys

Here are the war fighter level steps to itemize what is in a container, pallet, ISO series, vehicle or trailer. This is an example using our mission in Hawaii. The 25th ID Deployment Operations Team (Mr. Tony Jacang, TC ACCIS System Administrator) along with the Div Trans Officer (Major Munn) and the Division chain of command fully support the mission and intent for this requirement (Our LIA/ Unisys Representative on the ground at USARPAC for any future questions on this mission is Blair Perkins).

Listed below are the steps the UMO or UMNCO should use to meet mission. To view an example of a container shipment information we used for this JRTC rotation,

- please go to <https://192.62.212.66/>
- type in a username and password
- click on the "Continue to web"
- click on the "RF-ITV Icon"
- click on "Queries?"
- click on "Query by Single Key Data Element"
- type in Kilby in the free text field and submit query
- When the tags for SSG Kilby appear go to the link for the MILVAN tags, click on tag 162336 then click on the "Commodity" tab on the tag and view the data he entered in TC ACCIS. This data was exported in the TV9 section of the ATCMD and imported into TIPS, populated on the RF tag and distributed to the Army ITV Server.

Here is the commodity data for RF tag 162336 (For the experts-this was built as a D record because the MILVANS were mounted on a chassis and will deploy to destination)

| | | |
|---------------|--------------------------|--------------------|
| 8115001682275 | BOX SHIP METAL 20 FT | AWALXAA\$0D00440XX |
| 8115001682275 | ULN:NONE | AWALXAA\$0D00440XX |
| 8115001682275 | BN: 17THCSB | AWALXAA\$0D00440XX |
| 8115001682275 | MACHINE GUN CAL.50 | AWALXAA\$0D00440XX |
| 8115001682275 | TRIPOD | AWALXAA\$0D00440XX |
| 8115001682275 | NIGHT VISION GOGGLES | AWALXAA\$0D00440XX |
| 8115001682275 | RECEIVER TRANSMITTER RAD | AWALXAA\$0D00440XX |
| 8115001682275 | MACHINE GUN 5.56 MM | AWALXAA\$0D00440XX |
| 8115001682275 | ELEC TRANSFER DEVICE | AWALXAA\$0D00440XX |
| 8115001682275 | NAV SET SATELLITE SYS | AWALXAA\$0D00440XX |
| 8115001682275 | DATA TRANSFER DEVICE | AWALXAA\$0D00440XX |
| 8115001682275 | TELEPHONE SET | AWALXAA\$0D00440XX |
| 8115001682275 | TEL DGTL NON-SEC VO | AWALXAA\$0D00440XX |
| 8115001682275 | SWITCHBOARD TEL MNL | AWALXAA\$0D00440XX |
| 8115001682275 | REEL MACHINE CABLE | AWALXAA\$0D00440XX |
| 8115001682275 | DETECTING SET MINE | AWALXAA\$0D00440XX |
| 8115001682275 | TENT | AWALXAA\$0D00440XX |
| 8115001682275 | TENT GENERAL PURPOSE | AWALXAA\$0D00440XX |

Technical Tips

Continued

How to Load Vehicle, continued from page 9

As you can see, there are no quantities, LINS or RICs because that is not generated in the current ATCMD for TC ACCIS. There were LINS, quantities and RICs entered in TC ACCIS but not exported in the ATCMD generated (80) column MILSTAMP record.

The following steps will not be useful to anyone unless you are sitting at the TC ACCIS workstation so please have Willie's team add whatever they need to include on your web and in the regulations to help the system administrators and UMOs/UMNCOs in the field. Brian was correct today in his statement-the procedures exist in TC ACCIS but many do not know "how to" or need some motivation to recall the steps. If you know the screens, it takes very little time to add the level of detail the warfighters want displayed on the Army ITV Server.

Example is for only two items: tents and rifles but could be used for up to (26) records for WPS and (6) for GATES DMOD. See the attached file. Import in to Tips and write to a tag and upload to the CASCOM 132.159.118.10 Training server to see how it is displayed.

- Task
- Start TC ACCIS
 - Example: 17th CSB (Corps Support Battalion)
 - At the login: wda4aa
 - Password: 123www
- Next screen: Select 1 Equipment List Processing
- Next screen: Select 2 Equipment List Data
- Next screen: Enter Type Data Code TDC: RA
- Next screen: Select 2 for vehicle or 3 for Special Handling (Container with chassis D-Sun or container F-Sun)
- Next screen: Select 1 Maintain Select F9 twice to get to section screen
- Next screen: Select F1 to Add Load
- Next Screen: Select F6 to find Equipment Characteristics
- Next Screen: Tab to "Description" Field or use any field you have information to get the equipment selected i. e. LIN. Type *Tent* or *Rifle* for wildcard search to find these items. You may also enter names not in the database to describe contents. Press Enter
- Find item, press escape
- Correct any fields, add quantity. Press escape. 

Solution to Problem: "TC LOGIN Cannot Execute"

by Steve Oge, RAM, Inc.

If your users cannot login to the TC ACCIS application and receive an error message "tlogin cannot execute" the problem can be corrected by the following:

1. Login in as **root**
2. At the root prompt enter:
 - cd /trans/tcaccis/bin**
3. Type: **pwd** (pwd = Present Working Directory)
/trans/tcaccis/bin will be displayed

4. Now enter:

ls -l tlogin

This command will list the tlogin permissions. The correct permissions for the tlogin executable should be set as follows to allow users to access the TC ACCIS application:

```
-rwxr-xr-x 1 root tcaccis 1140756 Feb 14 2001 tlogin
```

r = read
w = write
x = execute

5. If the permissions are different then you will need to change them. To change the permissions, enter:

chmod 755 tlogin

6. At the root prompt enter the following command:

ls -l tlogin

The permissions should now be set to **-rwxr-xr-x tlogin**. 

Technical Tips

Continued

Pertinent Information Regarding the Multiple & Individual Delete of Units

by Raquel Soranzo, RAM, Inc.

In the Summer 2002 issue of the Deployer, we wrote an article on the procedures necessary to take for the multiple deletions of units. In this issue, we would like to clarify confusion from the user community. TC ACCIS has two options to delete units:

1. Individual
2. Multiple

Too often an installation will individually delete several units, instead of invoking the Multiple Delete function. If the Individual Unit Delete is run, the data is still in the tables. And only the login is removed thus preventing that UIC from being accessed. However, the AUDEL/DEL and unit data is still left in the database which causes the UIC to be listed in all the reports display. Should the login be recreated, the UIC data could be accessed once again. On the other hand, should the user require the complete removal of that UIC, the user needs to run the Multiple User Delete for a complete removal. If you have used the Individual Delete Unit, you will notice the following discrepancies when you select option number 1 - Equipment List Report - FORSCOM Format from the Equipment List Reports menu. The UIC will be apparent, but you will not have the unit name listed. (See Figure 1).

Press [ESC] to accept, [CTRL-C] to abort, [F10] select all
[CTRL-J] row down, [CTRL-k] row up, [F3] page down, [F4] page up

| 18Dec02 | Select Unit | FICEUF071 |
|---|--|-----------|
| The following UICs currently exist in COC - Some may not have equipment | | |
| UIC | Exercise D - Default Exercise Unit Name | Select |
| W00KAA | | |
| W1J206 | MED BN | |
| W31GIZ | MISSION STOCK SUPPLY | |
| W56H2V | CVE | |
| WA06A5 | | |
| WA06A6 | | |
| WA06AA | | |

Enter 'X' to select UIC or space bar to deselect

FIGURE 1

Listed below (Figure 2) is the procedure for the Delete Multiple TC ACCIS Users:

| 23Jul02 | Unit Delete Screen | | FICSIF064 |
|--|--------------------|------------|--------------------------|
| Enter query criteria and press [ESC] or [F6] for help press [ESC] to list all UIC Code, [CTRL-C] to abort | | | |
| Sel | Last Name | First Name | Work Group |
| | | | UIC Login SSN Grade/Rank |
| | | | |

FIGURE 2

Login as tcadmin

Select 1 - Maintain system

Select 1 - Manage TC ACCIS Users

Select 2 - Delete Multiple TC ACCIS Users. The Unit Delete Screen will appear. Enter the query criteria or press F6 for help. Once the UIC is selected, press ESC. The selected UIC's will be deleted. 

NOTE: The UIC and Login must be the same in order to use the Multiple Delete TC ACCIS Users function. If the UIC does not equal the login, it will not show on the Multiple Delete TC ACCIS Users function, but it will show up on Individual Unit Delete.

Transitions

New Deputy Program Manager for Team Titan



Greg Gibson

Mr. Gregory Gibson is a new member of the TIS group. He will be serving as the Deputy Program Manager, TIS PMSS, Team Titan. He comes to TIS from Friedrichsfeld, Germany, US Europe Office of Deputy Chief Staff Logistics, Logistics Automation Division. There he served for two years as the Lead Engineer for the TC-AIMS II Team.

In his former position, Greg was the TC-AIMS II Team Lead for Europe. His team was responsible for the implementation, fielding, and maintenance of all the TC-AIMS II systems in USAREUR AOR. The team also handled the development, coordination, and scheduling of all TC-AIMS II and JFRG II training throughout the European theatre.

As the Team Lead, Greg encountered a number of scenarios and challenges during the USAREUR fielding. It is his goal to apply these "lessons learned" in order to help facilitate technical, functional, fielding and leadership efforts within the TIS.

When Greg is not in the mist of the challenges of work, you can find him at home with his family. He has a wonderful wife Stacy, his lovely daughter Cassandra who is 3½ years old, and his brand new son, Keston, who is three months old. We are sure they keep Greg very busy! Greg we welcome you to the TIS family. ☺

TIS 2002 Holiday Party

by Iris Harnage, Smart Tech

Holiday festivities were in abundance at the TIS office in Springfield, VA on December 19th. A drab warehouse located on site was transformed into a festive winter wonderland with the help of many holiday elves. Glittering lights, trees and greenery abounded. Then, with the assistance of those attending, an elaborate pot luck luncheon ensued. There was no shortage of tasty treats and mouth-watering holiday desserts. Finally, a Chinese gift exchange added to the excitement. The TIS Holiday Party was a group effort and the result was a most enjoyable holiday celebration. ☺



Transitions

Continued

We Bid Farewell to Pete Cloutier

It is always difficult to say good-bye to someone with whom you have worked with, and saying good-bye to Pete is no exception. Pete came to TC ACCIS in February of 1993, after leaving the Army as a Captain, where he had spent eleven and a half years.

Pete was a logistician in the Army. While stationed at Fort Devens, MA. Pete was the Chief of the Arrival/Departure Airfield Control Group (A/DACG). He controlled all the movements off the installation making him a perfect fit for TC ACCIS.



Pete Cloutier

Pete was hired by Information Technology Solutions (ITS) as a functional for the TC ACCIS project. As TC ACCIS became a legacy system, Pete transitioned into the

area of testing. He became the Chief of Testing Site Manager for the project in 1997. Over the years we came to increasingly rely on Pete's knowledge of transportation and the logistic practices of the government.

During the ten years he spent here with us we watched him and his wife grow their family by three more children, for a grand total of five sons. Pete was a dedicated, supportive colleague. We enjoyed working with him. We will miss Pete very much (along with the delicious cheesecakes he would make). We wish him all the best in his new endeavors. ☹

TIS Welcomes Back James Wynn from Active Duty



James Wynn

The TC ACCIS Government Functional Analyst, James Wynn, was activated in October 2001 to support operation Noble Eagle. James, a LTC in the reserves, had been with TC ACCIS since December 2000, during which time he contributed to the effort to maintain a stable, responsive TC ACCIS system while advancing the promise of TC-AIMS II. It was a great loss to us when he left, but we knew he had an important job to do - To serve our nation.

James officially returned to TIS in December 2002. His new position within TIS is as a TC-AIMS II Functional analyst. We are very glad to have him back on the team! ☹



Becky Picarillo

New Designer... New Look

If you've noticed a new look to the Deployer, you are right! The person responsible for our new look is Becky Picarillo, our graphic designer and member of Team Titan. She comes to us with a background in desktop publishing and web design. As the sole graphic designer for TIS, Becky is responsible for the PM's briefings, the TIS website, design and layout of the Deployer, and many other graphic tasks that come her way.

Becky graduated from the State University of New York (SUNY) at Oswego, where she studied traditional art and graphic design. In 1998, she left New York and moved to Northern Virginia where she began work as a desktop publisher/web designer for various companies. Becky joined the TIS family in October 2001, and has taken on many different tasks and responsibilities.

Becky was recently married back in June 2002 to her college sweetheart. When she's not here in the office, you can find her and her husband skiing and snow boarding on the mountains out west or playing softball together in the summer.

We are thrilled to have Becky on board. She has a creative style and an eye for design. You will be seeing a lot of her work in the future and no doubt you will enjoy it. ☹



Please Help Us Help You

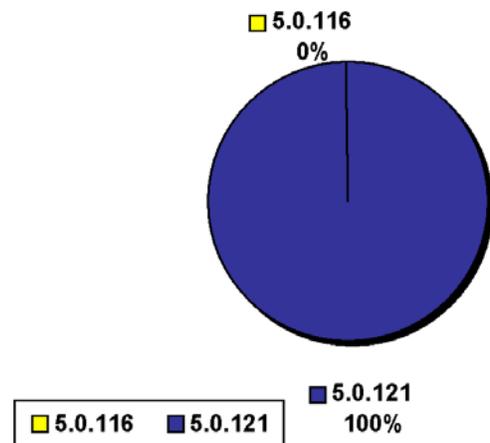
When e-mailing the TC-AIMS II Help Desk with a private e-mail address (for example AOL, Comcast and/or Hotmail) please help us by identifying yourself. We will need the following information: your name, your location and your association with the project. If we do not have the necessary information,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

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

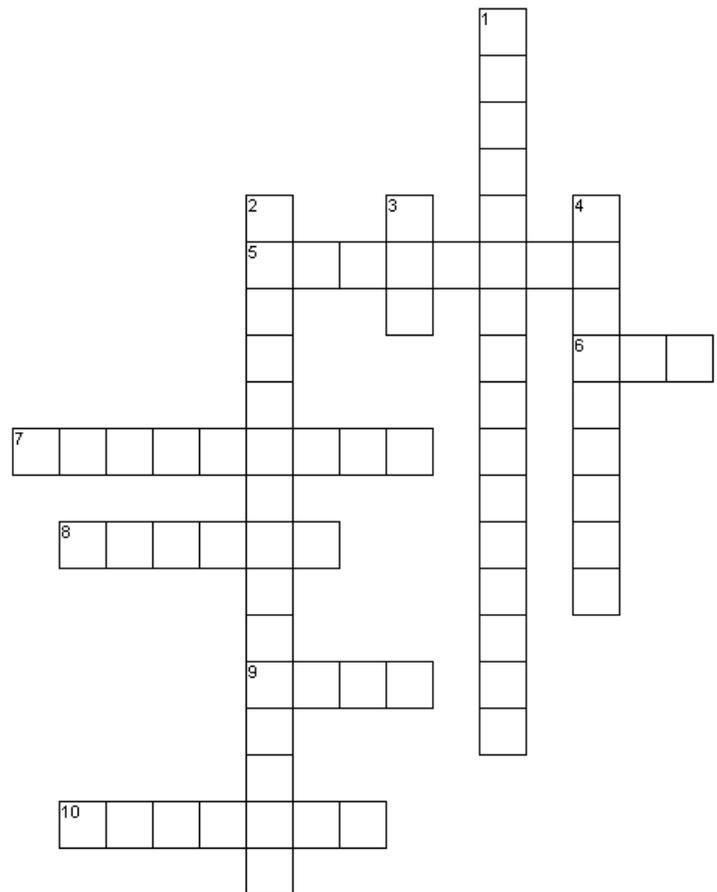
Crossword Puzzle

Down

1. The application used to manage user accounts and perform database management.
2. A standalone system has a resident database that the user can connect to or it can be configured to connect to another TC-AIMS II server and access a shared database.
3. Software Information Plan
4. A government-procured application for exchanging data with radio-frequency tags.

Across

5. The Unit Move application
6. Software User Manual
7. A commercial report writer application used to create ad hoc queries and reports.
8. The operating environment built and mandated by DISA
9. Software Center Operator Manual
10. A commercial application that allows TC-AIMS II to transmit files securely to GTN and GFM.



[Click here for Solution](#)

Acronym Glossary

| | | | |
|-----------------|---|-----------------|---|
| AIT | Automatic Identification Technology | LOGSA | Logistics Support Activity |
| AKO | Army Knowledge On-line | MILSTAMP | Military Standard Transportation and Movement |
| ATCMD | Advance Transportation Control and Movement Document | NAVTRANS | Naval Transportation |
| AUEL/DEL | Automated Unit Equipment List/Deployed Equipment List | OCONUS | Outside the Continental United States |
| CASCOM | Combined Arms Support Command (US Army) | OSD | Office of the Secretary of Defense |
| CONUS | Continental United States | RIC | Routing Identifier Code |
| DDN | Defense Data Network | SA/DBA | Systems Administrator/Database Administrator |
| DMOD | Deployment Mode | SPAWAR | Space and Naval Warfare Systems Command |
| DSS | DynCorp Systems and Solutions | TIS-TO | Transportation Information Systems-Theater Operations |
| FORSCOM | Forces Command | UIC | Unit Identification Code |
| GATES | Global Air Transportation Execution System | ULN | Unit Line Number |
| ISO | International Standards Organization | UMC | Unit Movement Coordinator |
| ITO | Installation Transportation Office/Officer | UMNCO | Unit Movement Non-Commissioned Officer |
| ITV | In-Transit Visibility | UMO | Unit Movement Officer |
| JRTC | Joint Readiness Training Center | | |
| LIN | Line Item Number | | |