PEO EIS
PEO Enterprise Information Systems

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

To say we have been busy since the last edition would be a huge understatement…and I know our readers' OPTEMPO has gone up quite a bit also. A few notable highlights to share with you in this issue include: a new product called the Portable TC-AIMS II (PTC-AIMS II) system; the addition of the Automated AirLoad Planning System (AALPS) to the PM, TIS family of systems; and the current status of Block 2 and Block 1 fielding efforts.

PTC-AIMS II was launched due to a request from Coalition Forces Land Component Command (CFLCC) to provide a 1-man portable system that could be placed with Movement Control Teams (MCTs) as they move in the theater to track people and equipment. The system included the requirements to read/write RF tags and MSLs, operate on AC/DC (12 or 24 volt) or battery power, and provide connectivity to the ITV server through satellite communications. We received the request on 19 February, and delivered 64 of the systems to Kuwait on 23 March — roughly 30 days, which included procuring all components (about 100 special components, which took the most time), building the systems (JPMO people pitched in on the assembly), and testing and shipping the systems. Not too shabby—but our mission is to provide exactly this level of responsiveness and support, and we welcome the opportunity. We also sent a four person contractor support team with the system to train and assist users. The PTC-AIMS II system was reported to be working extremely well and was written up in several magazines. We have also received requests for additional systems to be placed at Theater Supply/Distribution Centers and at least one Port. An effort such as this is only possible with an effective partnership between many government and industry organizations, and it's a pleasure to be associated with so many pro-active professionals.

In the midst of all this activity, we welcomed the AALPS program team to our office. Mr. Herb Coleman, Project Officer for this mission-critical joint program, and his Northern Virginia staff took up residence in our facility in March. As most of you are aware, our TC-AIMS II Block 2 system provides a Deployment Enterprise capability by co-hosting the AALPS, ICODES and TC-AIMS II applications on the same laptop. Additionally, we have essentially merged the AALPS and TC-AIMS II databases, providing more seamless operations and reducing life-cycle costs (only need one Sybase license now, instead of two). We are also implementing a two-way transactional interface between TC-AIMS II and AALPS. These are exciting times for both programs as we try to take the best of each product and the best processes of each Project Management Office and meld them together for the benefit of our user community.

I guess our prime contractor, DynCorp, was doing so well on TC-AIMS II

***PM Message,** continued on page 2*

AALPS and AMFT-CIS Join the PEO EIS TIS Family

by Herbert Colemen, Project Officer - AALPS

In March 2003, by direction of the Army Staff, the Automated Air Load Planning System (AALPS) and the Automated Movement Flow Tracking Command Information System (AMFT-CIS) transitioned from HQ, Military Traffic Management Command (MTMC) to the PEO EIS Transportation Information System (TIS).

The Automated Air Load Planning System (AALPS) is a knowledge-based expert system that assists the war fighter in the complex task of planning and execution of air loads for all types of deployments. It supports the air load planning process and functions to include aircraft estimation, aircraft gross load planning, deliberate load planning and execution and tracking of movement statistics during deployments.

AALPS is composed of five modules. The Automatic Load Planner (ALP) provides automatic generation of load plans based on user input of aircraft parameters and equipment list. The Load Plan Editor (LPE) is a graphics application program for creating/editing aircraft load plans. It permits the user to modify planning data (e.g., dimensions and weight) and enter in-transit visibility data (e.g., TCN, ULN, bumper numbers). The Equipment List File (ELF) allows users to create, modify, combine or delete unit equipment lists for various missions/ contingencies, which then can be processed through the ALP to determine airlift requirements. The Equipment Characteristics file (ECF) is a database of standard equipment characteristics from TB 55-46-1 with added information for aircraft loading. The Deployment Equipment List (DEL) provides the capability to create, edit or delete a "DEL". It allows the user to view DEL's received from other systems via system interfaces.

AALPS has existing interfaces with other logistics systems such as LOGMOD, CMOS, GATES, TC-AIMS II, LSS, TC ACCIS, AMFT-CIS, and MDSSII. AALPS was selected as the aircraft load planning system for the Department of Defense. AALPS achieved Defense Information Infrastructure Common Operating Environment (DII COE) Level Seven Certification by the Defense Information Systems Agency.

The Automated Movement Flow Tracking Command Information System (AMFT-CIS) is a tool that provides automated support for deployment planning and execution. As a planning tool it provides automation where none previously

AALPS, continued on page 4

***PM Message**, continued from page 1*

(certainly I have lauded their efforts since I have been here) that a larger company decided to buy them. So now our prime contractor is CSC. We don't expect this change to affect our operations, however, our contractor PM (Mr. John Magill), exercised his stock option and left our operation to join another company. We will miss him, but he alluded to possibly coming back in another capacity in the future. Mr. Earl Bentley, John's Deputy, has taken over the operation for CSC and is working at his usual fervent pace to get a ton of capability in the Block 2 product. If you get the opportunity, please welcome Earl in this new capacity. CSC is also the AALPS prime contractor, so we expect that to only help our integration efforts.

Block 2 development remains on schedule for Operational Testing this summer. It has been a challenge to find "real users" to operate the system in this test, and that has caused a slight perturbation to our plans that pursued a fielding decision for Army and Navy in August. Therefore, we are planning a single Block 2 Milestone III Review for the Army, Navy and USMC in December. We would like nothing better than to welcome the USMC into the fold of TC-AIMS II users. The Air Force remains non-committal as to their future use of the system.

Block 1 fielding has been flexible to accommodate the site and schedule changes due to the Global War on Terrorism. We completed fielding to Fort Lewis and are focusing current fielding efforts on USARPAC. We are in the final stages of completing the fielding to Hawaii. We have already conducted a site survey for Alaska, which will be our next site, and then we will finish the year by fielding to Korea and Japan.

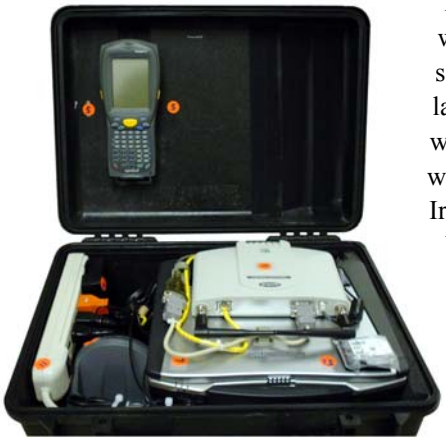
Well, that's about it for the overview. Many more details of what we are doing are contained in the other pages of *The Deployer*. As always, we look forward to serving the needs of the user community and welcome new challenges and opportunities to speed up delivery of quality products and services that meet customer needs.

Portable TC-AIMS II Arrives Just in Time!

by Brian Coady, Project Officer - TC ACCIS, DAMMS-R

On 19 March 2003, CFLLC asked the JPMO, TIS for a system that could interface with the ITV server system and that was portable, war-ready and capable of true, pole-to-pole global reach.

In one short month, JPMO, TIS responded with Portable TC-AIMS II (PTC-AIMS II). Here in one small, roll-away case is an astonishing array of capabilities. At the center of it all is a ruggedized laptop containing the latest build of TC-AIMS II. This in turn is contained in one small, aluminum suitcases which it shares with a wireless LAN router and an exotic piece of communications hardware called an Iridum terminal. The Iridium terminal itself is a satellite modem with a GPS module. This modem allows anyone at nearly any location on the globe to send great streams of data to the bank of supporting Iridium Modems placed at the JPMO, TIS in Springfield, VA. Through a system of 66 low orbiting satellites, the Iridium system insures that these transmissions reach the intended target. Theoretically, any of the 23 TC-AIMS II interface partners.



The aluminum suitcase is nested in a medium size case that is easily one-man portable and which has just about everything a movements control center could ask for. TC-AIMS II software combined with the Zebra PT-400 portable printer provides the ability to print labels. The mobile interrogator gives the user the ability to read and write RF tags. Read and write RF tags is provided by the mobile interrogator (410-R). Scanning and wireless interface with the laptop is provided by a Symbol 4186 Hand held interrogator. An added bonus is the Iridum voice handset that complements the Iridum terminal. The case is chock full of ways by which the user can power the system. Both a 12V and 24V invertor are in there. Moreover, there is a comprehensive kit of power adapapters to accomodate any concievable theater of operation.

With PTC-AIMS II, the user has the potential to send vital logistical data to 23 TC- AIMS II interface partners as well as use the most advance communication device ever conceived for public use to affect important coordination.

How JPMO, TIS succeeded in getting the PTC-AIMS II suite into such quick production is a story itself; a story made even more impressive when one considers that the JPMO met this Herculean feat while proceeding with Block II development, and Block I fielding activity. So it can be said of this organization that not only can we walk and chew gum at the same time, we can tight-rope walk, skip and flip as well.

Nearly a dozen vendors provided nearly 100 separate components. Delivery times that were normally 60 days, were compressed to one tenth of that. Every available hand here at JPMO, TIS contributed to either the procurement, assembly, integration, testing, delivery, support or necessary software development.

Now that we have our first “model” of PTC-AIMS II, we are listening to the valuable feedback it has engendered and refining the product even further. We at TIS, JPMO are happy we took on the challenge and now we’re looking for the next one. 💻

AALPS, continued from page 2

existed. It enables the user to build a schedule that reflects timing necessary for critical events to occur prior to a given conveyance departure. As an execution tool it supports managing the flow of deploying troops and equipment through the marshaling and deployment process by making deployment status and information available to anyone involved in the process.

Some exciting features of AMFT-CIS:

1. **Easy Tracking**. The flow table screen displayenables tracking of current events. Red and yellow highlights signal need for user's attention.

2. **System Flexibility**. User controls the events and scenario times, designs own flow tables using multiple tables simultaneously and shows multiple views of each deployment phase. Build flow tables for rail and/or convoy movements, or for reception, staging, and onward movement and integration actions.

3. **Use of RF Tags**. System can use radio-frequency tags (SAVI tag) to update chalk (equipment load) status/location.

4. **Selectable Flow Table Sequence**. User can view flow table in chalk number or time-based sequence based on conveyance departure.

5. **Hardware/Software Requirements**. These requirements are minimal. The system takes advantage of currently installed installation hardware and network resources. System application software is housed on AALPS target hardware.

The Automated Air Load Planning System (AALPS) and the Automated Movement Flow Tracking Command Information System (AMFT-CIS) will be a key part of the deployment and transportation enterprise architecture established with TC-AIMS II Block 2. 💻

New Scanners are Available for Purchase

by Garry Haun, RAM, Inc.

Fort Hood has recently paid the "one-time-fee" to update and convert the TC ACCIS scanner program into code that can be used on currently available scanners. That code is now available (at no cost) to any TC ACCIS site that purchases the compatible scanners.

The new scanners do not include built-in modems. This means that external modems and corresponding cabling must be used with the new scanners. Many sites have access to the Cardinal modems that were originally supplied with the Compaq Server. The new scanner has been tested successfully with those Cardinal modems. Please remember that at least one of these modems must be left on the server to receive the data from any remote scanner.

For more information on pricing and ordering, contact Bill Crumpecker (800-428-8643).
For more information on configuration, contact Garry Haun (703-752-0787). 💻

Portable TC-AIMS II in the News

To view these articles please click on the appropriate link below.

"'Quantum leap' in wartime logistics"
For Operation Iraqi Freedom, a variety of information technology tools and systems are helping the Army ensure that history does not repeat itself. *(As seen in FCW.com)*

http://www.fcw.com/fcw/articles/2003/middle_east/web-logs-04-01-03.asp

"Army uses mobile technology, satellite link to track supplies"
As part of the war with Iraq, the U.S. Army has deployed 64 mobile units equipped with portable systems that are being used to scan information about combat and supply vehicles and send the data via a secure satellite link to the Army's central asset-tracking system. *(As seen in Computerworld)*

http://www.computerworld.com/softwaretopics/erp/story/0,10801,79844,00.html

The JPMO, TIS Business Management Directorate: The Engine of JPMO, TIS

by Linda L. Young, Business Management Director

The Joint Program Management Office (JPMO), Business Management Division now Directorate (BMD) was stood up in Feb 1997, staff of one (1) the Business Manager/Director. Today the BMD staff level is sixteen (16), a team of contractors and government personnel. BMD is organized in four sections, (Management Support, Resource Operations, Human Resources, Personnel and Office Operations and Acquisition Management).

What is the BMD's function? Some view the BMD personnel as bean counters only. What a fallacy!

To both develop and support the best possible automated information system products for you requires a lot of capable support from many folks that you may never meet. The crucial Business Management Directorate personnel establish project policies, plans, and priorities. They ensure the efficient and economical use of financial and manpower resources. Importantly, the directorate, and the people who make it work, also defend resource levels for the program at PEO EIS, and higher headquarters. As you can surely appreciate, there are many Program Management Offices each needing a steady stream of resources to keep their programs on schedule. In this climate, the competition is rough, so it pays to have a good capable team that can articulate the vision of a program and convincingly justify spending levels to meet that vision.

And yet the BMD folks do even more. We conduct studies and analyses, e.g., economical analyses, cost/benefit analyses, independent cost estimates. BMD also exercises administrative control of all project resources; responsible for expediting program documentation through the approval process for milestone decision point provides risk management (more on the extensive subject of risk management in latter editions).

We would be remiss if we did not address control of assets (property) and facility management.

Noteworthy of recognition is the BMD staff's ability to coordinate, negotiate contracts/task orders, acquire, fund and assemble $3M of hardware, software, peripheral and service for the production of the Portable Transportation Coordinators' Automated Information for Movements System II, (PTC-AIMS II). At the request of Coalition Forces Land Component Command (CFLCC) this was accomplished within approximately 30 days and portable systems were delivered to Kuwait.

We here at JPMO, TIS think highly of the BMD folks; their ability to think out of the box....make things happen and still maintain the momentum to tackle the daily drudgery of on-going tasks. We are proud to share that extensive cross training within BMD contributes immensely to their efficiency and success.

In the next edition, we will discuss details within each functional area. 💻

SRA, Training Contractor

Submitted by Al Bornmann, SRA International, Inc.

One of the principal partners with the JPMO, TIS is SRA International Inc., a company of 2,500 employees headquartered in Fairfax, VA. The JPMO relies on SRA to provide UMO/UMC and SA/DBA TC-AIMS II training to all of the Services - Army, Navy, Marine Corps, and Air Force. The JPMO also frequently taps the vast experience that SRA has with TC-AIMS II to address development, deployment and operational issues.

SRA is well suited for its crucial role. The 21 employees devoted to support the program have an average of 2 years with the program. While this number may not seem impressive to the uninitiated, when coupled with their average of 20 years experience with military transportation systems, it represents a substantial amount of experience for such a young program.

SRA has been an instrumental partner in the successful implementation of Distance Learning as a vehicle by which quality training is offered to students on a very economical basis. With DL, students in, say, Hawaii, Fort Riley and Fort Eustis, can attend the very same course! The savings are tremendous and, once more, the crucial interactiveness with student and instructors is preserved.

Lately, SRA is a major player in the provision and implementation of Iridium connections with the PTC-AIMS II(see accompanying articles). They supplied both the Iridium terminals which were sent with the PTC-AIMS II sets and the modems which receive the signals from the deployed sets, plus all the antennas, power supplies and other accoutrements that make the system work.

Fortune magazine has chosen SRA as one of the "100 best companies to work for" for four consecutive years. We are proud to have such an esteemed partner helping us in a mutual effort. For more information visit www.sra.com. 💻

Intermec Supplied Ordering Guide for TC ACCIS

by Alain Wampouille, RAM, Inc.

With the many different models of Intermec printers in use, this guide will help users in ordering supplies.

The correct way to order Intermec supplies from Intermec for the printers on TC ACCIS is as follows:

1. Call Intermec at 1-800-227-9947
2. Ask for Government Customer Service
3. Always tell them you are ordering supplies for TC ACCIS
4. Use the appropriate Intermec part numbers below.

Printer Model	Label Part Number	Ribbon Part Number	Label/Ribbon Ratio
8646	E04321	13084106	1 label to 1 ribbon
3400	E04321	13084106	1 label to 1 ribbon
4100	E04321	13034112	2 label to 1 ribbon
4400	E04321	13044218	3 label to 1 ribbon
4420	E04321	13064118	3 label to 1 ribbon
4440	E04321	13064118	3 label to 1 ribbon

Please Note:

- The label stock is the same for ALL printers.
- The ribbons are the same for the 8646 and 3400.
- The ribbons are the same for the 4420 and 4440.
- The ribbons are unique for the 4100 and 4400.

Labels

When the labels arrive, please verify that the labels are correct.

There are two numbers stamped on the side of every roll of labels. The red number is the lot number and it not used for ordering. The black number is the part number and should match the numbers above. If it does not match, the labels are not correct.

If the part number is not readily available, you can verify the labels are not made of paper by attempting to tear them. If they tear, you do not have the correct labels. A further check is to confirm that the sensitivity number is 38*.

Ribbons

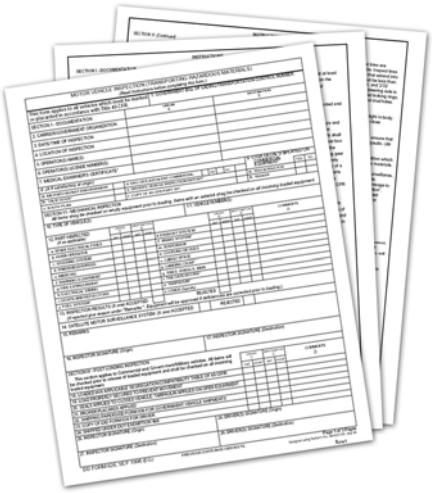
When the ribbons arrive, please verify the part numbers received are correct. For ribbons, the sensitivity numbers can also be verified. All ribbons must have a 3*6 number. 💻

Helpful Hints and References for DD Form 626 Inspections

Collected by James Wynn, SystemsEngineering and Accreditation, & Carlos Tibbets, 599th Trans Group

Recently Department of Transportation (DOT) renewed emphasis on transportation of hazardous materials on our public highways. Due to several HAZMAT incidents and threat of terrorists' activities, DOT has become even stricter in enforcement of HAZMAT rules and regulations. In order to maintain compliance with DOT rules, Department of Defense (DoD) uses several forms to document transportation of HAZMAT on military installations and public highways. One of the forms that is key to DoD HAZMAT transportation is the DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Material). Listed below are some references that have been compiled to assist Installation Transportation Offices and Traffic Management Offices in filling out DD Form 626.

References:



"Motor vehicles to be used for the transportation of placarded amounts of Arms Ammunition & Explosives (AA&E) Hazard Class/Divisions 1.1 through 1.4 and other regulated materials, or. 2.3 (RIH) poisonous gases; 6.1 (PIH) poisonous gases; 6.1 (PIH) poisonous materials; or 7 radioactive requiring yellow III label materials over public highways will be inspected by the shipping activity using DD Form 626 and NAVSEA SW020-AF-ABK-101, 49 CFR and DoD safety regulations. Vehicles for which unsatisfactory conditions are noted on the DD Form 626 shall not be accepted for loading." Paragraph 3-7.1, SW020-AG-SAF-010 Seventh Edition, *Transportation and Storage Data for Ammunition, Explosives, and Related Hazardous Materials*

"Prior to loading, inspect all vehicles used in the transportation of HAZMAT in accordance with CFR Title 49 and DoD safety regulations using DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)." Paragraph F3d, Chapter 204, DoD 4500.9-R, *Defense Transportation Regulation* Paragraph G1a, Chapter 204, DoD 4500.9-R, *Defense Transportation Regulation*

"The shipping activity must prepare DD Form 626 before commercial or government/MOV vehicles are used for transportation of placarded amounts of HAZMAT on public highways."

"The Defense Transportation Regulation, DoD 4500.9-R, Part ii, Cargo Movement, requires all motor vehicles (commercial or government/ MOV) used for the transportation of ammunition, explosives, poisons, and high-hazard items listed in table 1, section 172.504, Title 49 CFR be inspected by the shipping activity. DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Material) will be used for this purpose." Paragraph 6.24C, TM 38-410/NAVSUP PUB P573/AJMAN 23-209/MCO 4450.12A/DLAI 4145.11, *Storage and Handling of Hazardous Materials*

"When contractually appropriate, i.e., responsibility for motor vehicle inspection and issuance of instructions to vehicle drivers falls within the purview of DoD 4145.26-M, DoD Contractors' Safety Manual for Ammunition and Explosives and Related Dangerous Material, completion of DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Material), and DD Form 836, Special Instructions for Motor Vehicle Drivers, will be accomplished by the shipper/contractor." Paragraph 5d, DLAI 4500.4, *Traffic Management Regulation*

"The carrier must correct deficiencies before vehicles are permitted to enter sensitive or restricted areas." Paragraph G1d, Chapter 204, DOD 4500.9-R, *Defense Transportation Regulation (DTR)*

"The driver is required to participate in the inspection and to sign the form when satisfied with the mechanical condition of the motor vehicle and the loading of the cargo. The driver, by signing the form at origin and destination, shares responsibility with the shipping inspectors for the suitability of the vehicle and the safety of the load." Paragraph 3-3.2.1, NAVSEA SW020-AF-ABK-010 First Edition, *Motor Vehicle Driver and Shipping Inspector's Manual for Ammunition, Explosives and Related Hazardous Materials*

DD Form 626 Inspections, *continued on page 9*

Large Medium-Speed, Roll-on/Roll-off Ships (LMSRs)

by James Wynn, Systems Engineering and Accreditation *

While many of us are assisting with deployment of forces to support "Iraqi Freedom" we sometimes forget the importance of Strategic Sealift to move our equipment. While I was deployed I had the opportunity to load several Large Medium Speed Roll-on and Roll-off ships to move equipment to strategic locations. The speed at which these ships can be loaded and unloaded was surprising, in some cases eliminating two to three days for loading and unloading, when compared to some older cargo ships. In order to see additional details and pictures on the LMSR and Maritime Prepositioning Ship programs you may visit http://www.msc.navy.mil.

The need for additional military sealift ships was identified in a Congressionally-mandated study by the Joint Chiefs of Staff in the early 1990s. The Mobility Requirements Study focused on Department of Defense transportation during the Persian Gulf War. It highlighted the urgent need for greater sealift capacity to transport military equipment and supplies during wartime and other national contingencies. In response to the sealift shortfall, an ambitious Strategic Sealift Acquisition Program was introduced. Plans called for adding 19 LMSRs which will provide five million square feet of capacity early in the next century.

The LMSR program currently has 19 ships, five of which will be conversions of existing commercial container vessels, and 14 of which will be newly constructed ships. All 19 ships use common cargo handling systems, procured by the Navy. LMSRs are being built by three contractors. A performance type procurement description was used, therefore specific ship configurations differ as the respective builders interpret the mission requirements.

Most of the LMSRs will be named after Medal of Honor recipients. The exceptions are USNS Bob Hope (T-AKR 300) — named in honor of entertainer Bob Hope — and USNS Fisher (T-AKR 301) — named for Zachary and Elizabeth Fisher who committed their lives to improving the quality of life for members of the U.S. armed forces. Since the early 1980s, the Fisher's foundations have contributed generously to military families who have lost loved ones under tragic circumstances and have provided scholarships to active and former service members and their families. The Fisher House Program, established in 1990, has provided temporary quarters for families of patients receiving medical care at major military and Veterans Affairs medical centers.

LMSR ships are Large (950 feet long, 106 feet wide, 55,000 long ton displacement), Medium Speed (24 knots), Roll-on/Roll-off (RO/RO) vessels. The sealift ships are capable of self-sustained RO/RO and Lift on/Lift off (LO/LO) operations at a pier and in a Logistics-Over-the Shore (LOTS) scenario through stern and side port ramps to a RO/RO Discharge Facility (RRDF). In addition, the LMSR will be capable of self-sustained LO/LO cargo operations in a LOTS scenario by interfacing with lighterage. LMSR ships are not armed, and do not have a combat system. They do have Command, Control, Communications and Intelligence (C3I) suite sufficient to perform their intended mission in conjunction with other Naval vessels.

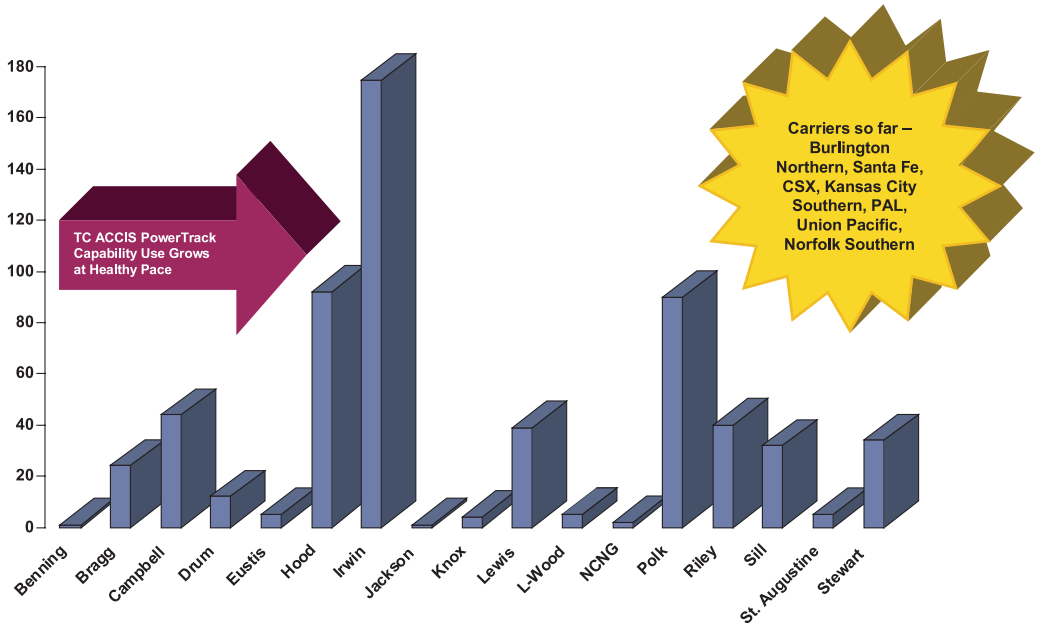
USNS Gordon

Each LMSR's huge, six-deck interior has a cargo carrying capacity of approximately 393,000 square feet, equivalent to greater than eight football fields. Each ship can carry an entire U.S. Army Armor Task Force including 58 tanks and 48 other tracked vehicles, plus more than 900 trucks and other wheeled vehicles.

The ship's decks have ample open space for lashing down helicopters, tanks, trucks and other large vehicles. A slewing-stern ramp and a moveable side-port ramp make it easy to drive vehicles on and off the ship — speeding loading and off-loading operations to just 96 hours total per ship. Two 110-ton single pedestal-twin cranes make it possible to load and unload cargo where shoreside infrastructure is limited or nonexistent.

* *Information obtained from Military Sealift Command*

At First Glance TC ACCIS →PowerTrack Interface Continues Strong Use



***DD Form 626 Inspections**, continued from page 7*

"Vehicles for which unsatisfactory conditions are noted on DD Form 626 shall not be accepted for loading. Vehicles will not be rejected, however, if deficiencies are corrected before loading." Paragraph 6-24C, TM 38-410/NAVSUP PUB P573/ AJMAN 23-209/MCO 4450.12A/DLAI 4145.11, *Storage and Handling of Hazardous Materials*

"The receiving activity must prepare the destination portion of the DD Form 626 before a motor vehicle containing a shipment of HAZMAT is accepted for delivery. However, if a vehicle arrives at a receiving point with deficiencies, that vehicle will not be put back on the highway and will be unloaded. Reports will be made." Paragraph G1b, Chapter 204, DoD 4500.9-R, *Part II, Cargo Movement, Defense Transportation Regulation (DTR)*

"Government/MOV Vehicles. DOD inspectors must perform a detailed mechanical inspection of all government/MOV vehicles transporting HAZMAT on public highways." Paragraph G1c(2)(a), Chapter 204, DoD 4500.9-R, *Part II, Cargo Movement, Defense Transportation Regulation*

"Commercial Vehicles. If commercial vehicles have a current Commercial Vehicle Safety Alliance (CVSA) sticker, DoD inspectors can perform a cursory mechanical inspection. If defects are noted during cursory inspection, a detailed inspection will be performed on commercial vehicles. The activity may perform a detailed inspection at their option even if a current CVSA sticker is present. Naval activities are required to perform a detailed inspection using the DD Form 626." Paragraph G1c(2)(b), Chapter 204, DoD 4500.9-R, *Part II, Cargo Movement, Defense Transportation Regulation* Paragraph G1e, Chapter 204, DoD 4500.9-R, *Defense Transportation Regulation (DTR).*

"A copy will be retained by the inspecting activity. For TL and Less-Than-Truckload (LTL) shipments, the original will be given to the vehicle driver at origin for delivery to the consignee. For a deficient commercial vehicle that has been rejected from loading or unloading or if the driver of the vehicle has been found unsatisfactory, one copy will be sent to each of the following:

1) Nearest DOT field office.
2) Carrier home office.
3) MTMC, Attn: MTOP-OS, 200 Stovall St, Alexandria, VA 22332-5000."

In summary:

a) Shipper at origin inspects truck using DD Form 626 prior to loading at origin.
b) Driver/carrier must correct deficiencies before loading at origin.
c) Receiver at destination inspects truck using same DD Form 626, and will unload vehicle even if vehicle is found to be defective.

BOTTOM LINE: SAFETY. Ensure motor vehicles carrying HAZMAT are safe and pose no danger to those handling/moving the HAZMAT and the general public who may be exposed to it on public highways.

AIT Consumables

DLA POC: Lynn C. McCormick
Supervisory Contract Specialist
Product Center 2, DSCR-JBPC
Richmond, VA 23297-5790
Email: gpp5002@dscr.dla.mil
Voice: (804) 279-4230
DSN: 695-4230
Fax: (804) 279-1557

Access Point (AP-3020), CLIN: X007BB, TAMCN: H80362BP, NSN: 7025-01-475-9857

Nomenclature	NSN	DLA Contract	Managed by	Price Each
AC Power Cord	5995-01-476-5381	SP0400-01-D-9403	DSCR-PC2	$7.00
Antenna: Radio Flex	5985-01-476-5537	SP0400-01-D-9403	DSCC	$12.00
Power Supply	6130-01-476-5380	SP0400-01-D-9403	DSCR-PC5	$39.00
Single High Performance Antenna	5983-01-480-0434	SP0400-01-D-9404	DSCC	$49.69

Portable Data Terminal 7240, CLIN: X001FA, TAMCN: A02987GP, NSN: 7025-01-475-9974

AC Power Cord - for Com Dock	5995-01-476-5381	SP0400-01-D-9403	DSCR-PC2	$7.00
Communication Cable - for Com Dock	5995-01-476-5379	SP0400-01-D-9403	DSCR-PC2	$29.00
Portable Printer Cable	5995-01-476-5499	SP0400-01-D-9403	DSCR-PC2	$71.00
Power Supply - for Com Dock	6130-01-476-5382	SP0400-01-D-9403	DSCR-PC5	$37.00
Rechargeable Battery	6140-01-476-5414	SP0400-01-D-9403	DSCR-PC5	$43.00
Rubberized Boot	5975-01-476-5497	SP0400-01-D-9403	DSCR-PC5	$14.00
Stylus (3 per pack)	7520-01-477-3931	SP0400-01-D-9403	GSA	$3.00

Wireless LAN Adapter, CLIN: X007AA, TAMCN: Not Applicable, NSN: 7025-01-476-6079

Wireless LAN Adapter	7025-01-476-6079	SP0400-01-D-9404	DSCP	$261.69

Zebra PT400, CLIN: X003AA, TAMCN: A02997GP, NSN: 7940-01-475-9671

AC Power Cord	5995-01-476-5381	SP0400-01-D-9403	DSCR-PC2	$7.00
Battery Charger - Single Slot	6130-01-480-0852	SP0400-01-D-9403	DSCR-PC5	$55.00
Cartridge 5100 Resin Based for PT400	7510-01-475-9607	SP0400-01-D-9404	GSA	$12.50
Communications Cable	5995-01-476-5566	SP0400-01-D-9403	DSCR-PC2	$17.00
Label TT Green Poly Labels 4 x 2.5 for PT400	7530-01-476-2673	SP0400-01-D-9404	GSA	$25.77
Label TT Poly Label 2 x 1 for PT400	7530-01-475-9605	SP0400-01-D-9404	GSA	$14.83
Operator's Maintenance Kit	5895-01-476-5515	SP0400-01-D-9403	DSCC	$5.00
Power Supply w/DC Line Cord	6130-01-480-8014	SP0400-01-D-9403	DSCR-PC5	$37.00
Print Head	7025-01-476-5596	SP0400-01-D-9403	DSCP	$141.00
Rechargeable Battery	6140-01-476-5563	SP0400-01-D-9403	DSCR-PC5	$71.00
Shoulder Strap	8465-01-476-5604	SP0400-01-D-9403	DSCP	$24.00

Zebra Z4000, CLIN: X003DA, TAMCN: A03007GP, NSN: 7490-01-475-9554

6-foot Centronics Cable to DB-25	5995-01-476-5528	SP0400-01-D-9403	DSCR-PC5	$9.00
Label TT Green Poly Labels 4 x 2.5 for Z4000	7025-01-475-9606	SP0400-01-D-9404	GSA	$69.74
Label TT Poly Label 2 x 1 for Z4000	7530-01-475-9604	SP0400-01-D-9404	GSA	$32.25
Network Interface Card	7025-01-476-5378	SP0400-01-D-9404	DSCP	$261.75
Operator's Maintenance Kit	5895-01-476-5515	SP0400-01-D-9403	DSCC	$5.00
Print Head	7025-01-476-5512	SP0400-01-D-9403	DSCP	$343.00
Printer Ribbon for Label 2 x 1, Resin for Z4000	7510-01-475-9609	SP0400-01-D-9404	GSA	$32.00
Printer Ribbon for Label 4 x 2.5, Resin for Z4000	7510-01-476-2676	SP0400-01-D-9404	GSA	$50.01

Reprinting a CBL, Made Easy for You

by Raquel Soranzo, RAM, Inc.

There have been times a user finds it necessary to reprint a CBL. The CBL process creates two print files that are written to the hard disk in the user's directory. The users are located under /trans/tcaccis/usr. The two files are named after the CBL number following this syntax:

Header file: cbl#.hdr

Contination pages: cbl#.con

To reprint either or both files above,

Login as root

cd /trans/tcaccis/usr/wwwwww (substitute wwwwww with the login name that generates the CBL)

ls –lt *.con | more to list continuation files **or** ls –lt *.hdr | more to list header file

Press CRTL-C to get back to prompt. At the root prompt, type:

cat filename | lp –dgbl1 (substitute the *filename* with the file to be reprint and *gbl1* with the correct printer name the file will print to). 💻

Get F10KEEP Running

Information obtained from Marymount University

It is a little known fact that Windows uses the F10 key to get you to the drop down menus at the top of your screens. Most people never use the F10 key because they go to the drop down menus with their mouse. When you press the F10 key, Windows will select a menu within your Windows application. A great feature for people without a mouse and who don't like using the Alt keys. This, however, is an inconvenient feature for people using terminal emulators, as the F10 key is often needed. Fortunately, help is at your finger tips. There is a program called **F10KEEP** which is the answer to the problem.

F10KEEP is a small program that allows you to use the F10 key on EWAN. If you are using EWAN to communicate with the Administrative Computer, you will need F10KEEP.

In order to install F10KEEP on your computer, you should do the following:

1. Click on the START button, select **Settings** then **Taskbar** to enter the Taskbar Properties box.
2. Select the **Start Menu** program tab. Press Add.
3. In the Command line box enter the following: **g:/netstuff/ewan/f10keep.exe**. Press Next.
4. In the **Select Program Folder** window, find the folder called **StartUp** and double click on it.
5. Leave the program name in the "Select a title for the program box. Click on Finish. This brings you back to Taskbar Properties.
6. You are done!

This process causes the F10KEEP to begin running every time you start up your computer. In order to get it to start running you will have to restart your computer. Once your computer starts, the program runs in the background and you no longer have to worry about it. TRY IT! 💻

Transitions

We Bid Farewell John Magill

(CSC (formerly DynCorp) Program Manager, TC-AIMS II)

by Earl Bently, CSC

John Magill

John joined TC-AIMS II in 1998 as the corporate-sponsored Operations Manager. Quickly transitioning to Program Manager, John was pivotal in developing the close cooperative relationship we enjoy today between the government and the CSC team. John was also the Director of web services for the DynCorp Systems and Solutions Division and was a driving force in the evolution of government internetworking technologies including web portals, and business to business solutions. He was an avid sports fan and was especially passionate about the Baltimore Ravens. John's quick wit, infectious sense of humor, and all-to-often bad jokes and play on words will be missed. We sincerely wish him all the best as he pursues his personal goals.

Earl Bentley transitions to the CSC Program Manager position. Earl retired from HQ, Air Mobility Command, Command and Control Division, Scott Air Force Base, in 1994. He joined the TC-AIMS II project in November 1997 and has functioned as the Configuration Manager, Quality Manager, IT Manager, Operations Manager, Systems Development Manager, Product Manager, and John's right hand guy. Earl was pivotal in helping the DynCorp team achieve, and maintain SEI CMM levels 2 and 3 and is a certified ISO 9000 auditor. He's quality focused and results-driven. We wish Earl all the best as we embark on the next phase of this TC-AIMS II journey. 💻

Earl Bentley

LtCol Bill Boden Activated

by CWO3 Maxwell Clifford, Systems Engineering and Accreditation

The U.S. Marines recently activated a long term veteran of JPMO, TIS, LtCol Boden to MARCENT G4 located in Bahrain. LtCol Boden boasts over 25 years as a Marine, all of which was spent in the logistics arena as a Supply Officer and Logistician. His work in Bahrain dovetails nicely with his experience as he will work diverse aspects of logistics such as facility management, materiel sustainment, and strategic mobility.

Also noteworthy is LtCol Boden's experience with ITV and TAV systems, with the most obvious mention being that of his extensive TC-AIMS II experience. It is because he comes with this experience that he is being welcomed enthusiastically in theater. He is the right man to use the systems to forecast the arrival and flow of principal end items and sustainment stocks. Morevoer, LtCol Boden includes a good understanding of the Maritime Preposition Squadrons and the systems that manage them.

In his usual incarnation, LtCol Boden works with CSC, the TIS prime contractor. Needless to say, he is very much depended on in this position and his activation requires the team to make some painful adjustment. But there is a silver lining in all of this. We know we have the right man on the ground to both listen to our customers for future improvements and market the TIS suite of systems.

Working at the MARCENT command level entails dealing with action officers of the Army, though CFLCC, the Navy through CFMCC, and the Air Force through CFACC. Moreover, LtCol Boden also deals with the joint staff at CENTCOM. So LtCol Boden is sure to be rubbing elbows with the right people and we are certain that he will extol the virtues of the TIS systems in the process. 💻

E-mail ALERT

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.

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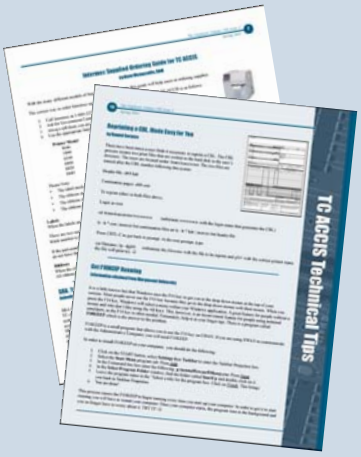
POC: Valerie Sparks (703) 752-0791
E-mail: Valerie.Sparks@eis.army.mil



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