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The DEPLOYER

http://tcaccis.army.mil

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Message from the PM

Wow! It's been busy here at the JPMO, TIS as we press forward for a Milestone III decision in late September 2002. We've tallied up another victory by conducting a successful development verification (DV)—a precursor to the Operational Test relook. From 26 June 2002 to 26 July 2002, the JPMO hosted representatives from USARC, FORSCOM, and the National Guard Bureau and worked on the DV of the TC-AIMS II Block I here at the lab in Springfield, VA. The DV verified that Block I supported Army unit centric requirements. JPMO representatives are now in the midst of training participants in a FUNOPS held at Ft. Lewis from 5 – 16 August. To support the FUNOPS, the JPMO is providing 3 classes, Unit move level I & II and the SA/DBA course. The Ft. Lewis DOIM will also be involved in scanning the newly emplaced TC-AIMS II infrastructure for significant security vulnerabilities.

The Army Test and Evaluation Command will review the findings of the FUNOPS on the 16th and determine whether the OT relook should proceed. They will look at the adequacy of the training, and security issues as well as TC-AIMS II itself. We are eager for a positive decision by ATEC. The Ft. Lewis experience is the predecessor for our successful Milestone III decision, to be made on 2 September 2002.

***PM Message**, Continued on page 2*

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.

Army Test and Evaluation Command Supports TC-AIMS II

During May and June of 2002, the Army Test and Evaluation Command (ATEC) conducted a re-look of TC-AIMS II capabilities to support unit move processes for the US Navy and US Army Europe (USAREUR). ATEC plans, conducts and integrates developmental testing, independent operational testing, independent evaluations, assessments and experiments in order to provide essential information to decision makers. The re-look verified that the project manager and Navy proponents have successfully corrected the problems that prevented the Navy from successfully conducting a unit move during the Initial Operational Test (IOT) conducted in September to December of 2001. The ATEC team that conducted a re-look in USAREUR found that three of the major IOT problems have been corrected and that the install of TC-AIMS II software improved significantly. The TC-AIMS II interface with itself (V3 to V3) works soundly. ATEC also verified correction of asset management problems.

The results at this point, according to MG Marcello, the commander of ATEC, indicate the project manager and the users working together have corrected the IOT software problems and business process shortcomings reported by ATEC for the Navy and USAREUR.

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Report the Correct LIN/LINIndex

To Set, or not to Set: that is the question. Whether 'tis nobler in the mind to suffer the slings and arrows of outrageous data error rejections or to take arms against a sea of incorrect data entries and by opposing enter the correct LIN/LINIndex?

In the Army Supply System there are Sets, Kits, and Outfits. And in 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), there are Sets, Assembled items, and items Vehicles Mounted. When should the UMO enter a single LIN/LINIndex for a vehicle or piece of equipment and when should the UMO enter the component LIN/LINIndexes? Take for example the Tank and Pump Unit on the back of a M923. How should it be reported? It's composed of two 600-gallon fuel pods, a fuel pump and a 5-ton truck. It would be wrong if the UMO reported the LIN/LINIndex (X40794/08) for the M923 with the LIN/LINIndex (V12141/02) of the Tank and Pump Unit as a load. TB 55-46-1 gives directions that this shipment configuration is Vehicle Mounted. Vehicle Mounted is defined as "A piece of equipment loaded onto a specific type of vehicle for an operational move and authorized to be moved in that configuration." The correct LIN/LINIndex is V12141/61.

A Set according to the Army Supply System is "A collection of tools/components used by a group, section, squad, platoon or unit usually supplemented by tool kits to perform an organizational mission, type classified, assigned a LIN, with a unit of issue of set (SE)." This definition should not be confused with TB 55-46-1's definition of a Set, which is "A group of major end-items consisting of more than one vehicle. The entire set, according to TB 55-46-1, is assigned a specific nomenclature and identified by a LIN and NSN. This LIN is referred to as the "preferred" primary LIN for that set. Each major end-item, within the set, is referred to as a secondary item and also identified by its own secondary LIN and NSN." The LIN/LINIndex for a set total shipping configuration is not reported by the UMO. The set total record contains no dimensional data, but has the total weight and cube for all items in the set. This data is for information only. The equipment characteristics data file provides the capability to list each major equipment item separately under its LIN/LINIndex. For example LIN/LINIndex F49673/01 is a Set Total and should be reported as follows: "For LIN F49673 report J38986 INDEX NO 02 and N61130 INDEX NO 01 as special-handling cargo, if not loaded in organic cargo vehicles. If loaded in organic cargo vehicles, report as vehicle loads." "Vehicles, as determined by the Type Equipment Code, will be reported separately as vehicle data, using LINs F50221 INDEX NO 04, YA0021 INDEX NO 01, and YA0022 INDEX NO 01 respectively."

The same is true of Assembled items. The Assembled item-shipping configuration "describes the total cumulative shipping weight and cube of an item that normally is not assembled for shipment. This data should not be used for unit movement data reporting purposes. Data is listed separately for all components that make up the item." When reporting vehicle data ensure that the LIN/LINIndex listing includes type of equipment codes 0 through 9 or C through H, J, and K only. Similarly, the LIN/LINIndex used to report nonvehicular or special handling cargo data includes type of equipment codes L through N, P through V, X, and Y only. For example: For LIN C40499, Computer Group Gun Direction, a assembled equipment, do not report Index Numbers 01 or 08 for assembled shipping configuration. Report the disassembled components identified by Index Numbers 02 through 07 or 09 and 10, depending on MODEL on-hand, as follows:

(a) Report those components that are loaded on organic cargo vehicles as loads.

(b) If components are not loaded on vehicles, report as special-handling cargo, palletized, or containerized cargo, using appropriate LIN/LINIndex for each item.

LIN/LINIndex, *Continued on page 4*

PM Message*, Continued from page 1*

Regrettably, in the midst of such positive news, both the Marines and the USAF are attempting to "show cause" as to why they should opt out of a requirement to use TC-AIMS II block I. The milestone decision authority wants these services to fully differentiate between problems allegedly caused by any software defects versus those caused by unique business process or non-standard data. I'm content to let this action play itself out. I'm confident that the product we are on the verge of delivering to you will soon build its own constituency as it fully demonstrates its utility and ease of use.

PMO TC ACCIS Advises Sites on Hardware Acquisition

When TC-AIMS II is fielded, it will come with a complement on equipment that you will be able to depend on for years to come. Should you be required to replace TC ACCIS equipment in advance of the TC-AIMS II fielding, we advise that you acquire equipment that will not only support your current TC ACCIS needs, but your future TC-AIMS II needs as well.

We recognized that several installations are facing a dilemma when it comes to the Citoh line printer. Accordingly, we have provided for limited printing capability to a printer that had been designated as a prospective TC-AIMS II printer, the HP 4050TN.

In the Summer 2001 issue of the Deployer an article was written titled "**HP4050TN**". The HP4050TN is a good replacement choice for the CITOH line printer for the following reasons:

- Lower cost
- Ease of installation/set up
- Speed
- Smaller footprint
- Variety of connection alternatives (serial, IR, LAN).

If you decide to acquire the HP 4050TN, be aware of the following differences:

- The paper size. The laser printer uses 8 1/2 by 11-inch sheet paper instead of 11 by 14-inch continuous tractor feed paper.
- Standard laser printer supplies, for example toner instead of ribbons
- Tabletop/desktop placement

For an evaluation of the HP laser printer, as well as installation assistance, please contact Garry Haun at 1-866-TCAIMS2 from 06:00 - 14:00 Eastern Time.

We are investigating to see if others printers would both satisfy your current needs and be compatible with TC-AIMS II when it is fielded.

***NOTE**: This article should not be construed to be an official endorsement of this product over similar products. PMO TC ACCIS can just verify that this printer is a prospective TC-AIMS II printer with which we have successfully printed TC ACCIS report outputs.

TC-AIMS II Training Team Prepares for Mission

The Training/Curriculum Development teams from SRA, along with functional expertise from DynCorp have completed "dry runs" of the lesson plans that were developed based on Build 73A in anticipation of teaching at Ft. Lewis on July 22nd. They are also reviewed the lesson plans against the Software Users Manual (SUM).

The SA/DBA class that was taught at SRA Headquarters in Fair Lakes, VA included reviewing those lesson plans in anticipation of teaching the SA/DBA class at Ft. Lewis on the 22nd of July.

JPMO looks to XP next

Development Validation Test Confirms MS 2000 Capability.

TC-AIMS II will now run on both Microsoft NT and 2000 Operating Systems. The Fort Lewis Developmental Validation test was completed in the PM TIS Test Lab on 23 July 2002 using the Windows 2000 Operating system. This configuration will now undergo Functional and Operational Testing at Fort Lewis during the period 5-30 August 2002 to support a fielding decision for the Army. The Windows NT operating system will continue to be supported until units/users complete their transition to Windows 2000.

The JPMO, TIS will begin testing TC-AIMS II on the Windows XP, in August 2002. This testing will help the JPMO determine if there are special training requirements for users who purchase computing platforms using the XP operating system.

TC-AIMS II to Feature Advanced Multi-Media Training & Help

TC-AIMS II is a system that offers a rich variety of transportation functions, some with different service flavors. The TC-AIMS II user is not overwhelmed by the intricacy and vast offerings of TC-AIMS, however, because of robust training, superior design features and utilities.

The uninitiated may immediately notice the intuitiveness and user-friendliness of the system. TC-AIMS II is built according to Microsoft style guidelines so if you've worked with MS products you'll see familiar conventions. Many of the usual functions are right where you'd expect them to be.

Complimenting the good design features of the product itself is a rigorously tested training regimen. The TC-AIMS II user will be well prepared to hit the ground running. Training prospective TC-AIMS II users are perhaps the most important event of the TC-AIMS II fielding process. There are two, one-one week course which concentrates on Unit Movement Officer (UMO) functions and one-nine day course which concentrates on Unit Movement Coordinator (UMC) functions in addition to a 4-day course on System Administration/Database Administration (SA/DBA) functions. As the UMO and UMC courses presuppose some knowledge of service business practices, the instructors are free to concentrate on the great utility of TC-AIMS II to fulfill user's needs.

Even still, we recognize the vast amount of capabilities may appear daunting. The great news is that bundled with each release itself will be features that absolutely ensure that the TC-AIMS II user is never alone. An extensive onboard help function is there to provide the user with a variety of ways by which to answer questions-right at the PC.

An electronic version of the system user's manual is shipped with each TC-AIMS II release. The user will also find extensive multi-media training features. Think of it as a ready, TC-AIMS II instructor living in your PC. If you need help with a particular field, TC-AIMS II will lead you to an answer at the click of your mouse. Similar to the help features provided in high-end commercial applications, the onboard help and training features of TC-AIMS II allow the users to search by index items or examine folders containing categorized information. Also included is context sensitive help. You could compare this with a typical feature in some applications called the "What is this?" feature. Context sensitive help provides quick, summarized information about specific areas of the application. The extensiveness of the TC-AIMS II onboard help together with the variety of ways by which the user can quickly locate an answer means that bulky printouts of the system manual and associated manual searches for information can be avoided. Moreover, the user can download the multi-media training features of TC AIMS II from the web.

In spite of its vast capability, TC-AIMS II has been developed in such a way as to simplify what could otherwise be complex. Together with the thorough, multi-level courses, which are key to the fielding of TC-AIMS II, a fully integrated set of help utilities will ensure that the user is never in the lurch.

"Army turns to interns, industry for help" from Federal Computer Week, May 13, 2002.

Kevin Carroll the Program Executive Officer, Enterprise Information Systems (PEO, EIS) was recently featured in a Federal Computer Week article extolling the sensibility of employing interns and displaced "dot-comers" to meet the immense Army IT challenges. Check this article out at the following link: *

http://www.fcw.com/fcw/articles/2002/0513/mgt-army-05-13-02.asp

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LIN/LINIndex, *Continued from page 2*

An Outfit, as described by the Army Supply System, is "An assemblage of tools or equipment, type classified, assigned a LIN, with a unit of issue of Outfit (OT); may include separately type classified items as a component such as; Pneumatic Tool and Compressor Outfit, Water Purification Outfit, Tool Outfit Hydraulic Systems Repair, and Tool Outfit Pioneer Portable Electric Tools." An example of an Outfit is the LIN/LINIndex "S25681/01", Shop Contact Truck Mounted, which is mounted on a M1097A1. The UMO report the LIN/LINIndex "S25681/01" to describe both the shop equipment and the truck.

If the equipment characteristics data is not available for the planned shipping configuration, the unit will request from FORSCOM/MTMC-TEA, through the installation UMC, the procedures on how to report the equipment. This may involve reporting the equipment as an "F Record" with no LIN/LINIndex or obtaining from FORSCOM/MTMC-TEA a temporary LIN/LINIndex.

1st Armored Division Moves with TC-AIMS II

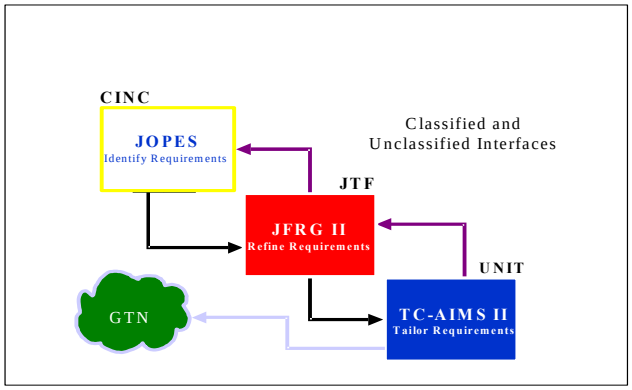
Recently, using TC-AIMS II and JFRG, the 1st Armored Division accomplished their task to plan, source, and validate elements of a task force for deployment from one contingency operation in SWA to another SWA well within time and performance standards.

Specifically, the division sourced a TPFDD with level 2 data within 33 hours from receipt of mission and established level 4 data within 53 hours. This is well within the standards promulgated by the Chairman, Joint Chiefs of Staff Instruction 3020, which calls for a 72 hr TPFD cycle.

The definition of the 3020 standard is from notification to the supported CINC to validation of TPFDD - in level 4 details for the first seven days of the mission.

First the 1AD G3 and DTO used JFRG II to develop a TPFDD with level 2 detail (UIC, ULN, UTC, S/T, # PAX, RLD, ALD, EAD, LAD and RDD). Next TC-AIMS II was used to build and select UDL's from the V Corps server in order to source the 1AD contribution to Allied Deterrence Task Force. The final step was the use of JFRG II to import the Task Force UDLs from TC-AIMS and produce a TPFDD with level 4 data (level two detail plus cargo data). During this exercise the 1st Armored Division validated that the systems work and our operators are trained.

The 1AD cites the great support of USAREUR and V Corps in terms of getting them trained on TC-AIMS II.



Graphic depicts CJCSI 3020 data flow

Single Platform Initiative to Offer Customers Centralized Access to Transportation Systems

An initiative sponsored by the JPMO, Transportation Information System (TIS) called the Single Platform Initiative (SPI) will allow users to load ICODES, AALPS, DS2T and DAMMS onto the same platform as TC-AIMS II.

SPI provides collocation of vital transportation functions on one box. Under SPI, the user will have an icon placed on the TC-AIMS II for each of the hosted systems. Double-clicking the icon will launch the system. "SPI will provide a window into the native system's look and feel," states Lee DeArmond, Deputy Program Manager TIS. "The systems will not be technically integrated but their co-location will represent a boon to many users" he continues.

Depending on the system, SPI will offer some degree of onboard system interface, that is, data may be passed between TC-AIMS II and the particular system. SPI represents an evolutionary response to many users needs for centralized access for load planning (ship and air), company and lower level deployment data feeds, mode management, movement control and shipment management functions. With all such capabilities located on one box, organizations will not be required to make as heavy an investment in hardware as they would otherwise.

Moreover, TIS sees SPI as a way to introduce a wider community to the improved processing of TC-AIMS II. It is hoped that, even for users of only one of the SPI component systems, exposure to TC-AIMS II will breed an appreciation of its usefulness.

The eventual goal is to integrate the functions currently preformed by the several SPI component systems into TC-AIMS II. This is the optimal way to present one unified look and feel for the customer. In addition, greater system efficiencies are achieved by such integration. Although SPI is not this optimal solution, it certainly represents advancement. It's progress but not yet perfection.

Clockwise, Dorothy McLeod, Andrew Smith, LT CMDR. Jerry Mathis, MAJ Angela Holmes and Tom Buesing

Movement and Cargo Operational Testing is Successful

An Article from the Chronicle
May/June 2002 Issue
Written by Suzan Vaughan

During the week of May 17-21, the Computer Services Division (J64) hosted the Operational Test Continuing Evaluation – Revalidation Testing of the Transportation Coordinators' Automated Information for Movement System (or TC-AIMS II) for the U.S. Navy.

TC-AIMS II, a Joint Service automated system, provides management tools that support unit movement and cargo operations within the Defense Transportation Network. Dorothy McLeod —with 28 years of experience in the defense transportation area — of NAVTRANS (a SPAWAR sponsor), is the TC-AIMS II Navy program manager. McLeod recently tasked SSC Charleston with fielding the Navy's TC-AIMS II.
As the Navy's fielding agent, SSC Charleston specifies and purchases computer hardware and reconfigures it with TC-AIMS II. Other deployment software programs, such as the Automated Air Load Planning System and the Integrated Computerized Deployment System, are often included. The complete systems are then delivered to the end user at non-self-deploying Navy units.

An Initial Operational Test in Dec. 2001, conducted at the Amphibious Construction Battalion Two in Little Creek, Va., necessitated follow-on testing. Despite the deployment and unavailability of the original test location, hardware, and users, J64 folks filled the void, and the second test continued on schedule.

The Army Test and Evaluation Command (ATEC), responsible for evaluating and reporting the software test results, allowed the Navy's testing at SPAWAR's TC-AIMS II Navy Test Environment lab. Test participants and attendees included: members of the Army Operational Test Command from Ft. Hood; newly appointed test officer Army Major Angela Holmes; Carlos Pena and Andrew Smith, NAVTRANS subject matter experts; Lt.Cmdr. Jerry Mathis, the Navy's TC-AIMS II service functional expert; and Ellen Renn, J64's TC-AIMS II system and database administrator.

The TC-AIMS II Navy Revalidation Test was successful, with no major incidents or difficulties. We are confident the ATEC test report will support Navy fielding of TC-AIMS II this fiscal year. Our thanks to NAVTRANS, and the many folks in J64 who pitched in to make this test successful — it was a real team effort!

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Email Bully

By
Mark LoGalbo CISSP
Senior Computer Security Specialist
Titan Systems Corp/PEO EIS

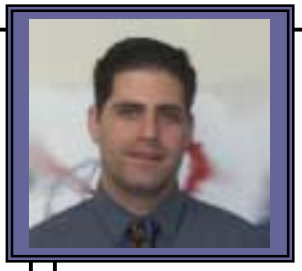
This is VERY, VERY SERIOUS!! As reported on CNN. Please forward this to everyone you know, they will be grateful.

Don't panic, the above is just a hoax! I'm sure all of you have at some point received e-mail similar to the one above. Some of you are probably guilty of spreading the hoax, unaware of the potential damage you could be causing. So often I see virus warnings from friends, family, co-workers, and strangers informing me of the latest deadly virus. The problem is that so many people forward these reports without a second thought. Not every virus warning is legitimate. In fact, about 75% of all warnings I receive from individuals are a hoax. How do I know? Well, I take a couple of minutes and do some research.

Hoaxes prey on peoples fear, waste people's time, and at the end of the day are in fact classed as viruses. This type of nuisance is referred to as a "Socially Engineered" virus. The only main difference with a hoax is that you are the person causing the damage. If you look at a regular virus, its main function is to deny, destroy, modify, or impede your system. It normally does this without your immediate knowledge and the damage is normally only apparent after it's too late. The hoax has exactly the same mission, but totally relies on the human and not the computer.

There are several sites that you can confirm the authenticity of a virus warning. Symantec have a good Security Response section that lists known hoaxes. Likewise, McAfee, Panda, and Sophos all have plenty of information also. The best web site for hoaxes that I have found so far has not been from a commercial giant, but a Government site. Hoax Busters is a U.S. Department of Energy public web service that outlines the history of hoaxes, explanations, how to recognize hoaxes, the risks and cost, and much more. The site is well laid out and is constantly updated.

The latest hoax virus warning I have seen was released this month and is titled, **"Life is beautiful.pps."**



This hoax explains that people take the bait and help the hoax on its journey of replication. The number one rule to remember is that if you receive any virus warnings, you should check with your local System Administrator/Information Security Officer. Under no circumstances should you forward any warnings (even if you know it to be true). There needs to be one trusted single point from where all virus warnings are disseminated and that role falls to the System Administrator/Information Security Officer.

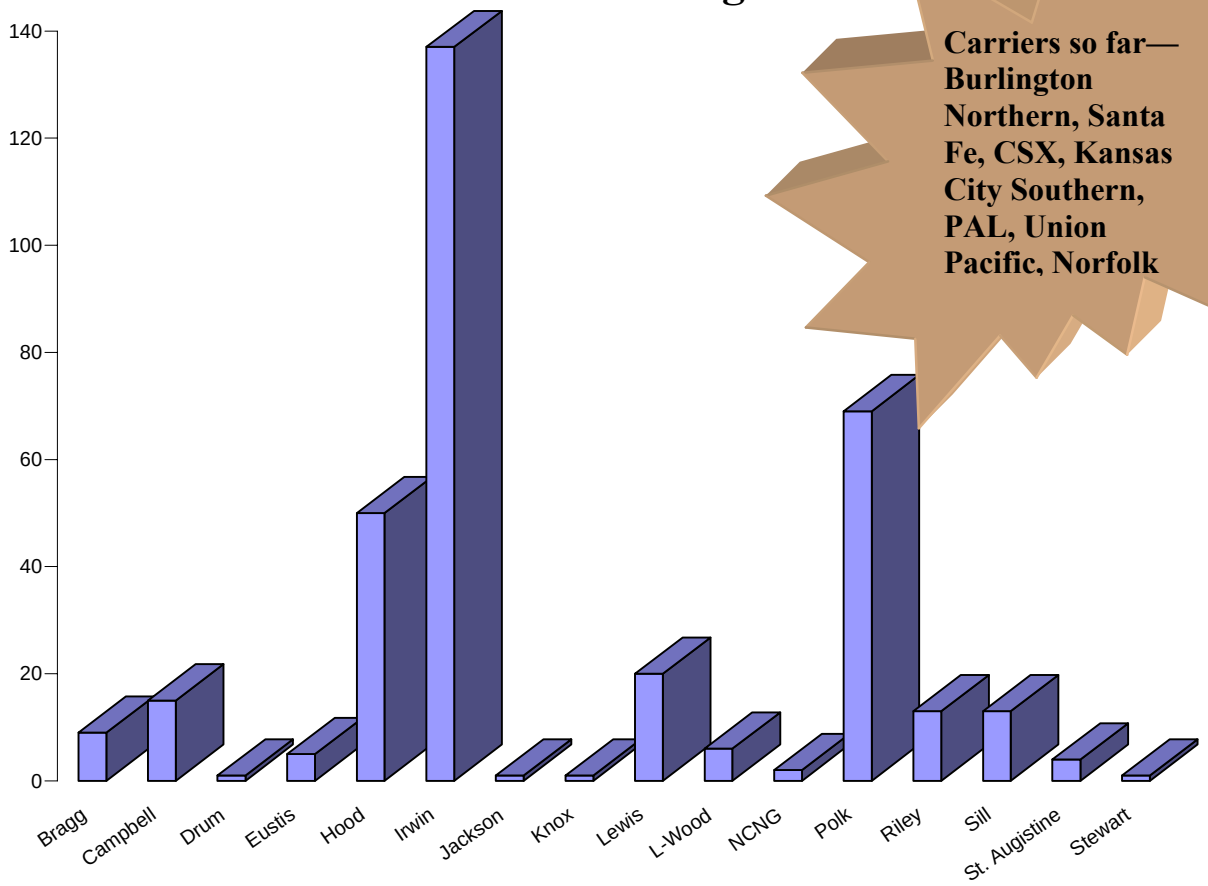
OK, so we now know about hoax viruses, but how do we spot a hoax virus warning? The rule of thumb is look for the three signs: The hook, the threat, and the request. According to the website from Hilltop Associates the following are tell-tell signs of virus hoaxes:

- Tells you to forward message to all your friends
- Credibility by association - message mentions "experts" like AOL or Microsoft
- Contains phrases like "DO NOT OPEN!!!" or "DELETE IMMEDIATELY!!!"
- Uses many instances of all capital letters and/or exclamation points
- Contains warnings of horrible consequences such as "This will kill your computer!" or "This will erase your entire hard drive!"
- Claims that warning comes from FCC - this is a red flag; the FCC does not issue virus warnings
- Claims that you will get virus from opening email - this is another red flag; merely opening a piece of email will not harm your computer. You should, however, be cautious about opening attachments to email.
- Message has been forwarded multiple times
- Message does not originate from any of the mentioned "experts"
- Seeks credibility by using very technical sounding jargon

If anyone has any questions or comments regarding this article, please feel free to contact me at: mark.logalbo@eis.army.mil

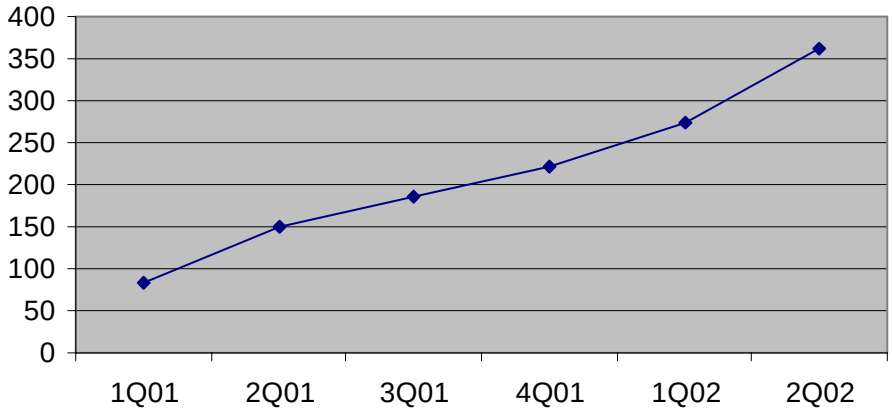
Facts at a glance

TC ACCIS→PowerTrack Interface Continues Strong Use



Carriers so far—Burlington Northern, Santa Fe, CSX, Kansas City Southern, PAL, Union Pacific, Norfolk

TC ACCIS PowerTrack Capability Use Grows at Healthy Pace



TC ACCIS →GFM Interface to Replace TC ACCIS PowerTrack Capability

In August, several TC ACCIS sites will receive the capability to feed CBL feeds to GFM. GFM will convert these feeds to EDI 404/858 outputs, thereby removing the requirement for the direct TC ACCIS PowerTrack feed.

Technical Tips

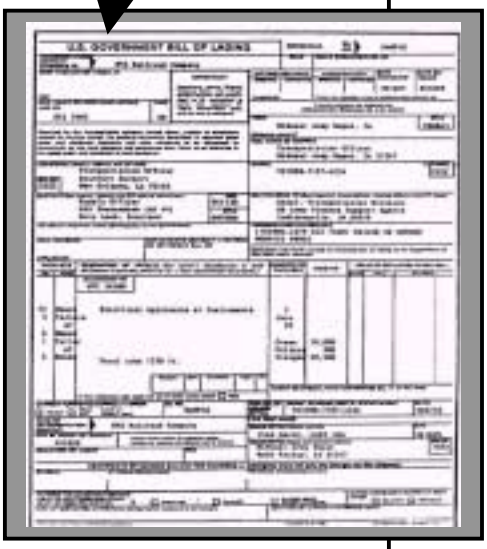
The CBL Era Begins

GSA Retires GBL

The General Service administration recently advised that they would retire the Government Bill of Lading., effective 31 March 2002 (41 CFR 102-117.90). In consonance with this change, you should cover up the term "Government Bill of Lading," which appears on many pre-printed copies of the form, with a label that states--

Bill of Lading (PowerTrack®)

Affix Label Here



The following excerpt from the Microsoft Word Help feature may help.

How to create and print labels for a single item or address

1. On the Tools menu, point to Letters and Mailings, and then click Envelopes and Labels.
2. Click the Labels tab.
3. In the Address box, do one of the following:
   - If you are creating mailing labels, enter or edit the address.

     If you want to use the default return address, select the Use return address check box, and then edit the address if necessary.
   - If you are creating another type of label, such as a book plate, type the text you want.
4. Under Print, do one of the following:
   - To print a single label, click Single label. Then, type or select the row and column number on the label sheet for the label you want to print.
   - To print the same information on a sheet of labels, click Full page of the same label.
5. To select the label type, the type of paper feed, and other options, click Options.

   If the type of label you want to use is not listed in the Product number box, you might be able to use one of the listed labels, or you can create your own custom labels.

   For Help on an option, click the question mark, and then click the option.
6. In the Envelopes and Labels dialog box, do one of the following:
   - To print one or more labels, insert a sheet of labels into the printer, and then click Print.
   - To save a sheet of labels for later editing or printing, click New Document.

Technical Tips Continued

Multiple Delete of Units

As units leave one installation to another, the installation may find the need to perform a multiple delete of several UIC's. In the event you find yourself in that situation follow the procedures listed below.

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.

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
	[redacted]						

Trouble with Inodes

Although it is rare, you may see a system generated warning that says something like--

NOTICE: HTFS: Out of inodes on HTFS dev hd

If you see such a warning, don't panic. The usual remedy is to reboot.

I-nodes is an arcane terminology that has to do with how the OS "knows" about its file structure. Sometimes this can get scrambled.

Please let us know if you run into this problem, as we would like to monitor it.

TC ACCIS Manual Backup of System

The TC ACCIS system automatically backs up every night, but in the event that the automatic back up has failed, the systems administrator can perform a manual backup of the system. Place a DAT tape into the drive and ensure the drive is turned on. To perform a manual backup use the following procedures, which appear in the TC ACCIS Computer Operations Manual on page 6-4:

1. You will need to access the install menu. At the # sign type: **cd /trans/tcaccis/etc** and press **return**. Enter **./install** and press **return**.
2. At the **TC ACCIS Install Menu**, press **1 –Database Functions**.
3. At the **Database Functions Menu**, press **2 –Backup System**. Before performing the backup, the system will check for TC ACCIS or database users. If a user is found the following message is sent:
   Checking for users…
   There are users in TC ACCIS. System is being used by: [name]
   Please ask everyone to exit TC ACCIS. Read and then press <RETURN>
4. Once all users are off the SA presses **return**. If there are still users in the database, the following message will appear:
   Checking for database users
   Database being used by [name]
   Do you want to continue? y/n
   If the SA presses Y, the system will perform the backups. If the SA presses N, the user is returned to the previous menu.

When the backup is complete, the system ejects the tape from the tape drive and informs the SA what to write on the label for the new tape.

Transitions

TC ACCIS Trains New Site System Administrators

On July 19th, Mr. Lee Henney of FT Huachuca, AZ and Ms. Sharon Baker of FT Bragg, NC completed the systems administration training. They are the new SA's for their installations. We were pleased to have them here with us and to make their acquaintance. It is always nice to put a face behind a voice!

SRA Trains TC ACCIS and TC-AIMS II Personnel

In June and July, SRA offered TC-AIMS II classes on release 73A to TC ACCIS and TC-AIMS II employees. We were fortunate enough to be able to send a few people to attend the classes.

The first week was Level I - Unit Movement Officer - followed by 2 weeks of Level II – Intermediate Command – Unit Movement Officer and Unit Movement Coordinator. The third week was the Systems Administration/Database Administrations class.

The courses were very helpful to us, especially in light of our new role of managing the TC-AIMS II helpdesk. The instructors were great. They had hands on knowledge of TC ACCIS, which was very helpful in learning TC-AIMS II.

Pete Cloutier Completes his Masters Degree

After several years of attending school at night, Pete Cloutier, the TC ACCIS Independent Verification and Validation chief, graduated from the George Mason University with a Master's degree in Information Systems along with a certificate in Software Engineering. The JPMO, TIS recognizes that the complex nature of software development requires a high degree of education in the latest in technology and consequently values the initiative Pete demonstrated.

Congratulations Pete!

Americans At Their Best.
THE NATIONAL GUARD

Louisiana National Guard Participates In the TC-AIMS II Developmental Verifications Test

SFC Jesse Cavalier, Louisiana National Guard, visited our offices as a representative of USARC. FORSCOM, USARC, NGB, TC-AIMS II, JPMO and the US Army Test and Evaluation Command (ATEC) are jointly conducting a Developmental Verification (DV) or the TC-AIMS II Block 1 in a lab environment to ensure fixes to Initial Operation Test (IOT) problems. The test will be conducted using TC ACCIS and SIDPERS data that has been processed through the data conversion team. All required interfaces will be tested using the procedures based on an operational scenario Master Scenario Events List (MSEL) similar to the one they will use for the IOT. There is a checklist and exception report used during the continuous evaluation (CE) relooks. They will stop at each Critical Mission Functions (CMF) to ensure that Block 1 supports all US Army Unit Centric requirements. SFC Cavalier came here on 6/26 and will remain until 7/26, when the test is complete. If successful, the DV will be followed by a CE relook in an operational environment at FT Lewis, WA.

TC ACCIS –> AALPS DATA PORT

The TC ACCIS -> AALPS DATA PORT assists the AALPS user in creating a DEL record in AALPS based on the TC ACCIS DEL equipment selected for air load. The data port includes the following elements: Line Item Number (LIN) – Mandatory, Index Number, Transportation Control Number (TCN), Bumper Number, Unit Identification Code (UIC), Shipment Unit Number (SUN), Type Data Code (TDC), Unit Line Number (ULN), Priority – optional, Number or Hazard Codes – optional, Hazard Codes – optional. The data port does not include any weight and dimensional information entered during the data entry in TC ACCIS. TC ACCIS does not send dimensional data, by design, because it is recognized that users must verify weights within the AALPS application. The omission of dimensional data is meant to encourage this re-verification.

The AALPS application will use the default dimensional data in the AALPS database to establish the record. The user will have to modify dimensional data and weights in AALPS if they are different from the AALPS default, i.e., loaded pallets and containers, or equipment actual weight and height before finalizing the air load plan. The TC ACCIS data is transferred either on a floppy or directly by e-mail to the AALPS user.

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

E-Mail of the Deployer Newsletter

If you would like to receive the TC ACCIS/TC-AIMS II newsletter, send your e-mail address to the Deployer POC. If you wish to be removed from our distribution list, you may also notify the Deployer POC.

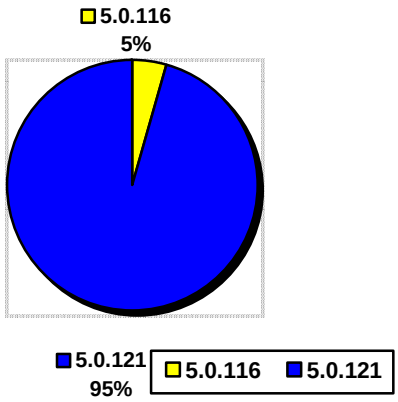
POC: Valerie Sparks (703) 752-0791
E-mail: Valerie.Sparks@eis.army.mil

Maintenance Contracts Re-Visited

As we approach the close of the FY, it is a good time to verify your equipment maintenance contracts. As you may remember, this program management office had provided for maintenance coverage on the Compaq 4500 servers and other equipment, but by last year, this maintenance was allowed to expire. Each individual TC ACCIS site was then responsible for providing for their own maintenance coverage.

If you are responsible for recommending or approving a particular equipment maintenance provider, we hope you understand that we cannot endorse any particular maintenance vendor. We recommend that you follow your local acquisition process.

Update of TC ACCIS Urged

In every newsletter we update the Current TC ACCIS Install chart. This chart has not changed much in the past several months. We still have 4 sites working from version 5.0.116. It is very important that you upgrade as soon as possible to take advantage of the more recent reference data and the GFM interface. If you have misplaced 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