

MINUTES
TCAIMS II Unit Move JRO Meeting
22 October 2002

Principal Attendees:

LtCol George Lauve (USMC/I&L)	Brenda German (JFCOM/J393)
Maj Jeffrey Roberts (AF/ILGDS)	Lt Col Arnold Holcomb (JS J4)
Carlos Pena (Navy/NavTrans)	Jean Price (PEOEIS)
Dave Gatewood (Army/DPMO)	

Audience:

Capt Gary Clement (USMC/MCSC)	Larry Mack (Army/DPMO)
Tony Brill (USMC/MCSC)	LCdr Gerald Mathis (PEOEIS/Navy)
Donald Charity (Army/CASCOM)	Ed McNulty (USMC/MCSC)

Agenda Topics:

- Scheduling CMB
- Defining CR/PR Process
- Prioritize CR List
- SAAM Request Interface Requirement
- Rewrite of CR #2985 – Movement Execution
- Army Proposed CRs

Conclusions:

- The TCAIMS II Unit Move JRO met 22 Oct 02 following the Test & Evaluation WIPT to complete several outstanding task.
- The JRO raised the question of the significance of the TCAIMS II CMB. The CMB was chartered to be the JRO conduit for requirements approval to include CRs and to resolve conflicting issues. The CMB has not met since Jan 02. There is a pressing need for the CMB to approve the CR priority list. JFCOM will take the lead to resolve the CMB issue with OSD/TRANSCOM.
- The JRO discussed if there is a formal process for routing/scoring CRs/PRs. CRs/PRs can be generated from a number of sources that ultimately end up at the JPMO. The JPMO's CCB, which has the Service JPMO functional liaison representative as a member, is the determining board. The Services have the opportunity to dispute the results via the JRO/CMB for resolution. The JRO chair requests that future CRs entered into TRACKER be simultaneously copied to the JRO.
- The JRO reviewed the latest list of Non-prioritized CRs and have incorporated them accordingly (enclosure 1). The yellow highlighted requirements were found after the JRO meeting that will need to be incorporated at some future date. The below requirements that were identified to the JRO as CRs have been reclassified as PRs (per Jean Price) except #4761 which was killed because it is not a CR or PR but rather a statement.

4761	SSN for a person is expected to be unique in TC-AIMS II-assumption may be wrong
1571	Mandatory Fields should be highlighted
2825	Two-way Interface with AALPS/CALM
3555	CALM/AALPS Export
3618	ICODES Import in MP
3619	ICODES Import into MP without cargo match

- As an action item from the 12 Aug 02 meeting, the Navy provided information on a new SAAM Request System (SRS) interface (enclosure 2) developed worked by TRANSCOM. The JPMO had already begun dialog with TRANSCOM on this issue and will be incorporated into their SAAM work package. The JRO requests that the JPMO assign/add this new requirement to the database for accountability purposes.
- The Army rewrote CR #2985 Movement Execution - Execute a movement plan (enclosure 3) per 22 Aug JRO meeting. After several minutes of deliberation, the JRO decided to rewrite the problem statement and define specifically what we're asking for. In addition, the Army wrote two CRs and several other informal change requests (enclosure 4). The JRO concluded that the CR "Modify the association and JDL link between Movement Planning and Convoy" could not logically occur; the Army will revisit this request. The JPMO is working the USAEUR metrics issue. The Rail Load List changes (enclosure 5) will be addresses with CRs 4002 "MP Load List" and 3682 "Movement Planning Load List is missing required data and has incorrect data". The Army will provide JPMO the following attachments: AMOV P-4, Book of Sketches, Half Width Tables, and Country Gauges to assistants in the Auftragsfax development. The JRO will review the current CR list to see if the CR for "Need additional information added to the Equipment List Summary Report By UIC For Wheeled/Tracked Vehicles" can be satisfied by an existing requirement.
- The Marine Corps will rewrite CR 4705 and provide closure criteria for the capability to edit SSN data.

Action Items:

Description	Suspense	Service
JFCOM to resolve CMB issue to OSD/ TRANSCOM	1 Nov 02	JFCOM
CMB validate and approve CR Priority List	ASAP	TRANSCOM
JPMO assign a new requirement number to the SRS Interface Requirement	1 Nov 02	JPMO
Army/JRO to rewrite CR# 2985	15 Nov 02	JRO
JPMO provide JRO copies of CR immediately after entering them into TRACKER	Continuous	JPMO
Army will validate the validity of the CR for "Modify the association and JDL link between Movement Planning and convoy"	15 Nov 02	Army
Army will provide attachments to JPMO identified in enclosure 5	15 Nov 02	Army
JRO will review existing CRs to see if CR for "Need additional information added to the Equipment List Summary Report By UIC For Wheeled/ Tracked Vehicles" can be satisfied by an existing requirement.	15 Nov 02	JRO
The Marine Corps will rewrite CR 4705 and provide closure criteria for the capability to edit SSN data	15 Nov 02	Marine Corps

New Requirement: Special Assignment Airlift Mission (SAAM) Interface

Background: The current SAAM Request tool in TC-AIMS II is an export text file in the format consistent with form DD1249. Problems exist with the current method and improvements are necessary to make this export successful. Since development is working towards “web-based” technology, TC-AIMS II users would benefit from an interface with already developed USTRANSCOM web-based application to submit and validate their SAAM Requests.

Introduction: The Air Mobility Command (AMC) has developed a SAAM Request System (SRS) to provide its customers with a more user-friendly and efficient method of submitting SAAM requirements to Service Validators and USTRANSCOM (USTC). The SRS, is a web application that replaces the old text-based DD1249 messages for SAAM Requests with web-based forms protected with 128-bit encryption and automated notification and forwarding of requests. This initiative speeds up processing of SAAM Requests by reducing input and formatting errors and ensuring data standardization of the required airlift request information. SRS retains the current hierarchical SAAM Request processing steps, from requestor to validator to USTC, with the added benefit of electronic-mail notification informing the requestor and next higher level that actions are complete or pending on a particular SAAM Request. SRS was developed as part of the Consolidated Air Mobility Planning System (CAMPS), which manages all SAAM missions. Once USTC J3-ODJ approves SAAM Requests, SRS electronically loads the data into CAMPS for HQ AMC Tanker/Airlift Control Center mission planning. Overall, the SRS application gives the customer the advantages of easier entry of SAAM Requests and knowing where their request is in the requirement submission process. The SRS is a web-based application that allows authorized users to enter and process SAAM Requests. Templates can be created to lessen the time it takes to enter SAAM Requests.

The SRS system allows USTC personnel to load a SAAM Request onto the operational system. Once the SAAM Request is moved to the operational system it is deleted from the web database. An email message is then generated and sent to the applicable Requester and Validator organizations responsible for this SAAM Request.

Users are able to create, save/delete and use a SAAM Template for a particular SAAM Request. The SRS system allows the user to view a selected SAAM Template from their personal list of previously saved SAAM Templates.

SAAM Requests can be viewed in a classic DD1249 format that would be used to create a DD1249 when sent via DMS or AUTODIN. In addition, users are able to see all of the SAAM Request information at once. This provides the ability to either print or save this page via the browser options.

Station Lookup: From a SAAM Requirements page, you have the ability to either lookup the ICAO or the associated Station Name for a particular location by selecting the Station Lookup link. If you choose to search by ICAO, then you must enter an ICAO and the corresponding Station Name will appear. Conversely, if you search by Station Name, a list of all applicable ICAOs containing the name that was entered in the text box will appear.

Automated Email Notification: Every time a SAAM status changes (with the exception of a SAAM being saved in the Pending state), an email is sent out to members of the Requesters organization, as well as the members of the Requesters validating organization. In addition, once a SAAM has been validated, an email is also sent to USTC personnel so that they will be aware of SAAM Requests that need to be loaded onto the operational system.

Recommended Closure Criteria:

Develop a one-way interface that provides the data elements in the format necessary and consistent with Defense Transportation Regulation (DTR) DoD 4500.9R, which outline the criteria and format for Special Assignment Airlift Mission (SAAM) Requests (DD1249 Form). This procedure should allow a SAAM Request System (SRS) user to import and submit SAAM Request generated from the TC-AIMS II interface export.

Benefits:

1. Web-based method is consistent with an already developed SAAM Request System.
2. This automated process would reduce errors caused during manual entry of specifically formatted data fields.
3. Improve on audit trail of SAAM Requests. Users would have visibility of where their SAAM request is. As the status changes, electronic notification is provided.

Improved enhancements to the SRS:

1. The SRS Program Manager would need to enhance their application with the ability to import a TC-AIMS II generated file. This would provide for the ability for a manual upload of a SAAM Request, if necessary.
2. As the Services review and use the SRS additional enhancements will obviously be necessary. An immediate recommendation may be to increase the number of levels for generating a SAAM Request from two to five or six. This would allow requests generated at the lowest level to track the status of their SAAM Request.

SAAM Request System (SRS) POC: The operational manager for SRS is Devery Miller, HQ AMC/DORA, DSN 779-3992 or Comm 618-229-3992.

"2985" "Movement Execution - Execute a movement plan." (Rewrite)

PROBLEM STATEMENT

"Movement Execution – The system requires the execution of a single plan by specific legs/ Unit Line Number (ULNs). Example: If the user assigns 20 ULNs to 20 different aircrafts, 20 legs will appear in movement execution and each must be executed separately and exported separately. The system requires the user to manipulate each leg as a plan not an element of a plan

Impact

This method of manipulating, executing and exporting each leg as a plan causes confusion for the user and prevents the user from accomplishing this task in a timely manner.

CLOSURE CRITERIA

Eliminate the mandatory use of loading aircraft and vessels. Eliminate the leg functionality in Movement Execution and expand on the functionality in movement planning. If necessary, combine all the functionality in movement execution into movement planning and rename it Movement Planning/Execution.

Rationale: The current functions in Movement Planning, provides the services with functionality that tracks with the services business processes. In many cases, Movement Execution appears to be a repeat of Movement Planning and it contains other functions needed in movement planning. such as the following:

UDL Manipulation:

- Assign/Source Equipment
- Assign/Source Personnel
- Movement Planning
- Consolidate/Load Assets
- Linker
- Support Request
- Domestic Routing Requesting Request (DD-1085)

Note: The 1085 data is used for ordering rail cars. Due to the importance of the rail cars, it is imperative that the ordering must occur very earlier in the process. Prioritize Loads?

- Calendar of Events

Process Shipping Documents

- Create/Edit GBL
- Crete/Edit TCMD
- Edit/GBL
- Edit/TCMD
- Cargo Manifest
- Passenger Manifest

Air Movement

- Aircraft Mission Status
- Chalk Summary
- Passenger Listing
- Troop Commander Briefing
- Passenger Briefing Checklist
- Shippers Declaration

Track Movement

- Due in log
- Status
- Departure Report
- Print/Create Labels
- Record seal numbers

All exports and the ability to create documentation must be available to the user at the appropriate times during the process. (VERY IMPORTANT) The appropriate time for creating documentation and exporting to IBS, AALPS, WPS ICODES GATES and GTN is after assigning equipment to the segments and legs.

NOTE:

TPFDD moves - TC-AIMS II key on the Strategic Mode Code, which is automatically populated by the JFRG feed into TC-AIMS II.

NONE TPFDD moves - TC-AIMS II key on the DTR/MILSTAMP Strategic Mode Codes ***should*** be populated automatically from user input in Asset Management.

RECOMMENDED FIX

MANUAL OPTION After creating segments and legs, the user must have the ability to manually select the equipment by load list and export this data to IBS, AALPS, GATES, WPS, COMPASS, JFRG and GTN. Also, at this point in the process, the user must have the ability to create all necessary documentation in support of the deployment. This will eliminate the mandatory use of loading aircrafts and vessels.

AUTOMATIC OPTION The system must be able to export from legs or the UDL. From the UDL, the system must provide users with automatic functionality that will require only the selection of a plan and the export. The system, must be able use unique mode specific characters fields to automatically search the UDL segregate records and place them into a file based upon the selected export.

Using the same method as above the system must be able extract these records and create a file for export from the strategic legs.

UDL Exports- the system must be programmed to automatically identify unique characters specific to a particular export.

EXAMPLE :

A. TC-AIMSII TO IBS EXPORT

1. USER REQUIREMENTS: *User identifies and selects the plan, identifies and selects IBS as the system for Export.*

2. SYSTEM REQUIREMENTS: *Using the key character "SE" the system will automatically scan the UDL for TPFDD moves, for NONE TPFDD moves, use the key character "Z" and the system will automatically place this data into the IBS Export File, for Export.*

B. TC-AIMSII TO AALPS

1. USER REQUIREMENTS: *User will identify and select the plan, identify and select AALPS as the system for Export.*

2. SYSTEM REQUIREMENTS: *The system will automatically scan the UDL, and key off "AK" for TPFDD moves. For NONE TPFDD moves, key off " F ", select and place records into the AALPS Export File, for Export.*

C. TC-AIMSII TO GATES

1. USER REQUIREMENTS: *User identifies and selects the plan, identifies and selects GATES as the system for Export.*

2. SYSTEM REQUIREMENTS: *The system must key off the "AK" or any other code that is unique to air movement. Using specific air codes, select these records and place them into the GATES Export File for Export.*

D. TC-AIMSII TO WPS

1. USER REQUIREMENTS: *User identifies and selects the plan, identifies and selects WPS as the system for creating the Export.*

2. SYSTEM REQUIREMENTS: *The system must be able to key off the strategic Mode Code etc.*

TC-AIMS II TO COMPASS, JFRG and GTN

1. USER REQUIREMENTS: *The user must have the ability to select a plan or specific records from a plan.*

2. SYSTEM REUIREMENTS: *The system must be able to segregate records upon the users demand and place the records in the appropriate Export File for Exporting.*

From: Reid, Isaac
Sent: Tuesday, October 08, 2002 11:16 AM
To: 'Morton GS13 Ricky C'
Cc: 'DUNN, WILLIAM'; Metzgar, John; 'Buesing, Tom TC-AIMS II'
Subject: TC-AIMS II Change Request

SUBJECT: Modify the association and JDL link between Movement Planning and Convoy Planning. .

1. **BACKGROUND:** Movement Planning associations should focus on strategic lift. The user should associate assets that will reflect the shipment configuration and association link for the strategic lift. Movement configurations and linkages to the port, in many cases, are entirely different.

TC-AIMS II does not provide the user with any functionality to distinguish between the two and no method of linking back to the JDL for configuration changes. The association linkage is currently being identified with mode to port and the user is not brothering nor, does he have the ability to make dimensional changes from the JDL in Convoy planning. As this data gets passed to the Integrated Booking System (IBS), it impacts on the accurate allocation of space. The user must have the ability to modify his association links and make adjustment to dimensional configuration within Convoy Planning.

By enabling the user manage these function from inside Convoy it will eliminate confusion, speed up the process and improve the accuracy of data.

3. **HYPOTHETICAL EXAMPLE:**

The user loads a M1 Tank onto a Trailer, pulled by a Tractor. IBS will allocate space for the three pieces as one union. In fact this Tank will be off loaded at the port and loaded on the vessel as a separate entity. TC-AIMS II must provide a method to distinguish between mode to port and strategic associations by integrating a separate association function into Convoy Planning.

4. **EXAMPLE 2:(5Ton Cargo Truck**

. In most cases the Operational configuration differs from the operational Sealift configuration.

Operational for Convoy Length 298 Width **110** Height 117 (Mirrors extended)
Operational for Sealift Length 298 Width **99** Height 117 (Mirrors folded)

If the user selects 'Operational for Convoy' the wrong data is transmitted to IBS. If the user selects 'Operational for Sealift' the correct data is transmitted to IBS but the incorrect dimensional data is reflected on the DD Form 1266. TC-AIMS II must provide a method allowing the user access to the JDL to make modification to equipment configurations within Convoy Planning.

5. **CLOSURE CRITERIA:** Add association functionality to Convoy Planning and make a lint from Convoy Planning to the JDL for configuration changes. Changes made in Convoy must not effect Movement Planning.

IKE REID
8 Oct 02

Enclosure 4

DRAFT

1. SUBJECT: Post OT USAREUR Problem Report

- **PROBLEM: TC-AIMS II** will not print metric measurements to the appropriate documentation.
- Currently TC-AIMSII allows the user to select US or Metric measurements. However, when the user prints to a document the system only prints US measurements.

2. Closure Criteria:

When the user selects the Metric radio button the system must provide metric measurements on all printouts.

3. SUBJECT AE FORM 212

- PROBLEM: NONE
- The attached document titled Manifest EH 0009 is a completed AE FORM 212 provided for informational purposes

4. SUBJECT: Change Request:

Request a change in the current display and print out of the Rail Load List

- **a. Add Header Data Columns:**
- Unit Name
- UIC
- ULN
- SPOD
- SPOE
- Origin Location
- Destination Location
-
- **B Add Body Columns:**
- LIN/INDEX Column
- SUN Column
- Cargo Description Column
- Model Column
- PCS
- Length Column in centimeters and US Measurements
- Width Column in centimeters and US Measurements
- Height Column in centimeters and US Measurements
- Cubic Column

- Weight Column in Metric Tons and US Measurements

In addition to the above list of data elements the Army must have the ability to transmit this data to IBS, WPS and ICODES at this point in the process. (This has the potential to apply to all other services).

5. Attachment titled Auftragsfax is a document unique to Europe and is used to fax data to the Germany Rail Road. TC-AIMS II must be able to pull data from previously entered data and self populate this document for Faxing.

The following attachments AMOV P-4, BOOK OF SKETCHES, HALF WIDTH TABLES, and COUNTRY GAUGES maybe of some assistants to the developer in helping him better understand European Rail System.

6. SUBJECT: Change Request

PROBLEM: Need additional information added to the Equipment List Summary Report By UIC For Wheeled/Tracked Vehicles.

- Add LIN/INDEX between the unit name column and ECH
- Add Mission number between the Model and Loaded Weight
- Add the ability to print dimensional data in metric measurements