



CHAIRMAN OF THE JOINT CHIEFS OF STAFF INSTRUCTION

J-4

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CJCSI 3020.01

12 June 2000

MANAGING, INTEGRATING, AND USING JOINT DEPLOYMENT INFORMATION SYSTEMS

References: See Enclosure G.

1. Purpose. To improve the joint deployment and redeployment processes, this instruction implements a decision of the Chairman of the Joint Chiefs of Staff (CJCS) and recommendations of the Joint Requirements Oversight Council (JROC) and of the Department of Defense (DOD) Joint Deployment Process Owner (JDPO). Specifically, this instruction:

- a. Documents a measurable objective time standard for validating time-phased force and deployment data (TPFDD) during crisis action planning.
- b. Establishes policies, responsibilities, and procedures for a coherent framework to manage, integrate, and use current joint deployment information systems.
- c. Establishes policies and responsibilities for an approach to manage, integrate, and use the emerging and next generation of joint deployment information systems.
- d. Provides a mechanism for implementing and incorporating approved joint deployment process revisions and enabling technology in appropriate implementing directives and doctrine.

2. Applicability. This instruction applies to the Joint Staff, Services, combatant commands, Defense agencies, and joint and multinational activities responsive to the Chairman of the Joint Chiefs of Staff.

3. Background. See Enclosure A.

4. Policy

a. TPFDD time standard.

(1) The objective time standard will be 72 hours from notification and receipt by the supported commander *to* validation of the TPFDD -- in level 4 detail -- for the first 7 days of the deployment flow. (Note: Based on supported commander guidance, assets deploying from origin to destination on unit organic transportation may not require level 4 detail.)

(2) The notification from which performance in meeting the time standard can be tracked will be a duly authorized CJCS order (alert, deployment, etc.) after the National Command Authorities (NCA) approve a course of action (COA). The specific type of order will be situational dependent. Regardless of the type of order, the coordination instructions within the order will:

(a) Designate the start of the 72-hour period to develop a level 4 TPFDD and validate the first 7 days of the deployment flow. Start time will be provided as a date-time group (DTG), xxxxxxZ MMM YR to allow transmission and receipt of the message by the supported commander prior to start of the 72-hour period. Should a mission change occur requiring development and approval of a new COA, the 72-hour requirement will be reset pending the supported commander's receipt of a new COA. [NOTE: If a CJCS alert order is used to initiate TPFDD development, the DTG to initiate a TPFDD build must be synchronized with the operation order (OPORD) due date specified in the CJCS alert order.]

(b) Identify organizations that are involved (supported commander, supporting commanders, Services, and agencies) and their responsibilities. Additionally, the message will authorize collaboration and coordination with these organizations.

(c) Identify mission statement, COA, major force list, location forces will be deployed to, timing for deployment, and anticipated duration of deployment.

(d) Direct unit sourcing to meet the approved COA.

(e) Provide a project code (as appropriate).

(f) Provide air movement priority (as appropriate).

(g) Include the following statements:

1. Supported commander. In conjunction with supporting commanders, develop a TPFDD and validate the first 7 days of the mission to level 4 detail. Work will be completed in accordance with timelines established by the supported commander.

2. Supporting commanders. Source and verify units and assist the supported commander in developing a TPFDD with the first 7 days of the mission to level 4 detail within 72-hours of the following DTG (xxxxxxZ MMM YR).

3. C-day/L-hour will be defined in a CJCS Deployment or Execution Order.

(3) The goal for attaining the initial capability to meet the TPFDD development standard is October 2000. Initial fielding will begin with early deployers in FY 2001 and be completed not later than FY 2003. Remaining residual Service requirements will be fielded in accordance with approved Service POMs. Attaining the capability to meet the standard will necessitate process improvements as well as identification of collaborative information systems.

b. Managing, integrating, and using current joint deployment information systems.¹ As a near-term information systems initiative to facilitate meeting the 72-hour time standard (to be revised based on future recommendations to the joint deployment process by USCINJFCOM, as the Secretary of Defense designated joint deployment process owner (JDPO)):

(1) The Transportation Coordinator's Automated Information for Movement System II (TC-AIMS II) will be the single joint source data system for unit move information for the Joint Operation Planning and Execution System (JOPES). TC-AIMS II will exchange unclassified organizational equipment list (OEL²), unit deployment list (UDL³), and unit movement data (UMD) files with the Joint Force Requirements Generator II (JFRG II). (See Enclosure D for a description of TC-AIMS II.)

¹ As additional information, at Enclosure C is a brief discussion of JOPES, Global Command and Control System (GCCS), and those JOPES applications resident on GCCS that support time-phased force and deployment data development and analysis. The information is useful background for understanding how to manage, integrate, and use both current and future joint deployment information systems.

² Service acronyms/file names roughly equivalent to OEL are: Army—AUDEL, Navy—TOA, Air Force—Log Force File, and Marines—OEL.

³ Service acronyms/file names roughly equivalent to UDL are: Army—DEL, Navy—UDL, Air Force—Log Plan File, and Marines—OEL.

(2) JFRG II, a GCCS application, will be the joint single source feeder system for unit move information from TC-AIMS II to JOPES. JFRG II will import classified TPFDD force records from JOPES, strip out classified data, and export the unclassified data to TC-AIMS II. JFRG II will import unclassified data from TC-AIMS II, reintegrate it with the appropriate force records, and then export it to JOPES in a classified form. Using TC-AIMS II in conjunction with JFRG II facilitates refinement of existing JOPES plans or creation of new TPFDDs. (See Enclosure E for a description of JFRG II.)

(3) The Services may continue to use Service-unique systems until testing confirms current capabilities for TPFDD build will not be suboptimized for the joint force commander/CINC. Where applicable, the resulting Service products and formats must be interoperable with joint systems and procedures.

c. Managing, integrating, and using next generation joint deployment information systems. To transform the deployment process from one that is deliberate and sequential to one that is collaborative, concurrent, and provides the supported commander with appropriate controls, the following initiatives will be the core of the common operational framework for future joint deployment information system development:

(1) Establishment of a single source data system for unit deployment.

(2) Implementation of an advanced technology to transmit and access source data.

(3) Establishment of live-shared data for virtual collaborative planning and execution management.

(4) Development of collaborative and interoperable joint deployment decision support tools.

d. Force protection and operations security (OPSEC).

(1) Objectives of managing, integrating, and using joint deployment information systems include:

(a) Reducing force protection and OPSEC problems associated with deployment information provided on unclassified systems.

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(b) Identifying and mitigating potential problems associated with passing deployment information between classified and unclassified systems.

(2) Meeting these objectives depends on conscientious and aggressive application of risk management procedures at all levels as well as technological advances in multilevel security.

(3) Commanders must match requirements for planning and execution, including in-transit visibility (ITV), with current and future technologies, business practices, and the need to provide prudent protection for deploying forces and deployment data.

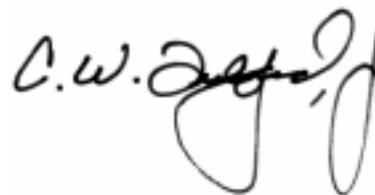
5. Responsibilities. See Enclosure B.

6. Summary of Changes. This is the initial publication of CJCSI 3020.01.

7. Releasability. This instruction is approved for public release; distribution is unlimited. DOD components (to include the combatant commands), other Federal agencies, and the public may obtain copies of this instruction through the Internet from the CJCS Directives Home Page--<http://www.dtic.mil/doctrine>. Copies are also available through the Government Printing Office on the Joint Electronic Library CD-ROM.

8. Effective Date. This instruction is effective upon receipt.

For the Chairman of the Joint Chiefs of Staff:

A handwritten signature in black ink, appearing to read "C.W. [unclear]". The signature is stylized and somewhat cursive.

Enclosures:

A -- Background

B -- Responsibilities

C -- Overview: JOPES/GCCS Information Technology and TPFDD
Development

D -- TC-AIMS Attributes

E -- JFRG II Attributes

F -- SAMPLE -- Using TC-AIMS II and JFRG II in TPFDD Development
G -- References

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ENCLOSURE A

BACKGROUND

1. The Chairman of the Joint Chiefs of Staff has stated that recent improvements in strategic mobility capability must be complemented by improvements in the capability to conduct crisis action planning and execution and to document the results. In particular, the Joint Planning and Execution Community (JPEC) must improve the process for—and expertise in—developing, sourcing, and validating a TPFDD.
2. To focus JPEC efforts, the Chairman proposed establishing a time standard for developing a TPFDD. The time standard should cover the period from receiving notification of an NCA decision to validating a TPFDD, in level 4 detail, for the first 7 days of the mission. The Chairman requested that USCINCFCOM, as the JDPO for the Department of Defense, recommend the time standard.
3. After evaluating inputs from the JPEC, USCINCFCOM recommended a time standard of 72 hours.
4. The Chairman requested that USCINCFCOM consider the goal of attaining the capability to meet the time standard by October 2000.
5. The JROC decided that TC-AIMS II will be the single joint source data system for unit move information and that JFRG II will be the joint single source feeder system for TC-AIMS II unit move information to JOPES.
6. USCINCFCOM responsibilities as the JDPO for the Department of Defense were assigned by the Secretary of Defense. With respect to managing, integrating, and using joint deployment information systems, the USCINCFCOM operating charter as JDPO assigns these tasks that are relevant:
 - a. Ensure joint deployment and redeployment processes support the challenges of joint operations; specifically, that processes are linked by common joint doctrine, fully interoperable systems, and requisite training.
 - b. Promote the acquisition of technology solutions necessary for joint deployment and redeployment process improvement.
 - (1) Conduct and coordinate appropriate analyses and subsequently recommend the retention, modification, or retirement of systems currently supporting joint deployment and redeployment processes.

(2) Ensure future system concepts are interoperable and sustainable.

7. With respect to managing, integrating, and using joint deployment information systems, the JPEC has documented the most pressing needs as:

a. Coherent direction for currently emerging systems.

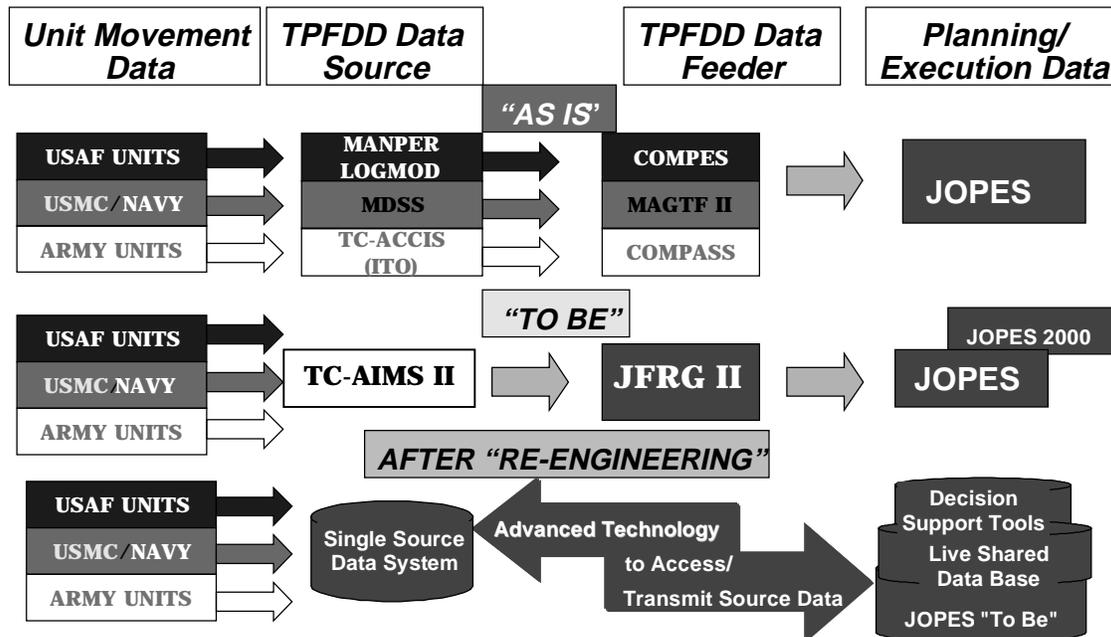
b. Planning for the more robust, more flexible next generation systems.

8. Figure A-1 represents the planned approach, articulated in the body of this instruction, for meeting the needs of the joint warfighter.

Joint Deployment Information Systems Improvement

Leveraging Current Capabilities

Preparing for Future Technological Advances



Advantages

- Streamlined process(es)
 - More collaborative and parallel
- Reduced duplication of effort
 - Accurate data obtained first time, from the source
- Reduced resources and training
 - Maintain effectiveness; improved efficiencies

Figure A-1

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ENCLOSURE B
RESPONSIBILITIES

1. JPEC. The JPEC will:

a. Implement approved actions to meet the 72-hour time standard.

b. Support USCINCJFCOM efforts to:

(1) Implement a common operational framework for a reengineered joint deployment process.

(2) Evaluate future information systems to ensure sustainability and interoperability with the common operational framework.

c. Collaborate with USCINCJFCOM to reduce force protection and OPSEC problems associated with deployment information provided on unclassified systems as well as potential problems associated with passing deployment information between unclassified and classified systems. This includes:

(1) Identifying existing and potential problems and assessing risks.

(2) Developing alternatives and recommendations (including improved business processes, better risk management, and achievable improvements to joint deployment information systems security).

(3) Implementing approved actions.

2. Joint Staff

a. During crisis action planning, the Joint Staff will ensure issuance of the CJCS order, which will constitute the notification from which performance in meeting the time standard can be tracked.

b. Upon recommendation of USCINCJFCOM, as the JDPO for the Department of Defense, the Joint Staff will incorporate approved improvements and changes to the joint deployment process in this instruction and other appropriate implementing directives and doctrine.

c. Upon approval of a revised joint deployment, planning, and execution process with enabling technology and joint decision tools, the Joint Staff will integrate this and other appropriate documentation into CJCSM 3122.01 through CJCSM 3122.04.

3. Combatant Commands

a. USCINCFJCOM, as the DOD JDPO, will:

(1) Provide recommendations and lead JPEC efforts to meet the 72-hour time standard and the October 2000 goal for attaining the capability to meet the standard.

(2) Lead JPEC efforts to implement a common operational framework for a reengineered joint deployment process.

(3) Also, lead JPEC efforts to ensure that future information systems that support the common operational framework are fully interoperable and sustainable. This responsibility includes leading efforts to resolve top-level interface issues, determine system boundaries, allocate top-level functional and operational requirements to major systems, and prescribe and manage the configuration of common data schemas. However, this responsibility does not extend to internal implementation details of individual joint deployment information systems if those details are not externally visible to other such systems.

(4) As directed by the JROC (in accordance with reference h), conduct senior warfighting forums to assess future joint deployment information system proposals and provide specific recommendations regarding joint requirements.

(5) Support JPEC efforts to identify concerns, develop alternatives and recommendations, and implement approved actions to reduce force protection and OPSEC problems associated with deployment information provided on unclassified systems.

(6) Provides oversight to ensure joint deployment and redeployment processes are linked by common joint doctrine, fully interoperable systems/technologies, requisite training, and support joint operations.

b. Commander in Chief, US Transportation Command (USCINCTRANS) will:

(1) Support the JDPO with transportation expertise.

(2) Through the Joint Transportation Corporate Information Management Center (JTCC), lead efforts to develop joint, standardized reference data for transportation.

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(3) Through the JTCC, assist the Marine Corps as executive agent for JFRG II in incorporating the standardized Service data into reference files for JFRG II.

(4) Through the Joint Deployment Training Center (JDTC), coordinate with and assist USCINCFCOM, as the JDPO, on joint deployment and redeployment process training and doctrine. JDTC provides training assistance once applications are fielded.

(5) Support the JDPO with reengineering and functional process improvement (FPI) expertise.

4. Services

a. All Services will:

(1) Attain the initial capability to meet the TPFDD development standard in October 2000. Initial fielding will begin with early deployers in FY 2001 and be completed not later than FY 2003. Remaining residual Service requirements will be fielded in accordance with approved Service POMs.

(2) Ensure assigned organizations update OELs and personnel data at least monthly or as required for Reserve Components in a manner and frequency that supports 100 percent accuracy in conjunction with readiness reporting.

(3) Develop procedures for using TC-AIMS II and JFRG II during development and sourcing of TPFDDs. (Sample procedures are in Enclosure F.)

(4) Evaluate their deployment practices to determine the appropriate organizational levels for fielding TC-AIMS II and JFRG II, then develop, document, and implement a plan for fielding these applications to the appropriate organizational levels.

(5) Implement TC-AIMS II and JFRG II training and incorporate any Service-unique training. Executive agents for TC-AIMS II and JFRG II will provide initial joint training for their respective applications.

(6) Provide funding for JFRG II system enhancement and training from their FY 2001-2005 budgets.

(7) Provide USTRANSCOM, or the designated Joint Deployment Data Library/Joint Data Library owner, with Service personnel and equipment data to support the executive agent's requirement to

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incorporate joint, standardized reference data for transportation into primary reference files for JFRG II and TC-AIMS II.

b. The Army, as executive agent for TC-AIMS II, will begin fielding TC-AIMS II Version 3.01 (unit move) beginning October 2000. Subsequent versions will be documented, developed, coordinated, and implemented as scheduled.

c. The Marine Corps, as the executive agent for JFRG II, will satisfy requirements as documented in the Global Command and Control System (GCCS) Requirements Database (GRiD) and as validated and prioritized by the Global Command and Control (GCC) Management Structure. The executive agent will provide cost, schedule, and performance data to the GCC Management Structure via the GCCS Program Manager in accordance with CJCSI 6722.01 and CJCSM 6721.01. Existing efforts will be leveraged to the maximum extent possible to minimize costs. The executive agent is responsible for providing to the GCCS Program Manager a defense information infrastructure (DII), common operating environment (COE) compliant, JFRG II application that satisfies GRiD requirements. The executive agent will ensure that initial integration testing of JFRG II into GCCS is accomplished before submission to the GCCS Program Manager for final integration and testing and will support the GCCS Program Manager with initial installation of the JFRG II at joint sites. The executive agent will provide life-cycle maintenance, develop joint training materials, and provide joint training support for existing and future JFRG II functionality.

d. Per reference n, the Services will identify and prioritize key equipment, fielding, and training requirements for TC-AIMS II and JFRG II. Included in this effort will be the production of an implementation plan with milestones to focus JPEC efforts to achieve the objective TPFDD time standard.

5. Defense Agencies. DISA will continue to fund systems maintenance for JFRG II as a mandatory GCCS mission application through the end of FY 2000. JFRG II is currently scheduled for release in the third quarter of FY 2000. (For mandatory use of GCCS applications, see reference m.)

ENCLOSURE C

OVERVIEW: JOPES/GCCS INFORMATION TECHNOLOGY AND TPFDD
DEVELOPMENT

1. Authoritative JOPES documentation is published in the CJCSM 3122 series of manuals as follows:

a. CJCSM 3122.01, *Joint Operation Planning and Execution System Volume I, Planning Policies and Procedures*, unclassified, describes the policies and procedures governing the joint conventional deliberate and crisis action planning processes under JOPES. (Under revision as of date of publication of this document.)

b. CJCSM 3122.02, *Manual for TPFDD development and deployment execution*, describes building, refining, and maintaining force deployment databases for deliberate and crisis action plans. (Under revision as of date of publication of this document.)

c. CJCSM 3122.03, *Joint Operation Planning and Execution System Volume II, Planning Formats and Guidance*, unclassified, describes operation plan formats and gives guidance for joint conventional planning and execution under JOPES. Specific guidance concerning formats and examples for joint operation plans. This includes detailed administrative procedures concerning plan data management, classification, and security guidance.

d. CJCSM 3122.04, *Joint Operation Planning and Execution System Volume II, Planning and Execution Format and Guidance, Secret Supplement*, describes formats for classified portions of plans.

2. The overall scope of JOPES is much broader than the scope of this instruction. With respect to JOPES, the focus of this instruction is those applications that support TPFDD development and analysis—particularly during crisis action planning and execution. Below is a brief discussion of JOPES, GCCS, and those JOPES applications resident on GCCS that support TPFDD development and analysis. The information is useful background for understanding how to manage, integrate, and use both current and next generation joint deployment information systems.

3. JOPES. JOPES is the system used by the JPEC to conduct joint planning during peace and crisis. Joint operation planning is a process coordinated through all levels of the national structure for joint planning and execution, including the NCA and the JPEC. The focus of the joint operation planning process is at the discretion of the combatant commanders, who use it, assisted by and coordinated through JOPES, to

determine the best method of accomplishing assigned tasks and direct the actions necessary to accomplish the mission. In normal peacetime conditions, the process--called deliberate planning--produces operation plans, either OPLANs or CONPLANs, and functional plans. In crises the process--called crisis action planning (CAP)--produces OPORDs. JOPES is designed to facilitate rapid building and timely maintenance of plans in deliberate planning, rapid development of effective options and OPORDs through adaptation of approved operation plans or in no-plan situations in CAP, and effective management of operations in execution across the spectrum of mobilization, deployment, employment, sustainment, and redeployment when operations are conducted.

a. Overview. JOPES is the integrated, joint command and control system used to support military operation planning, execution, and monitoring (including theater-level nuclear and chemical defense plans) activities. JOPES incorporates policies, procedures, personnel, and facilities by interfacing with information technology systems, reporting systems, and underlying GCCS information technology support to provide senior-level decision makers and their staffs with enhanced capability to plan and conduct joint military operations. JOPES policies, procedures, and information technology systems provide the mechanisms to submit movement requirements to lift providers for joint operations and exercises.

b. Procedural Principles. Principles for JOPES development and evolution include the following:

(1) JOPES planning is based on both requirements and capabilities. Military planners use forces and resources identified in the JSCP, CJCS orders, Service documents, and approved operation plans or OPORDs. They identify forces and resources required to accomplish the mission and compare them to actual forces and resources available. Supporting commands and agencies and the Services confirm force and resource availability, including combat, combat service, and combat service support forces, and sustainment and transportation resources. Rapid, accurate exchange of information is fundamental to the intense coordination required throughout the JPEC to support timely decisions during planning and adjust operations to the developing situation during execution.

(2) Within JOPES, completed and approved plans are maintained and updated as changes occur. New plans are required when the threat, tasks, forces assigned, resources available, and/or concept of operations change to the extent that the supported commander and the Chairman of the Joint Chiefs of Staff conclude that development of a new plan is necessary. Otherwise, commanders and their staffs concentrate on

keeping existing plans and orders up to date and executable through use of all appropriate methods, including plan maintenance conferences and plan-specific Newsgroups.

c. **Scope.** JOPES is the integrated, joint command and control system designed to satisfy the information needs of senior decision makers in conducting joint planning and operations.

4. GCCS is the mid-term phase of the Command, Control, Computers, Communications, and Intelligence (C4I) concept. C4I fulfills the requirement for a capability to move a US fighting force around the globe at any time and to give the unit the information and direction to complete its mission. The C4I objective is to give the warrior a fused, real-time, accurate picture of the battlespace and the ability to order, respond, and coordinate horizontally and vertically to fulfill a mission in that battlespace.

a. **Overview.** GCCS evolved from a baseline legacy of integrated C2 components and serves as the cornerstone for the rapid integration of additional legacy systems until all functional requirements are satisfied. As legacy components are fielded, they will be reengineered or replaced. The foundation of GCCS software is the DII COE, which provides a common technical platform and gives consistency to operating characteristics. All future GCCS development must be compatible with this COE. The result will be a fully integrated GCCS, with a common look and feel and the flexibility to interface with external systems.

b. **Mission Applications.** GCCS performs command and control mission functions, including JOPES functions that aid in force, support, and transportation planning.

(1) JOPES information technology applications currently on GCCS include the following software used in developing and analyzing TPFDD:

(a) For force planning: JOPES Editing Tool (JET).

(b) For support planning:

1. Logistics Sustainability and Feasibility Estimator (LOGSAFE).

2. Medical Analysis Tool (MAT) for medical support planning.

3. Joint Engineer Planning and Execution System (JEPES) for civil engineering support planning.

(2) Scheduling and movement (S&M) is the focus within JOPES for command and control information on deployment activity and status. It functions as a vehicle to report and track movement of TPFDD requirements. S&M allows the user to review, update, schedule, allocate, and create manifests of both Transportation Component Command (TCC) carrier and organic movement data, before and during deployment. It offers the capability to review and analyze an extensive variety of requirements. The Global Transportation Network (GTN) supplies TCC air and sealift carrier information. Multiple reports concerning transportation analysis are available. Upcoming versions of GTN will integrate S&M functionality.

(3) Although not a JOPES system, GTN is a GCCS interface that provides information essential to monitoring and managing TPFDD execution. GTN furnishes the automated command and control support needed for USTRANSCOM to carry out its mission of global transportation management for the Department of Defense. GTN also supports USTRANSCOM in accomplishing its task to integrate deployment-related information technology systems and to furnish centralized ITV in peace and war.

(a) GTN accesses current transportation information from diverse sources, integrates that information, and gives it to users in a useful form. Information is integrated into a central database to cross-reference supply, cargo, forces, passenger, and patient requirements and movements with airlift, air refueling, aeromedical, and sealift schedules and movement.

(b) GTN gives users the ability to do the following:

1. Locate items in transit.
2. Forecast port workload.
3. Assess unit deployment status.
4. Determine onward movement requirements.
5. Confirm requisition movement.
6. Determine container and pallet contents.
7. Obtain current aircraft and ship schedule.

5. Selected JOPES/GCCS Applications

a. Below are the basic software applications supporting the building of OPLANs, the scheduling of movement requirements identified in the OPLAN, and the capability for planners to produce tailored reports to answer questions about their job.

(1) JET. JET provides JPEC with a rapid, user-friendly tool for updating and maintaining TPFDDs. JET is a tool planners use to build the TPFDD, make changes required throughout the planning and refinement process, and extract information for review.

(2) S&M. S&M provides the capability to create, update, allocate, manifest, and review both TCC and organic carrier information before and during deployment. Users can also review, analyze, and generate several predefined reports on an extensive variety of scheduling and movement information. Upcoming versions of GTN will eventually integrate S&M functionality.

(3) Rapid Query Tool (RQT). RQT is designed to be a total TPFDD data analysis and reporting tool with emphasis on optimizing system performance. RQT takes advantage of the database server's capacity to manage multiple processes to extract data. The RQT file can be used by the GCCS office automation APPLIX-based software to create graphical representations of the extracted data.

(4) Force Validation Tool (FVT). FVT supports OPLAN validation activities for scheduling and movement.

(5) Logistics Sustainment Analysis and Feasibility Estimator (LOGSAFE). LOGSAFE provides the capability to compute resupply and sustainment requirements by class of supply and add them to the TPFDD as cargo increment numbers (CINs) for sourcing and analysis. LOGSAFE is run in order to accomplish a realistic transportation feasibility of the TPFDD. JOPES TPFDD instructions direct that contingency or exercise TPFDDs will not contain CINs.

(6) Joint Flow and Analysis System for Transportation (JFAST). JFAST is a modeling tool that gives planners a way to analyze the transportation feasibility of a plan using virtually the same data and algorithms used by USTRANSCOM and its components.

(7) GCCS Status of Resources and Training System (GSORTS). GSORTS provides a query system and mapping capability for retrieving data from the SORTS database and creating maps and map overlays to geographically display the information.

(8) JEPES. JEPES provides engineers with a tool to estimate civil engineering requirements and capabilities based on an OPLAN TPFDD. JEPES is used to support the development of the quantitative aspects of civil engineering support planning and provides general requirements for the Civil Engineering Support Plan (CESP) appendix to an OPLAN as part of the deliberate planning process.

b. Programs In Development. Many of the older JOPES modules are being replaced by new GCCS applications in development. It should be noted that over the last several months there has been discussion within the JPEC about either revising or replacing applications. Functional requirements are contained in the GRiD (see URL <http://grid.nmcc.smil.mil>) and governed by CJCSI 6721.01, "GCCS Functional Requirements Process."

ENCLOSURE D

TC-AIMS II ATTRIBUTES

1. System Attributes

a. The TC-AIMS II program addresses a critical shortfall in the movement of materiel and personnel in support of DOD transportation operations as defined in the TC-AIMS II mission need statement (MNS). TC-AIMS II falls within the DOD mission area supporting mobility and transportation of DOD personnel and cargo. TC-AIMS II will provide unit movement officers/embarkation officers (UMOs/EmbOs) and installation transportation offices/traffic management offices (ITOs/TMOs) throughout the Department of Defense with a single, effective, and efficient automated information system (AIS) to support transportation management of unit movement, passengers, and cargo during day-to-day and crisis operations within the Defense Transportation System (DTS).

b. The TC-AIMS II system is the result of a joint effort of the US Armed Forces and the Joint Project Management Office (JPMO), headed by the US Army as the executive agent. TC-AIMS II provides automated support to functions performed by unit movement officers and ITOs, who previously used a variety of Service automated systems and manual processes. TC-AIMS II's goal is to improve and expedite unit movements and TCC actions, providing timely and accurate information for use at all joint deployment community command levels in support of continental United States (CONUS), outside the continental United States (OCONUS), and in-theater Joint Reception, Staging, Onward Movement, and Integration (JRSOI) operations.

c. The TC-AIMS II system is installed on Service-provided hardware. It includes software and processes that support unit movement and sustainment transportation functions, and it provides access to various load-planning functions. These capabilities are available to the TC-AIMS II user from a client/server network, or a stand-alone configuration, at the unit/installation level, whether in-garrison or deployed. Processing, tracking, and reporting of data from TC-AIMS II are available to decision makers at various command levels via ITV capability of the GTN.

2. Hardware. The TC-AIMS II program operates on hardware provided by the Services in both client/server and stand-alone configurations. The developmental hardware for TC-AIMS II is:

a. Desktop: Pentium 400 Mhz, 128 MB RAM, and 10.0 GB hard drive.

- b. Laptop: Pentium 400 Mhz, 128 MB RAM, and 10.0 GB hard drive.
- c. Server: HP Lxe Pro 6/200, 320 MB RAM, and six 9.1 GB hot swap drives.

3. Software. TC-AIMS II client/server and stand-alone workstation platforms run under MS Windows NT (workstation) using a Sybase relational database. The server configuration runs under MS Windows NT (server) using a Sybase relational database.

4. TC-AIMS II/JFRG II Data Exchange. Data from TC-AIMS II may be transmitted to JFRG II users by any means approved for transmission of Sensitive But Unclassified information. The data are in a DOS formatted ASCII text file, in a zipped format (*.PEX) created using the 32-bit Dynazip application, without encryption.

5. Data Requirements. (From TC-AIMS II to JFRG II). TC-AIMS II transmits unclassified OEL, UDL, and UMD files to JFRG II.

6. Interfaces

a. There are over 20 existing interface agreements (IA) between TC-AIMS II and various joint and Service information technology systems. Others will be initiated, while some existing IAs may be eliminated, merged, or replaced. TC-AIMS II interfaces are managed by the Interface Control Working Group (ICWG) of the Program Manager's office.

b. The following list contains the names of the interfaces, the signed IA for each of the interfaces in the TC-AIMS II version releases, and a brief description of the system. The list is for information purposes only. Inquiries on details and procedures for each interface must be addressed individually for current application and guidance. Current IAs may be found on the TC-AIMS II website under ICWG. (See URL <http://www.tcaimsii.belvoir.army.mil>.)

c. Interface list:

(1) TC-AIMS II Version 3.01 (Unit Move Core) Interfaces

(a) Automated Air Load Planning System (AALPS) - (Joint), IA signed 20 November 1998. Description: AALPS allows military air load planners to estimate airlift requirements quickly and efficiently, plan force packages, and modify aircraft loads. AALPS rapidly provides estimates of airlift requirements for a given list of equipment and

passengers and takes into account the unique loading requirements for all delivery methods used on all US military and Civil Reserve Air Fleet cargo aircraft. AALPS allows users to create and save contingency force packages in advance of a mission. This process saves time and avoids input errors during deployment. The system has the capability to print approved load plans as well as various load and movement reports.

(b) Asset Tracking and Logistics Automated Support System - 1 (ATLASS - 1) - (Marine Corps), IA signed 18 May 1999. Description: ATLASS is a US Marine Corps system that provides automated support for logistic planning and mobility execution. The system provides base-level logistic planners with a tool for mobility/reception planning and execution to support worldwide deployment of forces. ATLASS - 1 is a deployable, microcomputer-based supply system that provides the ability to control, distribute, and replenish equipment and supplies in assigned areas of operation, to receive supply support from and provide supply support to other Services.

(c) Computer Aided Load Manifesting (CALM) - (Air Force/Joint), IA signed 4 November 1998. Description: CALM is a US Air Force system that provides logisticians with automated air load planning. The system uses interactive graphics to help the load planner print manifests and produce load plans in the correct scale with all the necessary information to support aircraft loading.

(d) CONUS Freight Management System - Electronic Transportation Acquisition (CFM-ETA) - (Joint), IA signed 15 July 1999. Description: CFM is a DOD freight traffic management information system designed to provide a centralized database of master reference files, freight tenders, domestic route order requests, bill of lading shipment information, and carrier performance data. The CFM interface provides timely, accurate carrier costing data to the ITO/TMO for bill of lading shipments.

(e) Cargo Movement Operation System (CMOS) - (Air Force/Joint), IA signed 24 November 1998. Description: CMOS is a combat support system that automates and streamlines installation-level cargo movement processes for both peacetime and deployment/contingency cargo. Workstations in ITO/TMO functional areas support one-time data capture for the preparation of documentation for all modes of shipment. The specific functional areas supported are the receipt (inbound and outbound), preparation and movement of cargo, the reporting of movement to command and control elements for ITV, and military airlift passenger travel. The receipt function covers originating cargo destined for outbound shipment and inbound cargo destined for

local installation or onward movement. The preparation function covers shipment planning, packing, packaging, and preservation of material generated for the installation supply account or other units for outbound movement. The movement function involves shipment planning, loading cargo on the designated conveyance, generating the required movement documentation, and furnishing movement data. The electronic reporting of cargo movement makes CMOS a vital component of the logistics community's effort to provide in-transit asset visibility.

(f) Computerized Movement Planning and Status System (COMPASS) - (Army), IA signed 27 January 1998. Description: The COMPASS is an Army command and control support system that uses evolving computer technology with multiple system interfaces that facilitate collection and maintenance of UMD to support planning, strategic mobility analysis, movement execution, and command and control for mobilization and deployment purposes. The Army uses the COMPASS to satisfy CINC, Army, and Joint Staff UMD information requirements for deliberate and crisis action planning, strategic mobility analysis, and mobilization and deployment movement execution. The COMPASS-processed UMD is utilized within JOPEs. The current COMPASS uses direct interfaces with the Global Command and Control System - Army (GCCS-A), Army Status of Operational Readiness and Training System (ASORTS), GCCS-A Mobilization Planning and the GCCS-A Mobilization, Operations, Deployment, Employment Execution (MOB/ODEE) as its primary source of unit movement data to satisfy command information needs for deployment.

(g) Global Air Transportation Execution System (GATES) - (Joint), IA not signed/TBD. Description: GATES provides Air Mobility Command (AMC), the Department of Defense (DOD), and commercial partners with automated functionality to process and track cargo and passenger information, support management of resources, support scheduling and forecasting, provide logistical support information, generate standard and ad hoc reports, and provide message routing and delivery service for virtually all airlift data.

(h) Global Transportation Network (GTN) - (Joint), IA not signed. An Interface Requirements/Design Document working draft is available, dated 30 June 1999. Description: GTN is the USTRANSCOM automated command and control information system that supports transportation users and providers, both the Department of Defense and commercial, in an integrated system providing command and control and ITV capabilities. GTN collects and integrates transportation data from selected transportation systems. The resulting data are provided to the NCA, CINCs, USTRANSCOM and its component commands, and to DOD customers to support transportation planning and decision making

during peacetime and wartime. GTN supports planning, providing, and control of the common user airlift, surface lift, and terminal services that deploy and DOD forces globally during peacetime and wartime. Specifically, GTN focuses on providing USTRANSCOM with the information necessary for visibility, planning, command and control, intelligence, and reporting.

(i) Integrated Booking System (IBS) - (Joint), IA signed 9 December 1998. Description: IBS is the lead execution system of the DTS for the booking of international surface cargo during both peacetime and wartime operations. The system supports traffic management within Military Traffic Management Command (MTMC), the greatest percentage of which is booking nonunit peacetime cargo. IBS must also satisfy the MTMC mission to execute the strategy developed in deliberate planning for international cargo. In addition, the system is responsible for booking cargo during contingency operations. IBS must be responsive to requirements of commodity managers and war planners requiring continuous access to international surface cargo movement. IBS fielded to both CONUS and OCONUS sites and exchanges data with Worldwide Port System (WPS) and other systems.

(j) Integrated Computerized Deployment System (ICODES) - (Joint), IA signed 23 February 1998. Description: The ICODES system is a ship load planning software application that utilizes artificial intelligence (AI) principles and techniques to assist embarkation specialists in the rapid development of cargo stow-plans. It includes expert agents with knowledge in specific domains (e.g., hazardous material handling, trim and stability, ramps, cranes, and internal access paths) to evaluate and propose loading alternatives and recommendations. ICODES integrates with information management and documentation systems such as WPS, TC-AIMS II, and IBS to receive cargo lists and send completed load plans.

(k) Joint Force Requirements Generator II (JFRG II) - (Joint), IA signed 21 May 1999. Description: JFRG II is an automated computer-based planning tool designed to support the Services in the development of both deliberate and crisis action plans. It supports tactical and administrative planning by providing the following capabilities: import of Service type unit characteristics (TUCHA) data, rapid force list creation, lift analysis, TPFDD development/manipulation, and import/export to JOPES.

(l) Logistics Module (LOGMOD) - (Air Force), IA signed 1 December 1998. Description: LOGMOD is the US Air Force system for creating, maintaining, and managing equipment details for UTCs. It provides automated support for logistic planning and deployment

execution. The system provides base-level logistic planners with a tool for deployment/reception planning and execution to support worldwide deployment of forces.

(m) Marine Air Ground Task Force War-Planner's System II (MAGTF II)/Logistics Automated Information Systems (LOGAIS) - (Marine Corps), IA signed 20 May 1999. Description: The MAGTF II/LOGAIS is a family of systems that share a common database and provides the ability to transfer movement planning and execution data from one MAGTF II/LOGAIS system to other MAGTF II/LOGAIS systems. This interface doesn't distinguish between the family of systems. The MAGTF II/LOGAIS family of systems is:

1. Computer Aided Embarkation Management System (CAEMS) is an automated embarkation tool designed to support Marine Corps planning and execution of amphibious and maritime pre-positioned force operations by supporting the administrative and tactical loading of vessels.

2. MAGTF II is a planning tool designed to support Marine Corps planning of both deliberate and crisis action plans. It provides the capability for rapid force list creation, sustainment development, and lift analysis.

3. MAGTF Deployment Support System II (MDSS II) allows planners at the unit level to rapidly create lists of deploying equipment and personnel in response to taskings received from higher headquarters. Unit planners can compare on-hand assets to requirements and assign equipment and personnel to specific carriers for both sea deployments and air embarkations.

(n) Manpower and Personnel Module-Base Level (MANPER-B) - (Air Force), IA signed 23 November 1998. Description: MANPER-B is used to receive manpower taskings from Major Commands (MAJCOMs) to support OPLAN and other taskings. Also, the system generates deployment orders for personnel that will fill the manpower tasking.

(o) Naval Construction Force Management Information System (NCFMIS) - (Navy), IA signed 19 November 1998. Description: NCFMIS is a US Navy system that contains information on equipment allowances and equipment status for Naval Expeditionary Units. This system consist of three subsystems:

1. Civil Engineer Support Management Information System (CESMIS). Used to generate advanced base functional component (ABFC) requirement data within the Navy. Table of allowance

data for the Naval Mobile Construction Battalion (NMCB) along with TUCHA and national stock number (NSN) data from the Inventory Management Data Base (IMDB) will form the basic Naval Construction Force (NCF) notional requirement OEL file. Other notional requirements can be provided for other ABFCs.

2. Supply Management Information System (SUPMIS).

Used to generate material and/or equipment asset information. The Containerization Program will provide packed container material asset information or equipment asset information for OEL asset use.

3. Construction, Automotive and Specialized Equipment

Management Information System (CASEMIS). Used to generate equipment asset information. The inventory and registration (I&R) data will provide equipment asset information for OEL asset use.

(p) Retail Ordnance Logistics Management System (ROLMS) - (Marine Corps), IA signed 15 December 1998. Description: The Navy and Marine Corps use ROLMS as a single depot/deployable system for ammunition asset management. All holders of ammunition assets use ROLMS to maintain and report the asset inventory.

(q) Standard Installation/Division Personnel System (SIDPERS 3) - (Army), IA signed 1 June 1999. Description: SIDPERS-3 provides a standardized personnel system for the Active Army in peacetime and will support the total Army during mobilization, wartime, and demobilization. SIDPERS-3 provides commanders and staffs at all levels with personnel information tailored to meet mission accomplishment needs. Included in the system is a distributed processing capability, an interactive database, and a summary personnel data accounting process to feed command and control systems. SIDPERS-3 will also support personnel replacement operations.

(r) Transportation Coordinator's Automated Command and Control Information System (TC-ACCIS) - (Army), IA signed 9 December 1998. Description: TC-ACCIS is the US Army's automated management information system designed to support the deploying units and installation transportation offices in their efforts to provide timely and accurate movement data to the joint deployment community. It has a direct interface with United States Army Forces Command's (FORSCOM) Computerized Movement Planning and Status System (COMPASS) and through COMPASS to JOPEs. TC-ACCIS also supplies information to the MTMC Integrated Booking System (IBS) for surface moves and to the Logistics Support Activity's Logistical Intelligence File (LIF) for in-transit and total asset visibility of Army unit movements. TC-AIMS II replaces the TC-ACCIS as the primary interface for UMD data.

(s) Unit Diary/Military Integrated Personnel System (UD/MIPS) - (Marine Corps), IA signed 25 November 1998. Description: UD/MIPS is a US Marine Corps personnel management system maintaining the personnel unit diary information.

(t) Worldwide Port System (WPS) - (Army), IA signed 16 December 1998. Description: The WPS is a single standard AIS designed to support the function of cargo documentation, accountability, and management at common user ocean terminals associated with MTMC, US Navy, and FORSCOM active and reserve automated cargo documentation (ACD) detachments, transportation groups, battalions, and brigades. WPS supports the operation of common user water terminals worldwide, during peacetime and wartime operations, and contingency operations.

(2) Proposed interfaces for follow-on versions of TC-AIMS II (dates TBD) are planned for unit move enhancement, ITO/TMO, and theater operations. List of planned interfaces are provided for information below:

(a) Unit Move Enhancement Interfaces (TBD)

1. Defense Medical Logistics Standard System (DMLSS) - (Joint).
2. Global Combat Support System (GCSS) - (Joint).
3. Global Decision Support System (GDSS) - (Air Force).
4. Group Operational Passenger System (GOPAX) - (Joint).
5. Navy Standard Integrated Personnel System (NSIPS) - (Navy).
6. Theater Army Medical Management Information System (TAMMIS) - Army).

(b) ITO/TMO Interfaces (TBD)

1. Advanced Traceability and Control (ATAC-AF) - (Navy/Air Force).
2. Distribution Standard System (DSS) - (Joint).
3. Financial and Air Clearance Transportation System (FACTS) - (Joint).

4. GSA Depot Transportation Passenger System (GSA/ADNET) - (Joint).
 5. Integrated Logistics Support Management Information System (ILSMIS) - (Navy).
 6. Integrated Logistics System Supply (ILS-S) - (Air Force).
 7. Materiel Management System (MMS) - (Marine Corps).
 8. Standard Base Supply System (SBSS) and Integrated Logistics System Supply (ILS-S) - (Air Force).
 9. Supply Management Information System (SUPMIS) - (Navy).
 10. Uniform ADP System (UDAPS (2)) - (Navy).
- (c) Theater Operations Interfaces (TBD)
1. Automated Manifesting System (AMS) - (Joint).
 2. Ammunition Management Standard System (AMSS) - (Joint).
 3. Combat Ammunition System Base level (CAS-B) - (Air Force).
 4. Combat Service Support Control System (CSSCS) - (Army).
 5. Defense Transportation Tracking System (DTTS) - (Joint).
 6. Electronic Data Interchange (EDI) Transactions - (Joint).
 7. Global Command and Control System (GCCS-A) - (Army).
 8. Global Combat Support System (GCSS) - (Joint).
 9. German Convoy Scheduler (HEROS V) - (Army).
 10. Mobilization Control (MOBCON) - (Army).

11. Military Police Management Information System (MPMIS) - (Army).

12. Military Tracking Management (MTS) - (Army).

13. Munitions Traffic Management System (MTMS) - (Army).

14. Naval Aviation Depot (NADEP) Inventory Material Management System (NIMMS) - (Navy).

ENCLOSURE E

JFRG II ATTRIBUTES

1. System Attributes

a. JFRG II is a TPFDD editing application designed to satisfy deployment planning and execution requirements at home station or while deployed at remote command centers. JFRG II operates in a classified environment. When employed under revised business process, JFRG II has the potential to accelerate the development, sourcing, analysis, and refinement of plans, resulting in rapid creation of executable JOPES TPFDDs. Planning response time is decreased through design simplicity and database methodologies. Extensive reference files and code tables are embedded and accessible to the planner. Numerous standard deployment-related reports and graphs assist planners during the analysis and refinement phases of TPFDD development, resulting in feasible plans. JFRG II supports TPFDD requirements associated with deliberate, crisis action, and exercise planning for deployment and redeployment.

b. JFRG II imports and exports TPFDDs to and from JOPES.

2. Hardware. JFRG II operates on Pentium-based notebooks and desktops. The minimum hardware requirement is a 133 Mhz PC with a 32mb of RAM, 250mb of hard disk storage space, and a Windows NT operating system. JFRG II can operate on a Windows 95/98 operating system but due to security requirements to interface with TC-AIMS II in an air gap manner, JFRG II should be operated on a Windows NT operating system. The standard desktop or notebook used by most planners satisfies the hardware requirement for JFRG II and enables the deployment planner in the field to be actively involved in the TPFDD process.

3. Software

a. The operating system is Windows NT workstation 4.0/Windows 98, supporting a commercial-off-the-shelf (COTS) Sybase relational database software application.

b. Through the use of familiar windows-based TPFDD editing screens and standard JOPES terminology and procedures, training time required for JFRG II operators is potentially reduced from that required of earlier deployment planning systems.

4. Data Exchange. JFRG II extracts classified data from a TPFDD and exports unclassified data to TC-AIMS II users by any means approved for transmission of Sensitive But Unclassified information. The data are in a DOS formatted ASCII text file.

5. Data Requirements (JFRG II to/from TC-AIMS II). The JFRG II import file transfers OEL, UDL, and UMD files to/from TC-AIMS II.

6. Interfaces

a. JOPES

b. TC-AIMS II

7. Summary of Functionality. JFRG II assists planners and operating units in the following areas:

a. Task Organization

(1) Select forces from catalog.

(2) Create unit line numbers.

(3) Set parameters.

(4) Modify selected forces.

b. Force Requirements Sourcing

(1) Assign UIC and unit names.

(2) Tailor ULN cargo and passengers.

(3) Pass force requirements to other systems for tailoring at deploying unit level.

(4) Review data imported from other systems.

(5) Pass shortfalls to other headquarters or agencies for further sourcing.

c. Force Time Phasing

(1) Adjust forces in support of concept of operations.

(2) Add or modify force-phasing dates.

(3) Automatically fragment or split shipments.

(4) Adjust ULN ranges.

(5) Combine ULNs.

d. Movement Planning

(1) Plan movement legs.

(2) Add or adjust routing data.

(3) Assign modes and sources of transportation.

(4) Modify movement legs by ranges.

e. TPFDD Generation

(1) Import JOPES plans into JFRG II.

(2) Generate JOPES-compatible TPFDD for transfer into JOPES.

(3) Provide transaction updates to JOPES.

f. Report Generation

(1) Prepare JOPES reports by force modules.

(2) Run fixed reports by force modules.

(3) Design, run, and save customized reports.

(4) Direct reports to screen, printer, or file.

g. Reference Data Management

(1) Modify reference data where needed.

(2) Update reference files with updated data.

8. Proposed Functionality Enhancements

a. Upgrade to Power Builder 7.0.

- b. Transaction update to and from TC-AIMS (already exists with JOPES).
- c. Form graphic screen faces similar to JET/RQT.
- d. Engineering to JOPES 2000.
- e. LAN capable beyond GCCS client-server environment.
- f. TUCHA/LFF/TUDET export and update to JOPES.
- g. Auto-populate ULNs.

ENCLOSURE F

SAMPLE -- USING TC-AIMS II AND JFRG II IN TPFDD DEVELOPMENT

1. Introduction

a. CJCSM 3122.01, JOPES Volume I, describes the single process and standard procedures for developing a TPFDD during crisis operations and exercises.

b. JOPES Volume I divides responsibilities of TPFDD validation among the supported commander, the supported commander's component commands, and the supporting commands.

c. Using TC-AIMS II and JFRG II in conjunction with other JOPES applications, and revised operational business practices, can significantly reduce the time between selection of a COA and delivery of accurate, validated TPFDD information to lift providers. This enclosure identifies an example of a general approach for using TC-AIMS II and JFRG II in conjunction with other JOPES information systems for TPFDD development and validation during crisis action planning and execution. Figure F-1 illustrates how this approach compares to the current approach.

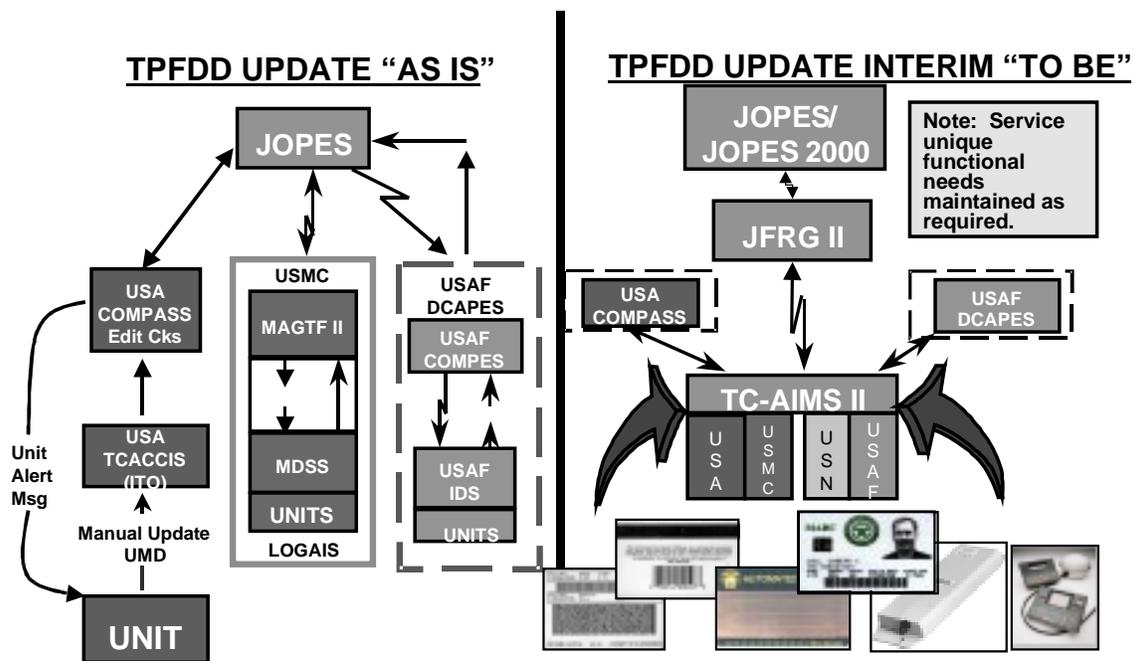


Figure F-1

2. TPFDD Force Records and Data Elements. See Appendix B.

3. TPFDD Development

- a. Using guidance in JOPES Volume I, the supported commander develops the TPFDD in JOPES and provides the TPFDD to supporting CINCs, Services, and agencies through JOPES.
- b. Supporting CINCs, Services, and agencies task their components to source the TPFDD.
- c. Components pull down their TPFDD requirements from JOPES using JFRG II. To the extent necessary, components refine their TPFDD requirements using JFRG II. See Enclosure E for JFRG II capabilities in force requirements sourcing, force time phasing, and movement planning.
- d. Using JFRG II, components strip out classified TPFDD data and export the unclassified TPFDD data. Components then pass the unclassified TPFDD requirements down the chain of command to their subordinate organizations using any means approved for transmission of Sensitive But Unclassified information.
- e. Subordinate organizations enter their unclassified TPFDD requirements into TC-AIMS II, then enter their unclassified UDLs and UMD into TC-AIMS II. Subordinate organizations then pass their UDL and UMD files up the chain of command to their supported commands using any means approved for transmission of Sensitive But Unclassified information.
- f. Components receive unclassified UDL and UMD files from their subordinate organizations and then enter the files into JFRG II. JFRG II reintegrates the data with the appropriate force records. Components then use JFRG II to review and refine data at any level of aggregation required. Upon completion, components export the sourced TPFDD back into JOPES for verification and validation.
- g. CINCs, Services, and agencies must determine appropriate organizational levels for fielding JFRG II. Figure F-2 proposes levels for fielding.
- h. See Appendix A for a more detailed description of how to use TC-AIMS II and JFRG II in conjunction with other JOPES C2 systems.

Proposed TPFDD Interface Levels

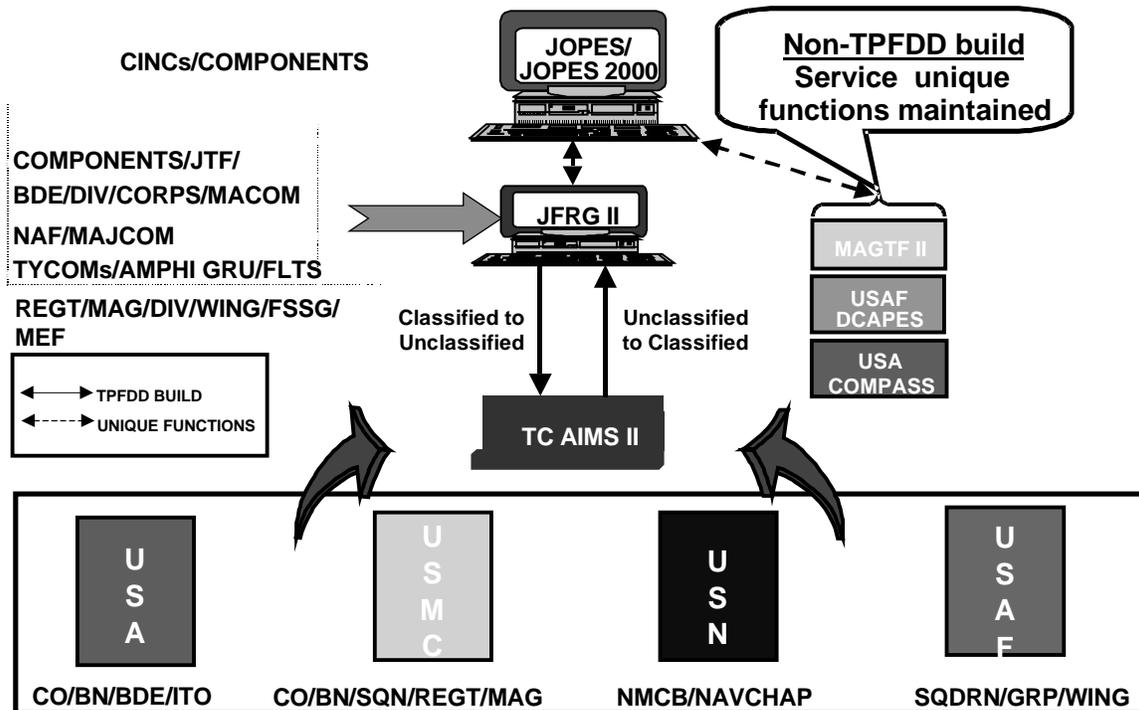


Figure F-2

4. TPFDD Validation. CJCSM 3122.02, Manual for Time-Phased Force and Deployment Data (TPFDD) Development and Deployment Execution, defines validation as "Execution procedure used by supported command components, supporting commands, and providing organizations to confirm to the supported command and USTRANSCOM that all validated TPFDD records contain no fatal transportation pre-edit report errors and accurately reflect the current status, attributes, and availability of unit requirements. Unit readiness, movement dates, passenger, and cargo details are confirmed with units before validation occurs." The TPFDD validation steps below reflect emerging guidance in JOPES Volume I. The JOPES Force Validation Tool is the principal application for documenting these validation steps.

a. Requirement Selection

(1) The supported commander announces in the validation message the date of the next validation and information such as the

ranges of EADs (for airlift, sealift, and other surface movements) to be considered during that validation process.

(2) Supported command component commanders review ULNs within the specified EAD range, select those the component intends to submit for validation, and coordinate with supporting command counterparts to complete their sourcing.

b. Sourcing Verification

(1) Providing organizations source ULNs and enter an "S" in the Project Code field of candidate ULNs to indicate completion of the sourcing process.

(2) By entering an "S" in the Project Code field, the supporting commander confirms the following actions are complete:

(a) ULNs are sourced and cargo is tailored to level-four detail.

(b) ULNs are free of fatal errors.

(c) ULNs accurately reflect the current attributes and availability of each force.

(d) Forces have been alerted for deployment.

(e) The sourcing process has been coordinated with supported command components.

(3) Supporting commanders determine what level within the supporting command enters the "S" in the project code field.

(4) Messages from supporting commanders verifying the completion of sourcing are not required. The database is used to determine completion of supporting command sourcing using the project code until the supporting command source verification code "S" is added to the GCCS FVT application.

c. Supported Command Component Validation

(1) Once ULNs have been sourced, supported command component commanders indicate the completion of the supported command component validation phase by entering an "SC" in the Project Code field of candidate ULNs.

(2) Supported command component commanders transmit a validation message to the supported commander. The validation message confirms that:

(a) Sourced ULNs, identified with "SC" in the Project Code, reflect those forces on the supported commander's task-organized force list required to fulfill the anticipated mission.

(b) ULNs have been time phased in keeping with the component's lift allocation.

(c) The component is prepared to receive the forces represented by the ULNs at the POD.

d. Supported Commander Validation

(1) The supported commander reviews ULNs that contain "SC" in the project code and a blank in the schedule status flag (SSF) field. From this collection, the supported commander marks all ULNs that:

(a) Comply with the supported commander's concept for deployment.

(b) Reflect forces whose deployment is approved by the NCA.

(c) Are properly time phased against the apportioned lift limits.

(2) The supported commander adds the marked records to a force module, performs the supported commander's automated validation, and reviews validated ULNs to ensure a "V" was added to the SSF field of validated ULNs.

5. Only those ULNs that have been properly validated by the supported commander are scheduled by lift providers. As already stated, using TC-AIMS II and JFRG II in conjunction with other JOPES information systems can significantly reduce the time between identification and selection of a COA and delivery of accurate, validated TPFDD information to lift providers.

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APPENDIX A TO ENCLOSURE F

USING TC-AIMS II AND JFRG II AT THE OPERATING
FORCE/DEPLOYING UNIT LEVEL

1. Multiple levels of command provide strategic, operational, and tactical information to meet mission requirements. Operating forces—upon notification of a mission requirement from their higher command, Service components, or Service major commands—meet to determine actual force composition, including personnel, equipment, and supplies/sustainment. Steps below are examples of the minimum essential tasks, actions, and products required for Service-designated operating levels to meet joint operational planning requirements.

- a. Determine force requirements.
- b. Build initial force package.
- c. Determine if force package meets mission needs.
- d. Determine supporting force structure and support resources.
- e. Prepare force list of units and personnel.
- f. Review/analyze force planning to ensure plan meets mission tasking.

2. Steps are general in nature with examples to provide a sample of command-level actions. Each Service may have different levels of participation, unique steps or actions, and different terminology.

3. All participating elements must use steps and procedures that are based on interoperable standards and criteria in JOPES, TC-AIMS II, and JFRG II. These steps are not, or should not, be sequential. All commands must ensure focused discipline on procedures that are interactive and parallel. Collaborative planning is a common goal that all commands must support and continue efforts to achieve this needed improvement. All efforts must meet interoperable standards to satisfy dynamic planning and execution requirements.

a. Step I: Designated operating unit planners, both operations and logistic specialists, meet (physically or electronically) to determine force composition.

(1) Attendance: Appropriate representatives from the command's staff, including functional expertise in personnel, intelligence, operations, logistics, and communications.

(2) Required Accomplishments:

- (a) Mission statement.
- (b) Commander's intent.
- (c) Concept of operation.
- (d) Task organization.
- (e) Authorized allowance.
- (f) Establish sourcing requirement(s).
- (g) Pre-position force(s).
- (h) Host-nation support (HNS).
- (i) Allied/coalition forces.
- (j) Reserve force participation.
- (k) Identify resource shortfalls (personnel/equipment).

b. Step II: Build Initial Force Package. This process has many variations and unique Service-designated procedures. The product required is a set of data that meets interoperable standards for JOPES requirements. The data developed includes:

- (1) ULN structure.
- (2) Mode and source.
- (3) Best available data from actual units or operating elements or TUCHA adjusted for each unit.
- (4) Export plan and maintain copy.
- (5) Provide export file to each unit for action.

c. Step III: Operations staff determines if force package meets mission needs from higher mission tasking. Actions should include:

- (1) Providing force and combat force support taskings to tasked units.
- (2) Reviewing equipment report to ensure sourcing requirements match mission needs.
- (3) Reporting discrepancies to appropriate staff and/or command element.
- (4) Adjusting automated plans per requirements including:
 - (a) Creating Force Module (FM).
 - (b) Fragmenting and inserting as appropriate.
 - (c) Printing cargo detail report.
 - (d) Printing personnel detail report.
 - (e) Exporting plan and maintaining copy.
 - (f) Ensuring database is updated and available to others.
 - (g) Providing copy of cargo detail report and personnel detail report to designated command element, logistics staff, and movement planners.

d. Step IV: Logistic staff determines supporting force structure and resources to provide designated force adequate support for mission accomplishment. Additionally, determine movement and report movement planning and requirements. Actions include:

- (1) Building TC-AIMS II UDL immediately following notification.
- (2) Staffing internal requirements to identify operation/exercise requirements (personnel/equipment).
- (3) Estimating movement resources required, such as: 463L pallets, ISO containers, and ISU containers, etc., and movement supplies.
- (4) Building JFRG II requirement, non-JFRG II requirements through use of TC-AIMS II workbench to extract cargo/equipment to build new plan.

(5) Source estimating quantity of 463L pallets, ISO containers, ISU containers, etc., and movement supplies (as required).

(6) Upon receiving access to operation/exercise plan from operations staff, review provided cargo detail report and personnel detail report and begin detailed TC AIMS II actions that include:

(a) Opening TC AIMS II program and complete the following using UDL workbench.

(b) Selecting source UDL (the TC AIMS II new plan you have been building since notification) and double click on each JFRG II requirement record.

(c) Selecting UIC. This should be your operating element's UIC (NOTE: Records in the source UDL window that correspond with the selected JFRG requirement record will be displayed. The appropriate number of records will be highlighted in the source UDL window).

(d) Adjusting as required and selecting the actual cargo/equipment involved with this deployment.

(e) Assigning selected records to the target UDL (the target UDL is the deployment plan provided to you by operations).

(f) Selecting additional cargo/equipment (non-JFRG II requirements) from source UDL. (REMINDER: Include movement requirements resources such as 463L pallets, ISO containers, ISU containers, etc., and organic unit movement resources.)

(g) Closing TC-AIMS II workbench.

(7) Editing/retrieving most recent database.

(8) Revalidating dimensional data, weights, JCS cargo category codes (CCC), and serial numbers.

(10) Assigning ULNs to non-JFRG II requirements records (JFRG II requirement records will already have a ULN assigned).

(11) Associating cargo/equipment as required.

(12) Exporting plan to disk and maintain copy.

(13) Closing Service system.

(14) Providing plan to unit's personnel staff to build force personnel lists and assist as required.

e. Step V: Personnel staff prepares force list of units and personnel required to meet mission tasking.

(1) Review personnel detail report provided.

(2) Begin detailed TC AIMS II actions that include:

(a) Opening TC AIMS II program (user/plan data/roster table).

(b) Coordinating with logistic representative to build personnel list.

(c) Printing personnel report.

(d) Exporting plan to disk and maintaining copy.

(e) Ensuring plan is available and provide personnel report to designated operating command element, operations staff, and logistic staff for completion.

f. Step VI: Operations and logistic staff representatives analyze existing information to ensure force planning meets mission tasking.

(1) Review association report and detail personnel report.

(2) Open JFRG II and open plan (tools > source from UDL).

(3) Verify personnel or passengers count and cargo short tons per ULN in ULN summary (user/plan data/UDL table).

(4) Verify Joint Staff CCC.

(5) Delete third character "a" records not requiring visibility (do not delete unless directed by commander or operations staff).

(6) Zero dimensional data and weight of all remaining Joint Staff CCC third character "a."

(7) Enter actual heights to each parent record. (NOTE: This information must be provided by operating command element/designated movement staff.)

(8) Run evaluation.

(9) Print and validate cargo detail report for accuracy.

(10) Export plan to disk (JFRG.pex file) and maintain copy and close JFRG II.

(11) Submit copy of export file, cargo detail report, and detail personnel report to operations and logistics staffs for verification.

4. These steps are guidelines for use to ensure detailed data is provided the joint force commander in a rapid and accurate manner. Service-unique requirements must not prevent effective force projection. All efforts by combatant commands, Services, and agencies must ensure effectiveness and promote efficiencies for the designated joint force commander to plan and execute deployment and redeployment of any assigned mission/requirement.

5. Examples of Service JFRG II Sourcing and Integration. Figures F-A-1 through F-A-4 provide examples for use of JFRG II for TPFDD sourcing and integration within the TC-AIMS II - JFRG II- JOPES framework.

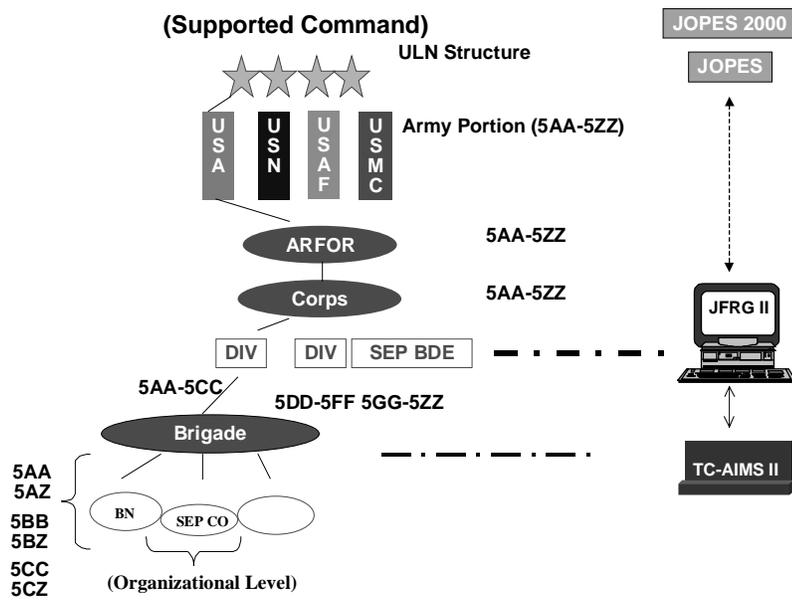


Figure F-A-1. US Army

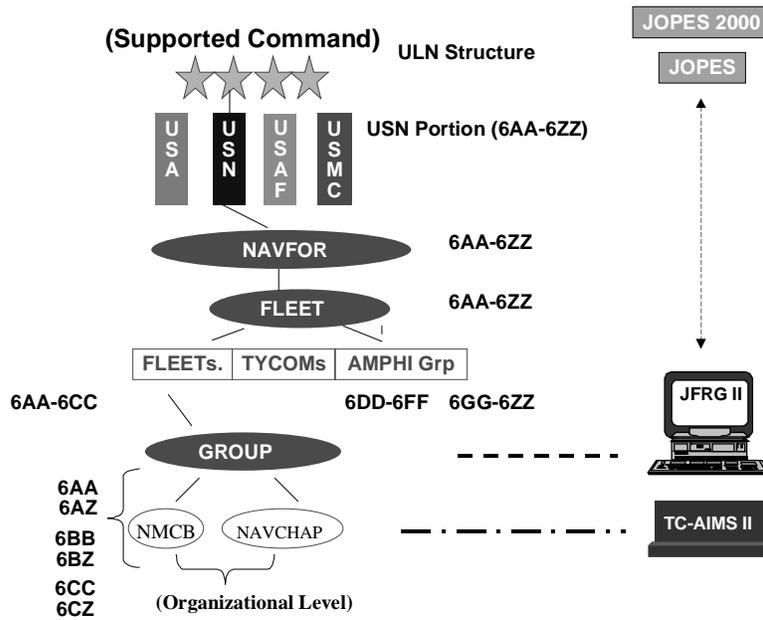


Figure F-A-2. US Navy

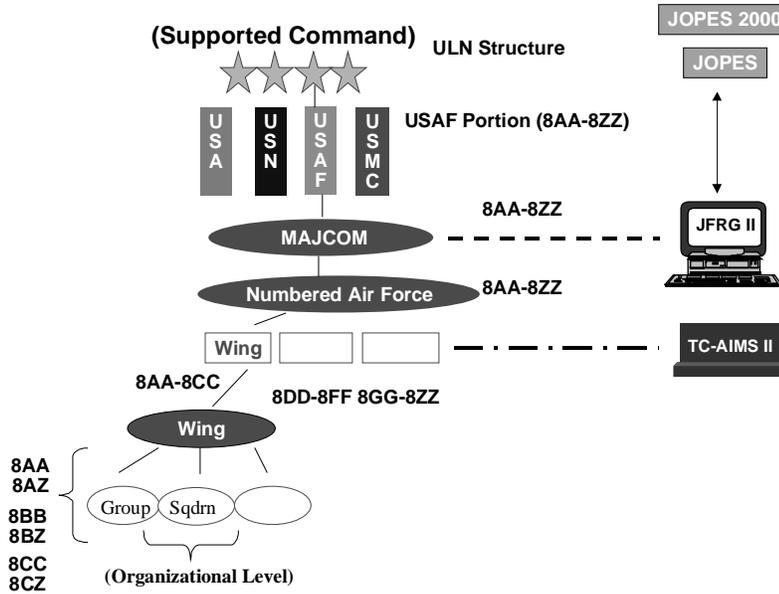


Figure F-A-3. US Air Force

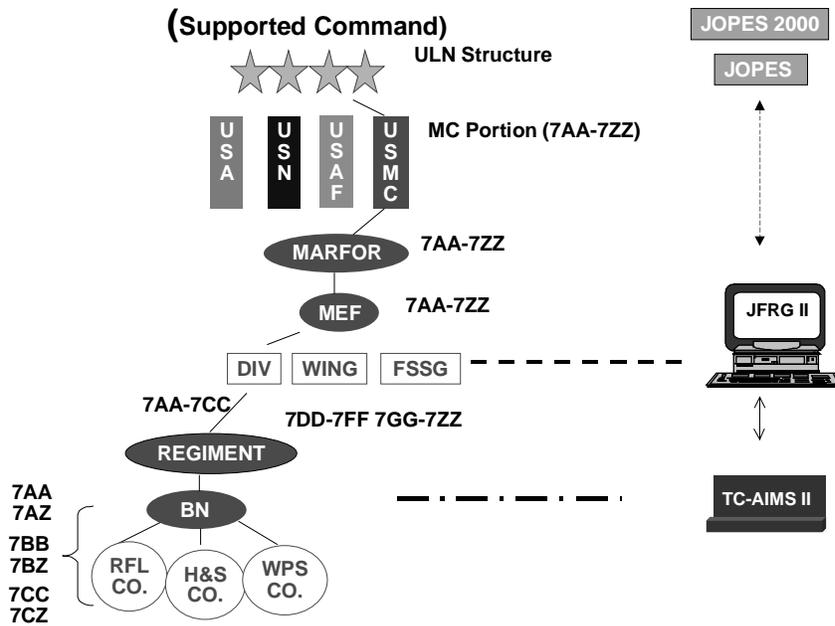


Figure F-A-4. US Marine Corps

APPENDIX B TO ENCLOSURE F

TPFDD FORCE RECORDS AND DATA ELEMENTS

1. TPFDD is the JOPES database portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan, including:

a. In-place units.

b. Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation.

c. Routing of forces to be deployed.

d. Movement data associated with deploying forces.

e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces.

f. Estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources.

2. TPFDDs consist of force records (See reference 1). Data elements used to develop TPFDD force records are arranged in six functional categories and developed at levels of detail contained in Figure F-B-1:

a. Force Requirements Identification Data. Provides descriptive data for each force requirement.

b. Force Unit Identification Data. Provides information on the actual unit that satisfies the force requirement.

c. Force Movement Characteristics Data. Provides information on number of personnel and amount of unit equipment (cargo) associated with a force requirement. Data is also known as "level 2 detail."

d. Force Requirement Routing Data. Provides force routing data (locations and timing) for each force requirement.

e. Nonstandard Force Cargo Requirements Data. Provides force movement characteristics that differ from those contained in the TUCHA file. Cargo totals are summarized at cargo category code level. Data are also known as "level 3 detail."

f. Nonstandard Force Cargo Detail Data. Provides cargo detail items associated with a cargo category code in nonstandard force cargo requirements data. Data are also known as "level 4 detail."

3. Key elements of Force Requirements Identification Data include:

- a. Unit line number.
- b. Providing organization code.
- c. Service code.
- d. Unit type code.

4. Key elements of Force Unit Identification Data include:

- a. Unit identification code.
- b. Unit name.
- c. Name of point of contact (POC).
- d. POC rank.
- e. POC duty hours phone number.
- f. POC nonduty hours phone number.
- g. POC E-mail address.
- h. POC Universal Resource Locator.
- i. Active/reserve/guard indicator.

5. Key elements of Force Movement Characteristics Data include:

- a. Force requirement personnel strength.
- b. Bulk cargo in short tons (STONS) and tenths.
- c. Bulk cargo in measurement tons (MTONS).
- d. Containerizable STONS.
- e. Containerizable MTONS.

- f. Containerizable square feet (SQFT).
 - g. Non-air-transportable cargo in STONS and tenths.
 - h. Non-air-transportable cargo in MTONS.
 - i. Noncontainerized MTONS.
 - j. Non-self-deploying aircraft and boats MTONS.
 - k. Non-self deploying aircraft and boats SQFT.
 - l. Other SQFT.
 - m. Oversized cargo in STONS and tenths.
 - n. Oversized cargo in MTONS.
 - o. Outsize cargo in STONS and tenths.
 - p. Outsize cargo in MTONS.
 - q. Personnel requiring nonorganic transportation.
 - r. Other MTONS.
 - s. Vehicular MTONS.
 - t. Vehicular SQFT.
 - u. Total cargo STONS.
 - v. Total cargo MTONS.
 - w. Total SQFT.
 - x. Bulk POL in thousands of barrels (MBBLs) and tenths.
6. Key elements of Force Requirement Routing Data include:
- a. Origin geographic location code.
 - b. Origin country/state.
 - c. Unit ready to load date.

- d. Port of embarkation (POE) geographic location code.
- e. POE country/state code.
- f. POE available to load date.
- g. POE preferred mode.
- h. POE preferred source.
- i. POE preferred means of transportation.
- j. Port of debarkation (POD) geographic location code.
- k. POD country/state code.
- l. POD earliest arrival date.
- m. POD latest arrival date.
- n. POD preferred mode.
- o. POD preferred source.
- p. POD preferred means of transportation.
- q. POD priority for arrival.
- r. Destination geographic location code.
- s. Destination country/state code.
- t. Destination required delivery date.
- u. CINC required delivery date.
- v. Redeployment date.
- w. Destination preferred mode.
- x. Destination preferred source.
- y. Destination preferred means of transportation.
- z. Validation candidate indicator.

- aa. Supporting CINC component verification indicator.
- bb. Supporting CINC verification indicator.
- cc. Supporting CINC component final verification indicator.
- dd. Supported CINC verification indicator.
- ee. USTRANSCOM transportation status indicator.
- ff. Transportation status indicator for non-USTRANSCOM sources.

7. Key elements of Nonstandard Force Cargo Requirements Data include:

- a. ULN of force record associated with cargo.
- b. Cargo category code.
- c. Cargo SQFT.
- d. Cargo weight (STONs).
- e. Cargo cube (MTONs).
- f. Cargo bulk POL (MBBLs) and tenths.

8. Key elements of Nonstandard Force Cargo Detail Data include:

- a. Unit line number.
- b. Cargo category code.
- c. Cargo length in inches.
- d. Cargo width in inches.
- e. Cargo height in inches.
- f. Cargo square feet.
- g. Number of pieces.
- h. Cargo weight (STONs).

i. Cargo cube (MTONs).

Figure F-B-1: LEVEL OF DETAIL

Within the current joint planning and execution systems, movement characteristics are described at six distinct level of detail. These levels are:

- Level I: Aggregated level. Expressed in total number of passengers and total short tons, total measurement tons, total square feet, and/or total thousands of barrels by unit line number (ULN), cargo increment number (CIN), and personnel increment number (PIN).
- Level II: Summary level. Expressed as total number of passengers by ULN and cargo summarized as follows: Bulk, oversized, outsized, and non-air-transportable STONS. Vehicular, non-self-deployable aircraft and boats, and other MTONS in SQFT. Thousands of barrels of POL.
- Level III: Total passengers and cargo STONS, MTONS, SQFT, and thousands of barrels broken down by cargo category.
- Level IV: Detail expressed as number of passengers and individual dimensional data (expressed in length, width, and height in number of inches) of cargo by equipment type by ULN.
- Level V: Detail by priority of shipment. Expressed as total number of passengers by Service specialty code in deployment sequence by ULN individual weight (in pounds) and dimensional data (expressed in length, width, and height in number of inches) of equipment in deployment sequence by ULN.
- Level VI: Detail expressed for passengers by name and SSN or for coalition forces and civilians by country national identification number; and for cargo by transportation control number (TCN). Nonunit cargo includes FSN/NSN detail. Cargo can be nested. Cargo with TCNs that are nested are referred to as "Secondary Loads." Level VI example: 11 level VI records would represent 11 vehicles of the same type. Those records would be summed to 1 in a level IV record.

Source: CJCSM 3122.01, JOPES Volume I (Draft)

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ENCLOSURE G

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- n. Director of Joint Staff Memorandum, 24 March 2000, "Transportation Coordinators Automated Information for Movement System II/Joint Forces Requirements Generator II Fielding and Implementation Working Group"

GLOSSARY

AALPS	automated air load planning system
ABFC	advanced base functional component
ACD	automated cargo documentation
AI	artificial intelligence
AIS	automated information system
AMC	Air Mobility Command
AMS	automated manifesting system
AMSS	ammunition management standard system
ATAC-AF	advanced traceability and control Air Force
ATLASS -1	Asset Tracking and Logistics Automated Support System - 1
C4I	command, control, computers, communications, and intelligence
CAEMS	Computer Aided Embarkation Management System
CALM	computer aided load manifesting
CAP	crisis action planning
CAS-B	Combat Ammunition System Base-level
CASEMIS	Construction, Automotive and Specialized Equipment Management Information System
CCC	cargo category code
CESMIS	Civil Engineer Support Management Information System
CESP	Civil Engineering Support Plan
CFM-ETA	CONUS Freight Management System - Electronic Transportation Acquisition
CIN	cargo increment number
CINC	commander of a combatant command; commander in chief
CJCS	Chairman of the Joint Chiefs of Staff
CJCSI	Chairman of the Joint Chiefs of Staff Instruction
CJCSM	Chairman of the Joint Chiefs of Staff Manual
CMOS	Cargo Movement Operation System
COA	course of action
COE	common operating environment
COMPASS	Computerized Movement Planning and Status System
COTS	commercial-off-the-shelf
CSOD	Command Systems Operations Division
CSSCS	Combat Service Support Control System
DII	defense information infrastructure
DISA	Defense Information Systems Agency
DMLSS	Defense Medical Logistics Standard System
DSS	Distribution Standard System

DTG	date time group
DTS	Defense Transportation System
DTTS	Defense Transportation Tracking System
EAD	earliest arrival date
EDI	electronic data interchange
EmbO	embarkation officer
FACTS	Financial and Air Clearance Transportation System
FM	force module
FPI	functional process improvement
FSN	federal stock number
FVT	force validation tool
GATES	Global Air Transportation Execution System
GCCS	Global Command and Control System
GCCS-A	Global Command and Control System Army
GCSS	Global Combat Support System
GOPAX	Group Operational Passenger System
GSA/ADNET	General Services Administration/Automated Depot Network
GSORTS	GCCS Status of Resources and Training System
GTN	Global Transportation Network
HEROS V	Herres Einheitliche Fuhrungs Information System fur die Rechnergestuetzte Operations Fuhrungs in Staeben V (German Convoy Scheduler)
HNS	host-nation support
I&R	inventory and registration
IA	interface agreement
IBS	Integrated Booking System
ICODES	Integrated Computerized Deployment System
ICWG	Interface Control Working Group
ILSMIS	Integrated Logistics Support Management Information System
ILS-S	Integrated Logistics System Supply
IMDB	Inventory Management Data Base
ISO	Internal Organization for Standardization
ISU	internal airlift/helicopter slingable container unit
ITV	in-transit visibility
JDPO	Joint Deployment Process Owner
JDTC	Joint Deployment Training Center
JEPES	Joint Engineer Planning and Execution System
JET	JOPES Editing Tool
JFAST	Joint Flow and Analysis System for Transportation
JFRG II	Joint Force Requirements Generator II
JOPES	Joint Operation Planning and Execution System
JPEC	Joint Planning and Execution Community
JPMO	Joint Project Management Office
JROC	Joint Requirements Oversight Council

JTCC	Joint Transportation Corporate Information Management Center
LFF	Logistic Factors File
LIF	logistical intelligence file
LOGAIS	logistics automated information systems
LOGMOD	logistics module
LOGSAFE	logistics sustainability and feasibility estimator
MAGTF II	Marine air-ground task force II
MANPER-B	Manpower and Personnel Module-Base
MAT	Medical Analysis Tool
MBBLs	thousands of barrels
MDSS II	MAGTF Deployment Support System II
MMS	Materiel Management System
MNS	mission need statement
MOB/ODEE	mobilization, operations, deployment, employment execution
MOBCON	mobilization control
MPMIS	Military Police Management Information System
MTMC	Military Traffic Management Command
MTMS	Munitions Traffic Management System
MTON	measurement ton(s)
MTS	Military Tracking Management
NCA	National Command Authorities
NCFMIS	Naval Construction Force Management Information System
NIMMS	Naval Aviation Depot (NADEP) Inventory Material Management System
NMCB	Naval Mobile Construction Battalion
NSIPS	Navy Standard Integrated Personnel System
NSN	national stock number
ODCSOPS	Office of the Deputy Chief of Staff for Operations and Plans (Army)
OEL	organizational equipment list
OPLAN	operation plan
OPORD	operation order
OPSEC	operations security
PIN	personnel increment number
POC	point of contact
POD	port of debarkation
POE	port of embarkation
POL	petroleum, oils, and lubricants
POM	Program Objective Memorandum
ROLMS	Retail Ordnance Logistics Management System
RQT	Rapid Query Tool
S&M	scheduling and movement
SBSS	Standard Base Supply System

SIDPERS	Standard Installation/Division Personnel System
SQFT	square feet
SSF	schedule status flag
STON	short ton(s)
SUPMIS	Supply Management Information System
TAMMIS	Theater Army Medical Management Information System
TC-ACCIS	Transportation Coordinator-Automated Command and Control Information System
TC-AIMS II	Transportation Coordinator's Automated Information for Movement System II
TCC	Transportation Component Command
TCN	transportation control number
TPFDD	time-phased force and deployment data
TUCHA	type unit characteristics file
TUDET	type unit equipment detail file
UD/MIPS	Unit Diary/Military Integrated Personnel System
UDAPS	Uniform ADP System
UDL	unit deployment list
UIC	unit identification code
ULN	unit line number
UMD	unit movement data
UMO	unit movement officer
USTRANSCOM	United States Transportation Command
UTC	unit type code
VCJCS	Vice Chairman of the Joint Chiefs of Staff
WPS	Worldwide Port System