ï»¿

**GlobalSecurity.org**

Home ::  Military ::  Library ::  Policy ::  Army ::  Field Manuals ::  100-17-5 ::

MILITARY

## **Further Reading**

### Appendix A
### **Automated Support Systems**

This appendix presents an overview of automated support    systems pertinent to redeployment.

The rapid advance of web-based technology    provides combatant and component commands potential worldwide access to various references and information to enhance deployment and redeployment operations.

## JOINT OPERATION PLANNING AND EXECUTION SYSTEM

JOPES is the integrated joint C2 system    used to plan and execute all military operations. It is the system the Joint Planning and Execution Community (JPEC) uses to plan joint operations. The process of force projection, including redeployment, is integral to JOPES. It is used to track requirements, departures, and arrivals. It also provides users an ordered and comprehensive set of procedures for resolving complex strategic mobility force deployment and sustainment problems. It includes an automated support system and procedures to support the planning process. CJCSM 3122.03 has details on JOPES.

## GLOBAL TRANSPORTATION NETWORK

USTRANSCOM's mission of global mobility management requires a responsive transportation system. The key to this is the development    of the GTN (Figure A-1). The GTN is a network of systems that ties together existing transportation-related databases. It provides access to command, control, communications, and computers    (C4) systems that support global transportation management. GTN systems support the following three functions: planning, mobilization and deployment/redeployment, and ITV.
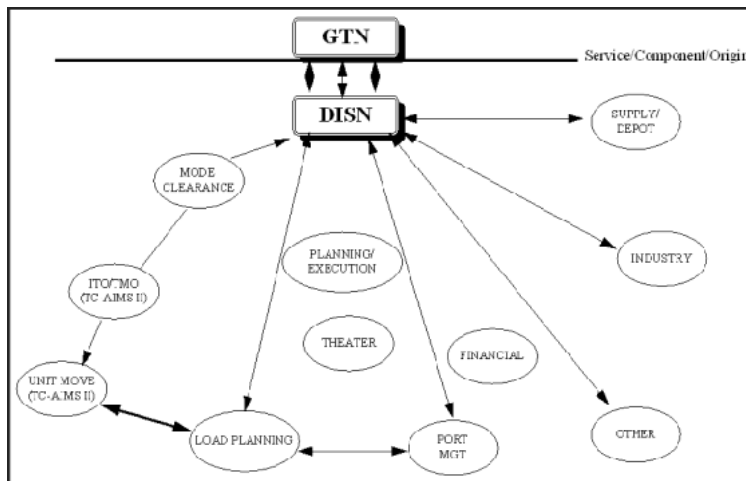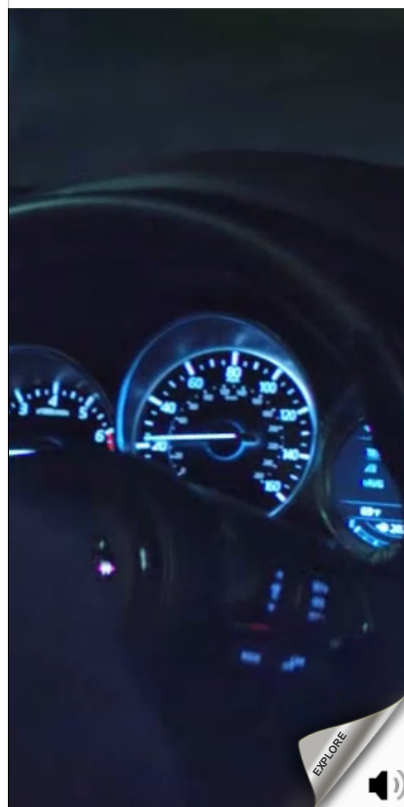


**Figure A-1 Global Transportation Network**

## GLOBAL COMMAND AND CONTROL SYSTEM

Global Command and Control System (GCCS) is the key command, control, communications, computers    and intelligence (C4I) system that replaced the Worldwide Military Command and Control System (WWMCCS). GCCS is a

system of interconnected computers that provides an integrated C4I capability to the entire joint community. It provides up to SECRET-level information from a wide variety of applications that have migrated, or are in the process of migrating, from other systems. It provides users a picture of the battlespace within a modern command, control, communications, and computers (C4) system. GCCS is used by the (JPEC) to document movement requirements, transportation closure, and other significant events in the redeployment process.

## GLOBAL COMMAND AND CONTROL SYSTEM - ARMY

Global Command and Control System-Army (GCCS-A) is the Army component system that directly supports implementation of the joint GCCS. The primary purpose is to provide a single, seamless command and control system that supports joint and multinational operations for strategic and operational levels of conflict. It is the corps and above operational component of the Army Battle Command System (ABCS) (see Figure A-2). GCCS-A supports the TSC in its redeployment missions. It supports the Army component commands, CINCs, JTF commands and components, and HQDA.
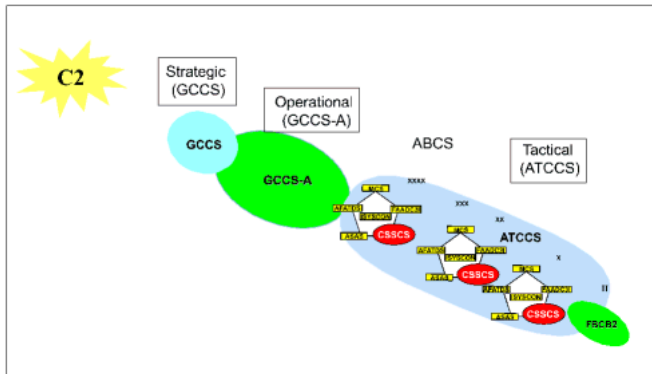


**Figure A-2. Army Battle Command System**

## END-TO-END FORCE TRACKING

End-to-End Force Tracking (EEFT) is a module of GCCS-A. This module allows the commander to visualize the flow of forces into a theater in accordance with the TPFDD and to perform force tracking. This system is modeled after the Standard Theater Army Command and Control System, a US Army-Europe (USAREUR)-unique command and control system.

## GLOBAL DECISION SUPPORT SYSTEM

The Global Decision Support System (GDSS) is the worldwide C2 system for executing strategic airlift and air refueling. It contains essential information used to monitor and manage all operational DoD air mobility missions in progress throughout the world. It provides automated tools to track aircraft and aircrew movement.

## COMBAT SERVICE SUPPORT CONTROL SYSTEM

The CSS Control System (CSSCS) provides force-level commanders and planning staffs with an automated capability to generate a common picture of the battlefield, the CSS sustainability status, and courses of action (COA) planning. The system products are tailored to the information needs of the various force-level commanders. It facilitates the required data flow from mobilization through deployment and redeployment to demobilization (Figure A-3).



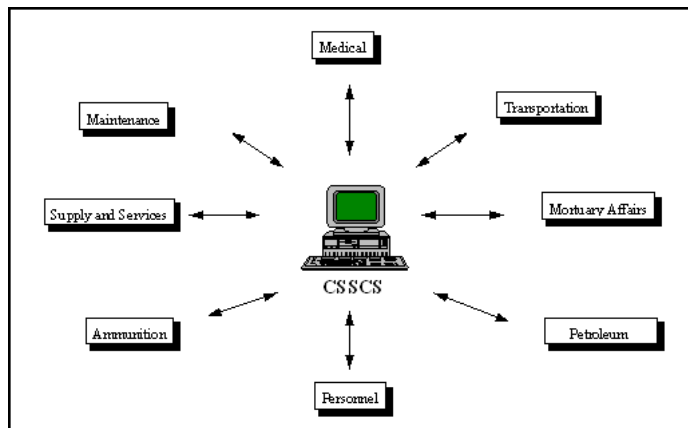**Figure A-3. Combat Service Support Control System**

## COMPUTERIZED MOVEMENTS PLANNING AND STATUS SYSTEM

Computerized Movements Planning and Status System (COMPASS) is a US Army Forces Command (FORSCOM) system that provides deployment planning systems with accurate Army unit movement requirements. Although COMPASS is not a property accountability system, it describes unit property and equipment in transportation terms. It converts unit movement data (UMD) into COMPASS automated unit equipment lists (AUEL) and maintains UMD for use in mobilization and deployment

planning. This data originates from the UMD provided by Army units. The preferred system to transmit UMD to COMPASS is TC-ACCIS (which will be replaced by TC-AIMS II). UMOs validate and transmit data to COMPASS. COMPASS reformats the data and updates JOPES, where other major commands can access the updated data.

## JOINT FORCE REQUIREMENTS GENERATOR

The Joint Force Requirements Generator (JFRG) is an information system used to provide DELs from units through the Services' logistics automation information systems (currently TC-ACCIS for the Army and MAGTF Deployment Support System II for the Marine Corps) to JOPES. JFRG is used primarily by the Marine Corps and Army special operations forces.

## WORLDWIDE PORT SYSTEM

The WPS is an automated system designed to automate the information management functions of a military port operation so necessary for redeployment (Figure A-4). It is capable of documenting the import and export of military cargo and providing appropriate documentation for international shipments. It is the single standard terminal documentation and accountability system . The WPS provides the following:

- The ability at ocean terminals to document and account for cargo moving through a port (manifests, transportation control and movement documents [TCMDs], and customs documentation).

- Information necessary for movement managers to plan and execute onward movement of cargo.
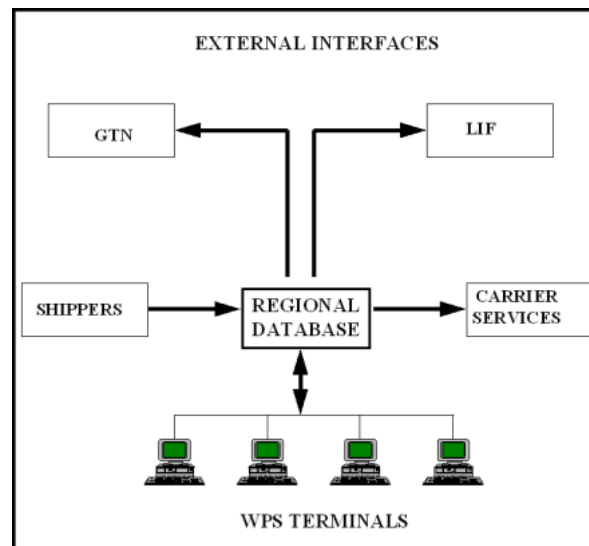
- ITV information to other DoD systems.



**Figure A-4. Worldwide Port System**

## TRANSPORTATION COORDINATOR-AUTOMATED COMMAND AND CONTROL INFORMATION SYSTEM

TC-ACCIS is the current information management and data communications system that Army units use to plan and execute deployments and redeployments, (to be replaced by TC-AIMS II, which is projected to begin fielding during FY 00). TC-ACCIS speeds up the processing of mobility requirements and the flow of information to USTRANSCOM components. TC-ACCIS users include commanders, ITOs, division transportation officers (DTOs), and unit movement officers.

TC-ACCIS automates most transportation functions at the unit and installation level. It supports the unit's redeployment mission by:

- Maintaining unit equipment lists.

- Maintaining DELs.

- Preparing government bills of lading (GBLs).

- Preparing vehicle load cards.

- Preparing vehicle/container packing lists.

- Preparing advanced TCMDs

- Preparing convoy march tables.

- Preparing convoy clearance reports (DD Form 1265).

- Preparing special handling permits (DD Form 1266).

- Preparing unit equipment manifests.

- Preparing executable rail load plans.

- Maintaining BBPCT material requirements lists.

- Preparing rail load schedules.

- Interfacing with the Automated Airload Planning System (AALPS).

## TRANSPORTATION COORDINATORS' AUTOMATED INFORMATION FOR MOVEMENT SYSTEM II

TC-AIMS II will be the single DoD system supporting all unit and installation deployments, redeployments, and retrograde operational requirements. It will provide support during all stages of force projection operations. The TC-AIMS II system corrects the joint problem of each DoD component having a non-integrated "stovepipe" transportation system. The TC-AIMS II design incorporates the best parts of each component's transportation system and maintains the unique needs of each Service to create a joint transportation system.

TC-AIMS II will interface with personnel, supply, and ammunition systems; CONUS movement systems, strategic lift systems and theater movement systems for AA-to-fort operations; and JOPES feeder systems. TC-AIMS II will interface with all joint and Army transportation systems.

It will support daily transportation operations and provide enhancements to the deployment and redeployment processes. It will build AUELs and DELs by sharing data with standard Service supply and personnel systems.

TC-AIMS II is being designed to be a system for UMOs, planners, movement controllers, and transportation operators at all levels. Functions will include planning convoys, requesting convoy clearances, conducting load planning, and managing mode operations. Through interface with other systems, TC-AIMS II will provide information to enable ITV and support to GTN. It will also produce movement documentation and facilitate automated payment functions.

## AUTOMATED AIRLOAD PLANNING SYSTEM

Automated Airload Planning System (AALPS) ALM, formerly known as Automated Airload Planning System(), is a computerized system used to produce air manifests containing all information required by the Air Mobility Command. It is used by UMOs, deployment/redeployment planners, contingency planners, and force designers to plan and execute air movement. It is also used to design and analyze force packages. AALPS operates in a stand-alone configuration. In the future, AALPS will perform the following functions:

- Rapidly estimate airlift requirements for a given deployment/redeployment list.

- Build, store, and maintain pre-planned contingency packages.

- Provide automated assistance to produce individual aircraft load plans.

## DEPARTMENT OF THE ARMY MOVEMENT MANAGEMENT SYSTEM

Department of the Army Movements Management System (DAMMS) Block III provides managers within the theater visibility of import, export, and intra-theater cargo movements. Mode managers are provided asset accountability and asset visibility. Data is provided to movement managers, mode operators, and materiel managers to expedite the onward movement of cargo and personnel.

DAMMS Block II provides convoy planning and highway scheduling. DAMMS allows the user to create main supply routes (MSRs) and to display map data in support of convoy planning and highway scheduling, using a Graphic Information System (GIS). Units create convoys and submit requests for convoy clearance using the convoy planner. Requests are transmitted to a highway scheduler for deconfliction, scheduling, and approval. Information will be shared with TC-AIMS II.

## JOINT FLOW AND ANALYSIS SYSTEM FOR TRANSPORTATION

The Joint Flow and Analysis System for Transportation (JFAST) is a personal computer (PC)-based analysis tool for estimating transportation flows of deployment/redeployment. JFAST provides a means for performing COA development and analysis of deliberate planning, exercise, and real-world transportation problems.

## INTEGRATED COMPUTERIZED DEPLOYMENT SYSTEM

The Integrated Computerized Deployment System (ICODES) operates from a personal computer and provides load planning assistance to support deployment/redeployment by vessel. The accuracy of ICODES depends on the accuracy of the DEL. ICODES main functions are to: calculate trim and stability, develop prestow plans, prepare final stowage plans for cargo loading, develop load diagrams, track cargo placement, prioritize discharge of cargo, and develop railcar, container, and flatrack load plans.

## INTEGRATED BOOKING SYSTEM

The Integrated Booking System (IBS) consolidates the cargo booking function into a single architecture and supports the function of booking movement requirements for sealift against available ocean cargo vessels. IBS supports the Defense Transportation System (DTS) in peace and wartime for deployments, redeployments, and sustainment cargo bookings. In the future, movement requirements will be sent from selected users of TC-AIMS II to IBS, which will then book space on vessels and pass Automated Transportation Control and Management Document (ATCMD) data to the WPS for the eventual cargo transactions that will be conducted in the SPOD/SPOE terminal.

**ENHANCED LOGISTICS INTRATHEATER SUPPORT TOOL**

The Enhanced Logistics Intratheater Support Tool (ELIST) is a feasibility planning and modeling system fielded by MTMC for deployment analysis. It analyzes effects of force modernization and new force structures and changes to the DTS. It can be used to check the transportation for contingency operations. It allows planners to analyze the effect of the infrastructure on the plan.

Advertise with Us    |    About Us    |    GlobalSecurity.org In the News    |    Internships    |    Site Map    |    Privacy