F.1 Marine Air-Ground Task Force II/Logistics Automated Information System

The automated information systems (AIS) support necessary in MPF operations is provided by the Marine Air-Ground Task Force II/Logistics Automated Information System (MAGTF II/LOG AIS) family of systems, and Joint Deployment Systems. They are a family of four coordinated, mutually supporting, automated systems designed to support deliberate and crisis action/time-sensitive planning, deployment, employment and redeployment of a MAGTF in independent, joint, and/or multinational operations. The software for each system is designed to work on a desktop or laptop computer equipped with Microsoft Windows with a minimum of a 133 MHz pentium processor with 32 MEG of RAM, and 2.0 GB of storage space on the hard drive and either an internal CD-ROM or access to an external CD-ROM for installation purposes. MAGTF II/LOG AIS is composed of interrelated systems that perform both common and discrete functions (see figure F-1). It also includes the MAGTF Data Library (MDL), which serves as source data for the systems.

![Figure F-1. MAGTF II/LOG AIS Relationships](image)

Each system shares a common database, yet performs separate and complementary functions. Each of the systems uses the same data and, if so desired, the same plan. This allows a plan to go through the various stages of creation, sourcing, assignment to embarkation/transportation assets, and time-phased force deployment data (TPFDD) construction without the necessity of exporting data from one system to another (see figures F-2 and F-3).
Figure F-2. MAGTF II and MDSS II Planning

Figure F-3. MPF Functions

- MAGTF II
  - Force Structure & Tailoring
  - Crisis Action Modules (CAMs)
  - Fly-in Echelon
  - MCBul 3501

- MDSS II
  - NAVMC 2907 (Prepositioning Spreadsheet)
  - Cargo Detail
  - Linking
  - Tracking
  - Interfaces
  - Reports

- CAEMS
  - Load Planning
  - Reports
a. MAGTF II

MAGTF II is used by the Marine Corps planning community to create contingency and execution operations plans (OPLANs). Additionally, MAGTF II acts as the Marine Corps’ TPFDD interface with the Joint Operations Planning and Execution System (JOPES). Used primarily in the planning and marshalling phases of an MPF operation, MAGTF II provides the information and functionality necessary to—

- Forecast lift and sustainability requirements.
- Provide deployment requirements to MDSS II for detailed sourcing and refinement at the battalion, squadron or separate company level.
- Rapidly develop and refine TPFDD information to meet crisis planning based on unified commander and service mandated deadlines.
- Compare and select alternative force structures.
- Allow the rapid sharing of detailed deployment information between planners, operators and logisticians.

b. MAGTF Deployment Support System II

MAGTF Deployment Support System II (MDSS II) is the unit level (battalion/squadron/separate company) deployment planning and execution system that provides MAGTF’s and subordinate elements a single source automated deployment database (see figures F-4 and F-5). MDSS II provides commanders with the ability to respond to MAGTF II taskings for detailed plan data. Used during all phases of an MPF operation, MDSS II provides the information and functionality necessary to—

- Source and tailor plan-specific force structures composed of personnel, equipment, and supplies for multiple OPLANs.
- Monitor embarkation readiness status.
- Provide movement and embarkation planning data at Level IV detail (NSN and item serial number level)
- Assign prepositioned assets and equipment to specific units.
- Develop and tailor, for future operations, equipment data bases for MPF and Amphibious shipping.
- Utilize the logistics applications of automated marking and reading symbols (LOGMARS) bar code creation and scanning to—
  - Create labels.
  - Rapidly associate containers/vehicles and their contents.
  - Update cargo and equipment date, time, and location in the MDSSII database by downloading data from the LOGMARS data collection devices (DCDs) or transmitting via wireless modem.
  - Track containers and equipment from ship to shore and through phases of an MPF off-load with near real time updates.
- Create supply transactions which update an asset tracking for logistics and supply system (ATLASS) in order to create accountability records.
• Provide unit-level movement requirements information to TCAIMS for determination and assignment of transportation from origin to POE and from POD to destination.

• Provide unit-level embarkation data to CAEMS and computer-assisted load manifest (CALM) systems in order to prepare load plans.

• Provide standard and ad hoc reports in response to information requests.

• Provide equipment density lists to the SASSY management Unit (SMU) to develop class IX and secondary repairable requirements for using units.

**NOTE:** MDSS II functionality is slated to be incorporated into TCAIMS II.

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**Figure F-4. Deployment Systems Overview**

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**c. Computer-Aided Embarkation Management System**

CAEMS is utilized by the unit level Embarkation Officer to accomplish detailed load planning of Amphibious and Military Sealift Command (MSC) shipping and produce supporting documentation. CAEMS is used primarily during the planning, loading, and regeneration of MPS. CAEMS provides the information and functionality necessary to—

• Template deck diagrams for both amphibious and MSC shipping.

• Produce dangerous cargo manifests.

• Conduct trim, stress, and stability calculations.

• Produce "as loaded" deck diagrams upon the completion of loading.

**NOTE:** CAEMS is to be replaced by the Integrated Computerized Deployment System (ICODES).
d. Transportation Coordinator's Automated Information for Movement System

TC-AIMS is utilized by transportation coordinators (Logistics Movement Control Centers (LMCCs) and motor transportation coordinators) to manage transportation assets in the deployment, employment, and redeployment of operational forces. Used primarily during the movement phase of an MPF operation, TC-AIMS provides the information and functionality necessary to—

- Manage requests, tasking, and dispatching associated with daily transportation operations at all levels of command.
- Plan, coordinate, and manage transportation assets from origin to ports of embarkation (POEs) and from ports of debarkation (PODs) to destinations.
- Provide the source data that feeds U.S. Transportation Command (USTRANSCOM) and the Defense Transportation System (DTS) to facilitate in-transit-visibility (ITV).

**NOTE:** TC-AIMS is to be replaced by TCAIMS II

F.2 Supporting Systems

The following are non-MAGTF II/LOG AIS systems that provide crucial support to MPF operations.

a. MAGTF Data Library

The MAGTF Data Library (MDL) serves both data distribution and data quality control functions. Issued on a quarterly basis, this CD-ROM transmitted data set updates the permanent technical data files within MAGTF II/LOG AIS. The users of MAGTF II/LOG AIS are provided an opportunity to submit requests to change or correct this data through the use of a data trouble report (DTR) which is passed, via the logistics chain, to the contractor tasked with maintaining the MDL.
b. Supported Activities Supply System

The supported activities supply system (SASSY) is a supply acquisition system utilized throughout the Marine Corps. It is presently being replaced with ATLASS, which will integrate supply and maintenance functions.

c. Asset Tracking for Logistics and Supply System

Slated to replace both SASSY and the Marine Corps Integrated Maintenance Management System (MIMMS), ATLASS is a PC-based supply acquisition, accountability, and readiness program with integrated maintenance management functions. ATLASS and MDSS II have a two-way interface for exchange of data elements between the two systems.

d. Computer-Assisted Load Manifests

A U.S. Air Force developed and maintained system, CALMS, provides a PC-based, automated tool for producing air craft load plans. Selected data elements are exported from MDSS II to CALMS for load planning and lift estimation.

NOTE: CALMS is slated to be replaced by the U.S. Army-developed Aircraft Load Manifesting System (ALMS) system.

e. Theater Army Medical Material Information System

Theater Army medical material information system (TAMMIS) is the current U.S. Army Class VIII automated medical logistics system. It is a database system which does not require mainframe support and is considered a stand-alone system. The software's modules include set assemblage management, biomedical repair equipment maintenance and a resupply and inventory control module.

f. Fleet Optical Scanning Ammunition Marking System

A fleet optical scanning ammunition marking system (FOSAMS) is a PC-based automated system which tracks ammo, creates government bills of lading (GBLs) and continuation sheets. FOSAMS also provides source data for dangerous cargo manifests as well as interfacing with MDSSII.

NOTE: FOSAMS is slated to be replaced by the U.S. Army managed retail ordnance logistics management system (ROLMS).

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NOTE: FOSAMS is slated to be replaced by the U.S. Army managed retail ordnance logistics management system (ROLMS).

g. Retail Ordnance Logistics Management System

ROLMS is a comprehensive system which can perform all ammunition logistics management and reporting functions, such as inventory, requisitioning, issues, expenditures, receipts, asset maintenance, Notice of Ammunition Reclassification (NAR) processing, and transaction reporting.

h. War Reserve System

The war reserve system (WRS) is a mainframe system that is used to compute sustainment and war reserve requirements for deliberate planning and crisis execution purposes in support of the various regional contingencies requiring Marine forces involvement. During deliberate planning, sourced requirements from the system flow into other MAGTF II information systems with the ultimate result of updating TPFDDs for various contingencies. In the event of contingency operations, materiel release transactions generated within the WRS can pass into both retail and wholesale inventory systems as the means of withdrawing and pushing equipment/materiel to the Marine forces in the operation area. The objective of the Marine Corps war reserve program is to ensure that acceptable levels of materiel are available to support the Marine forces during crisis or combat operations. The WRS interfaces with other Services' inventory systems, to include the Defense Logistics Agency, in support of data exchange.
F.3 Joint Deployment Systems

a. Global Command and Control System

A global command and control system (GCCS) is the joint standard for command and control systems, and is the communications and computer architecture for all joint systems to operate on. It supports the Joint Operations Planning and Execution System.

b. Time-Phased Force Deployment Data

The TPFDD registers all strategic (inter-theater) sea and air movement requirements for deployment. The TPFDD is a part of GCCS and is an automated support tool for JOPES procedures.

c. Joint Flow and Analysis System for Transportation

Joint flow and analysis system for transportation (JFAST) is an analytical tool for estimating time and resources required to transport military forces under various scenarios and situations. It can analyze transportation requirements from point of origin to the port of debarkation.

d. Logistics Sustainment Analysis and Feasibility Estimator

A logistics sustainment analysis and feasibility estimator (LOGSAFE) aids the planner by assessing the sustainment feasibility of a proposed operations plan.

e. Global Transportation Network

A global transportation network (GTN) is an automated transportation management system being developed as the vehicle for developing and maintaining in-transit visibility (ITV) and total asset visibility (TAV).

f. Consolidated Aerial Ports System II

Consolidated aerial ports system II (CAPS II) provides an automated tool for AMC aerial ports with an automated C2 capability and the ability to process cargo and passenger movements.

g. Global Decision Support System

A global decision support system (GDSS) is an AMC system which schedules, tracks, and controls all air movements.

h. World Port System

A world port system (WPS) supports the management, tracking, and documentation of U.S. cargo moving via ocean transportation.