TRAINER GUIDANCE

Line Item 1.11 Air Transportation Information Systems

Prerequisites:	A. Trainee has no prerequisites B. Trainer will establish a timeline for completing the required training with the trainee
Training References:	A. AFI 24-605, Vol 1-5 B. AFI 10-403, Deployment Planning and Execution C. DTR Part III appendix I
Additional Supporting References:	N/A
Specific Techniques:	**A. Upon completion of training, the trainee will:** 1. Identify the principles surrounding the ITV process. 2. Identify the various computer systems that provide ITV. 3. Identify additional commonly used Air Transportation Systems. **B. Trainee will:** 1. Review the training objectives. 2. Review the training references. **C. Trainer will:** 1. Review the training objectives. 2. Review the training references. 3. Conduct the training using the attached lesson plan. 4. Perform remedial training if necessary. 5. Comply with the duties outlined in AFI 24-605. 6. Complete the AMC TTG (EOS CRS Feedback). https://www.usafecsurvey.com/se/251137455E5A907801
Criterion Objective:	

TASK STEPS

Line Item 1.11 Air Transportation Information Systems

Learning Objective 1 *Upon completion of training, identify principle surrounding the ITV process:*

A. Intransit Visibility (ITV).

1. AFI 24-605, Vol 2, states ITV is the ability to track the identity, status, and location of DOD unit and non-unit cargo, passengers, patients, forces, military and commercial airlift, sealift, surface assets, and personal property from origin to consignee or destination during peace, contingencies and war.
2. The ability to see and track supplies and people is pivotal in the military decision-making process.
   a). Military commanders must have access to real-time ITV information of units and shipments entering a theater of operations during times of peace and war.
   b). Knowing where cargo and passengers are allows U.S. Transportation Command (USTRANSCOM) to better utilize assets, reduce the amount of reordering and inventory levels by the users, conduct fluid movement of troops into the theater, and react much faster to meet field commander's rapidly changing needs.

Learning Objective 2 *Upon completion of training, Identify the various computer systems that provide ITV:*

A. Integrated data base systems that provide ITV.

1. Integrated IGC Convergence https://www.igc.ustranscom.mil/igc/
   a). In 2010, the Defense Logistics Agency (DLA) and USTRANSCOM converged DLA's Integrated Data Environment (IDE) with USTRANSCOM's Global Transportation Network (GTN) to create what is referred to as "IGC".
      (1) The "I" and "G" representing the two existing systems' acronyms, and "C" reflecting their convergence.
      (2) IGC allows the newer Enterprise Data Warehousing capabilities of GTN and the capability deliveries of the IDE to be managed by a single Program Manager
      (3) IGC is designed to provide the Department of Defense (DoD) with an integrated set of networked, end-to-end visibility, deployment, and distribution capabilities.
      (4) The end goal of IGC is to effectively support the Joint Force Commander's ability to make decisions based on actionable logistics information.
      (5) IGC enhances capability to interoperate, unifies information technology (IT) development across the Domain, synchronizes investment into objective systems, and eliminates legacy/redundant data stores and interfaces.
2. Single Mobility System (SMS) https://sms.transport.mil
   a). SMS is a web-based computer system that provides visibility of air, sea, and land transportation assets and provides aggregated reporting of cargo and passenger movements.

b). SMS does this by collecting plane, ship, and truck movement data from other computer systems such as IGC and GDSS.

c). IGC also helps to measure performance in the various segments of the Defense Transportation Systems (DTS), provides search option tools that allow a user to input key terms as well as data discovery tools that allow for searching/displaying metadata (data about data) related IGC data information.

d). Today IGC is the DOD's single designated source for in-transit shipment information that supports the family of transportation users and providers--both DOD and commercial.

e). IGC collects and integrates transportation information from selected transportation systems and gives its customers located anywhere in the world, a seamless near-realtime capability to access and employ transportation and deployment information.

3. Global Air Transportation Execution System (GATES).

a). GATES is the IGC In-Transit Visibility (ITV) feeder system used by AMC aerial ports and deployed forces to process, manifest, and track passengers and cargo; support resource management and provide command and control support information.

(1) GATES is the current AMC real-time system that supports fixed, deployed, and mobile sites.

(2) GATES processes and tracks cargo and passengers; supports resource management and provides command and control support information.

(3) GATES generates cargo, passengers, and resource reports at headquarters and unit level, and provides message routing and delivery for all AMC transportation airlift operators regardless of size, workload, volume, configuration, or location.

b). HQ AMC/A4T is the functional manager for GATES and common-user aerial port ITV business processes.

c). HQ AMC/A4TI serves as the command ITV functional manager and ensures/monitors ITV capabilities at fixed aerial ports.

(1) Per AFI 24-605, Vol 2, Air Terminal Operations Center, Information Control (located within the Air Terminal Operations Center) must ensure all missions in GATES are departed NLT 30 minutes after actual departure time.

(2) NOTE: GATES should automatically enter departure time based on a departure message from Global Decision Support System (GDSS). If GATES is not automatically updated, the information controller will update GATES with the departure time.

d). The information controller must query IGC to ensure ITV timeliness criteria IAW Defense Transportation Regulation (DTR) 4500.9-R (Part I, Passenger Movement, Part II, Cargo Movement, and Part III, Mobility).

(1) NOTE: Timeliness is measured from actual aircraft departure time to availability of data in IGC.

e). Movement data must be available in IGC as follows:

(1) Two hours for all intra-theater and CONUS air movements
(2) One hour for all sustainment airlift and unit/non-unit strategic air movements.

f). Information Controllers must have IGC and GDSS accounts to verify and support ITV data.

4. Cargo Movement Operations System (CMOS). https://www.cmos.csd.disa.mil/
   a). CMOS is a combat support system that provides automated base level processing of cargo for movement during peacetime and deployment cargo and passenger movement during contingencies for the Air Expeditionary Forces.
   b). CMOS is the Air Force's designated deployment system for use at non-AMC locations as well as those AMC locations that do not have GATES.
   c). Used for wing-level deployment and contingency passenger and cargo processing operations.
   d). Used for preparing and managing all movement documentation.
   e). Enables bar coding and scanning for cargo processing.
   f). Provides ITV.

Learning Objective 3 *Upon completion of training, the trainee will be able to identify the various computer systems that provide ITV:*

A. Additional commonly used Air Transportation Systems.

1. Air Transport Test Loading Activity (ATTLA) https://intelshare.intelink.gov/sites/attla/_layouts/15/start.aspx#/SitePages/Home.aspx
   a). Memorandums which provide instructions on how to prepare and transport equipment on US Air Force aircraft to Aircraft Loadmasters/Aerial Port Personnel, Unit movement officers, and other persons requiring movement of equipment on US Air Force Aircraft.
2. Integrated Computerized Deployment System (ICODES) https://icodesgsciw1.transport.mil/ICODESPortal/
   a). Is the single DoD system to complete load plans for sealift, airlift and rail. It became mandatory for use and is the only acceptable automated system for completing air load plans as of 1 May 2013.
   b). Is an AIS designed to support multi-modal load planning requirements in support of the DoD requirement for a Single Load Planning Capability.
   c). Is a joint decision-support system developed to assist users with the staging and loadplanning requirements for multiple military and commercial modes of transportation?
   d). The combined functionality of ship, air, rail, and the other services, provided by ICODES, gives commanders, planners, and operators at all levels a single platform capable of producing and evaluating load plans and alternative actions for units of

any size, using varied modes of transportation, in support of peacetime or wartime operations.

e). The reporting and networking functions support the mission to provide Commanders with strict accountability of these cargoes during the loading, transshipment, and discharge operations at ports and terminals.

3. Joint Hazard Classification System (JHCS) - https://mhp.redstone.army.mil/MhpMain.aspx

a). Database that stores all of the munitions data for the DOD.

b). This can be used to validate Net Explosive Weight (NEW) data provided on a shippers declaration based on the NSN, DODIC, LOT.