

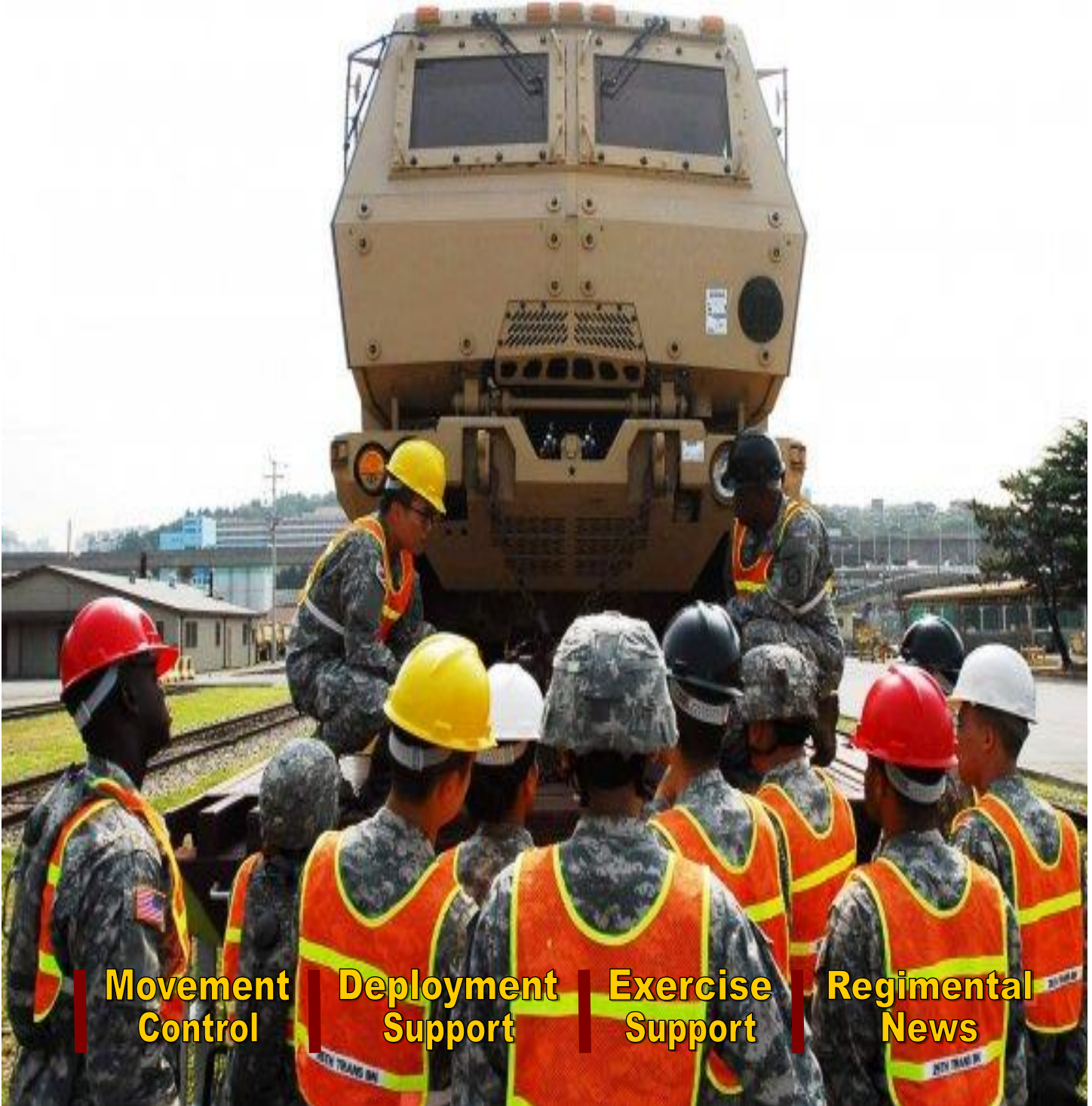


UNITED STATES ARMY TRANSPORTATION CORPS

SPEARHEAD

Deployer's Corner and Regimental Quarterly Newsletter

VOLUME XV, ISSUE 2 / APRIL — JUNE 2019



**Movement
Control**

**Deployment
Support**

**Exercise
Support**

**Regimental
News**

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FROM THE DESK OF THE CHIEF OF TRANSPORTATION



Team Spearhead,

I am excited to welcome CSM Terrance Scarborough as the 14th Transportation Command Sergeant Major, and sorry to bid farewell to CSM Vickie Culp over this past quarter. CSM Culp will retire this summer after 30 years of service to our Army and this great Nation.

The Transportation Corps continues to focus on how it best contributes to the Large Ground Scale Combat Operation (LSGCO) problem set. We are making great strides and pressing forward on an equipping, organizational redesign, and a training strategy that focuses our formations and allows our leaders to exercise discipline initiative to solve complex LSGCO gaps. Each of our AIT's has embraced this concept and is helping build the type of soldiers required to fight and win in the next conflict. We are also trying to help units by make sure essential items like Portable Deployment Kit (PDK's) are available with a clear ordering process that builds readiness in their formations and gets after movement control.

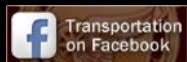
CASCOM GCSS-Army and the 7th TB(X) maintenance teams are making great strides with watercraft maintenance integration into GCSS-Army. The team completed the final review of the LCU functional location builds which will allow the GCSS-Army team to collect enough data and create the necessary structure in GCSS-Army for the LCU class of vessels. The plan is to

evaluate and make the necessary modifications for 30 days before pushing the structures for the remaining classes of vessels into worldwide distribution. The process will allow the Army to see demand history, parts requisition history, and other critical maintenance drivers in the system of record for the first time; we will be able to forecast demand and anticipate issues that affect these fleets using a common reference.

If you have any comments about any of these articles, please let us know. We look forward to getting your ideas into the decision cycle here at the Sustainment Center of Excellence. I will do my absolute best help address your readiness challenges. Until then, please stay in touch by visiting the U.S. Army Transportation webpage (www.transportation.army.mil), my Facebook page (<https://www.facebook.com/pages/Chief-of-Transportation/172660552767564>), or the Deployment Process Modernization Office (DPMO) webpage (<http://www.transportation.army.mil/deploy>).

Thanks for all you do – together we move the Army! Get after it!

Spearhead 6



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Spearhead of Logistics!



2019 SUSTAINMENT WEEK

REGISTER / AGENDA / DOCUMENTS / LODGING / DIRECTIONS

MAY 7TH - MAY 9TH 2019

["CLICK"](#)

CAC PROTECTED LINK



Linking the Strategic to the Tactical: How to Effectively Integrate a DDST into Tactical Operations

by MSG Daniel Tilghman, Senior Transportation Supervisor, 10th Mountain Division Transportation Office

Background:

The purpose of a Deployment Distribution Support Team (DDST) is to provide transportation Subject Matter Experts (SME) in support of a Brigade or larger unit deploying in support of contingency operations Outside Continental United States (OCONUS) or to Combat Training Centers (CTC). They are typically assigned to assist during the pre-deployment phase at designated Seaports of Embarkation (SPOE) or home installations of the deploying unit. Their primary functions and capabilities are rolling stock preparation, data management and container management. These teams are requested through Surface Distribution Deployment Command (SDDC) and if approved to support a specific unit, they are funded by the SDDC.

The 10th Mountain Division (Light Infantry) recently deployed the 1st Infantry Brigade Combat Team (IBCT) to Fort Polk, LA for their Joint Readiness Training Center (JRTC) rotation 19-04. The Brigade, to include enablers from Fort Drum, NY, used a multi-modal approach for surface movement, using both rail and commercial line haul assets. The timing of the BCT's movement was compressed due to the holidays and training requirements prior to JRTC. The Warrior brigade completed their home station culminating training event, Mountain Peak 19-01, in mid-December just prior to departing for holiday block leave. The pack out and equipment preparation schedule had to begin right after the block leave period ended, not leaving much time for maintenance, reset and proper quality checks for equipment and documentation prior to their load out. For this reason, the 10th Mountain Division Transportation Office (DTO) requested, through the SDDC, to have a DDST assist the Division and 1st IBCT with the preparation for this movement.

How to Effectively Integrate:

Prior to the arrival of the DDST, the DTO coordinated with the Fort Drum Installation Transportation Division (ITD) and the NCOIC of the DDST to discuss the pack out schedule and where to best use the



Members of the 1186th Deployment Distribution Support Battalion (DDSB) inspect containers during the loadout of 1/10 MTN JRTC 19-04 rotation. Picture taken by MSG Tilghman, Daniel, 10MTN DTO

team based on their specific capabilities, timeline, and most importantly, the Unit Deployment List (UDL). Upon arrival, the DDST was placed under the Operational Control (OPCON) to the 10th Mountain DTO where it served to facilitate communication between the units and the installation. DDST OPCON to the DTO shop allowed for flexibility in placing certain personnel and skill sets where they were needed, which changed during the operation. The DTO assessed the BCT's shortfalls and assessed that the DDST could best serve the Brigade if they focused on inspecting the 493 containers while the ITD would be responsible for inspecting the 1,200 pieces of rolling stock.

In mid-January, the eight Soldier team from the Reserve component arrived from their home station of Jacksonville, Florida. Their first stop was to the CIF to be issued extreme cold weather gear to combat the Fort Drum winter, which was imperative, as temperatures got as low as -20 with blizzard-like conditions. The team comprised of an OIC, NCOIC, HAZMAT certifier and five inspectors. The

DTO decided to embed the HAZMAT certifier at the installation freight office during each unit's documentation review to ensure that containers with hazardous contents were identified and all documentation was completed properly. This proved to be very valuable as any corrections were done on the spot with the help of the DDST and operations did not cease while waiting on documentation. The five inspectors were split into multiple motor pool locations based on the number of containers planned for inspection on that day. The inspectors checked the containers for serviceability, proper utilization, documentation, and provided guidance and tips on blocking and bracing procedures. The DDST inspected an average of 80 containers a day and also performed two separate pre-inspections of Rolling Stock for the Brigade Support Battalion and the Military Police Company.

The Daily synchronization meeting was an opportunity for the ITD, DTO and the DDST to go line by line with all of the Unit Movement Officers (UMO) from the Brigade. This nightly synch was an oppor-

Continued on Next Page

continued from Page 4:

How to Effectively Integrate a DDST into Tactical Operations

tunity for the DDST to discuss deficiencies and trends that they were seeing with respect to containers, thereby allowing units that had not been inspected yet to make corrections. This proved valuable in creating efficiency and streamlining the inspection process.

Key Takeaways For Divisions:

- The DDSTs are task organized under the

SDDC and they are responsible for the scheduling of all 36 teams which are all in the Reserve Component.

- Recommend requests be submitted for the DDST at least a year out, but as soon as you can upon learning of your deployment.

- Communicate early with the actual OIC / NCOIC of the team that is going to sup-

port you in order understand the actual capacity, limitations and expectations.

- Ensure the team is on ground when you want them to be to allow you enough time to be effective for your load out.

- DDST should be OPCON to the DTO shop for the duration of the operation ♦



Soldiers from 1/10 MTN conduct final checks of equipment loaded on railcars in support of JRTC 19-04. Picture provided by 1/10 MTN PAO.



Soldiers from 1/10 MTN tighten chains on railcars destined for Fort Polk, LA in support of JRTC 19-04. Picture provided by 1/10 MTN PAO.

JULIAN DATE CALENDAR PERPETUAL													
Day	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Day
1	001	032	060	091	121	152	182	213	244	274	305	335	1
2	002	033	061	092	122	153	183	214	245	275	306	336	2
3	003	034	062	093	123	154	184	215	246	276	307	337	3
4	004	035	063	094	124	155	185	216	247	277	308	338	4
5	005	036	064	095	125	156	186	217	248	278	309	339	5
6	006	037	065	096	126	157	187	218	249	279	310	340	6
7	007	038	066	097	127	158	188	219	250	280	311	341	7
8	008	039	067	098	128	159	189	220	251	281	312	342	8
9	009	040	068	099	129	160	190	221	252	282	313	343	9
10	010	041	069	100	130	161	191	222	253	283	314	344	10
11	011	042	070	101	131	162	192	223	254	284	315	345	11
12	012	043	071	102	132	163	193	224	255	285	316	346	12
13	013	044	072	103	133	164	194	225	256	286	317	347	13
14	014	045	073	104	134	165	195	226	257	287	318	348	14
15	015	046	074	105	135	166	196	227	258	288	319	349	15
16	016	047	075	106	136	167	197	228	259	289	320	350	16
17	017	048	076	107	137	168	198	229	260	290	321	351	17
18	018	049	077	108	138	169	199	230	261	291	322	352	18
19	019	050	078	109	139	170	200	231	262	292	323	353	19
20	020	051	079	110	140	171	201	232	263	293	324	354	20
21	021	052	080	111	141	172	202	233	264	294	325	355	21
22	022	053	081	112	142	173	203	234	265	295	326	356	22
23	023	054	082	113	143	174	204	235	266	296	327	357	23
24	024	055	083	114	144	175	205	236	267	297	328	358	24
25	025	056	084	115	145	176	206	237	268	298	329	359	25
26	026	057	085	116	146	177	207	238	269	299	330	360	26
27	027	058	086	117	147	178	208	239	270	300	331	361	27
28	028	059	087	118	148	179	209	240	271	301	332	362	28
29	029		088	119	149	180	210	241	272	302	333	363	29
30	030		089	120	150	181	211	242	273	303	334	364	30
31	031		090	151	182	212	243	274	304		365	31	

Attached is a simple, but effective, Julian Date Calendar that SSG Cook created for use by JOPES and LOGGY personnel. It is color coded for both Full Color and also Black and White formats. It is in excel format for easy sharing and is formatted to print off in one single page with front to back capability (To account for leap years).

["CLICK" EXCEL Julian Date Calendar to download](#)

provided by SSG Charles H. Cook, USAR AGR/88N/Bn S-3, 332nd Trans Bn



599th, Partners Offload 2/25 at Pearl Harbor

Story and Photos by Ms. Donna Klapakis, 599th Transportation Brigade Public Affairs

PEARL HARBOR, Hawaii -- The 599th Transportation Brigade and its partners offloaded 2nd Brigade Combat Team, 25th Infantry Division cargo and equipment from the USNS Britten from Dec. 16-18 here on its return from the Joint Readiness Training Center at Fort Polk, Louisiana.

In addition to the brigade's regular port operations partners, Military Sealift Command and Fleet Logistics Center-Pearl Harbor, members of the 931st Expeditionary Terminal Operations Element, a reserve unit from Sherman Oaks, California, returned to Hawaii to help with the move, along with the 836th Transportation Battalion, and Navy Cargo Handling Battalion 1 from Virginia.

The 931st ETOE is one of the 599th's total force integration partners. Elements of the unit had come to Hawaii to work with the 599th during a previous JRTC offload in April.

The brigade conducted 24-hour operations during the download.

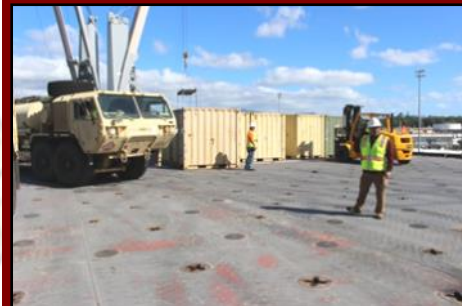
Chief Warrant Officer 3 Kevin Koppers, 931st mobility warrant officer, has been with the unit for two years. He headed up the night shift for the 931st. He said this mission differed from the one he had worked here in April.

"It's a big improvement over last time," he said. "Our personnel are more experienced from the last time they came here. They are more professional and were able to work as a team.

"It was also easier to get started because the people at the 599th and here at Pearl Harbor know who we are and know our capabilities. This time we were able to work beyond our expectations."

599th traffic management specialist Frank Viray was able to mentor ETOE members.

"During the first day, they seemed to be observing rather than working," he said. "I made corrections on their duties and responsibilities as marine



cargo specialists. After that, they took charge."

This was the first trip to Hawaii for Sgt. Taylor Narvaez, 931st motor transport operator.

"I was in charge of the materiel handlers," he said. "We got a good day's work done each night, and I learned how to manage movement in a safe but prompt manner."

Lt. Col. Gary Whittacre, 836th Transportation Battalion commander, provided overall supervision of SDDC personnel supporting the operation, as well as chief evaluator of the 931st's performance.

"My experience with the 931st ETOE is that they are professional, well-trained, and able to execute operations," said Whittacre.

Plus, from an outsiders' observation, there's no noticeable difference between the 931st, 836th, and 2nd Bde., 25th I.D. The way they conduct themselves is as Soldiers, NCOs and officers in the Army."

Whittacre has worked two operations at Pearl Harbor.

"One improvement between this and the last operation I worked was the ability to bring coordination to the operational process," he said. "We had operations meetings at every shift change to coordinate our download production goals for the next shift.

"We were able to secure the download with no damage to equipment or personnel," Whittacre said. "To go through a complete operation like this with no damage to equipment or personnel is a tribute to leadership down to the lowest level." ♦



CCO Operations: Atlantic Resolve's Achilles Heel

by 1LT Garrett H. Pyle, Customs Clearance Officer Program Manager for Atlantic Resolve, 49th Transportation Battalion (Movement Control)

POZNAN, POLAND – Operation Atlantic Resolve remains an enduring effort and the continued execution of exercises are underway. As equipment continues to enter and depart the operating environment, the Movement Control Battalion (MCB) is primarily responsible for tracking every movement. Diplomatic clearances and march credits are critical for freedom of movement as units move onward to their Intermediate Staging Bases. However, not leveraging a little-known technologically outdated program can instantly frustrate all the cargo and convoys at international borders if it is not properly executed.

Since the 1970s, American forces have utilized the Customs Clearance Officer (CCO) Program in Europe; still little is known on the full potential and impact of this program on deploying forces. The CCO Program and the use of the 302-Customs Clearance Form is governed by the NATO Status of Forces Agreement (SOFA), Articles XI, XII, and XIII; and the German Supplementary Agreement to the NATO SOFA (1 JAN 63), Article 65. Within the United States European Command (USEUCOM) Area of Responsibility (AOR), countries of the European Economic Union (ECC) require Department of Defense (DoD) cargo to have customs declaration. This cargo is considered "Non-Community items" which means that it is not allowed "free circulation." The 302-Form allows DoD owned equipment which must be in support U.S. forces shipped to a U.S. Forces organization, to cross ECC member states borders duty-free, regardless of mode of transportation used. The absence of a properly filled out 302-Form would frustrate any movement and cause additional fees to be added onto the move. This would include the equipment being forced to return to the origin until a proper form is completed. The movement would incur the additional costs of transporting the equipment back and then resending it which could result in thousands of additional dollars.

Units arriving in theater are often unaware that only certified and assigned CCOs are authorized to complete the 302-Form. Most are under the assumption that they can complete the form on

their own. In fact, the responsibility for the program in Atlantic Resolve lies within the MCB as this is a vital part of movement control. The CCO Program is managed by the European Deployment and Distribution Operations Center-International Commercial Transportation Branch (ECJ4-EDDOC-ICTB) within USEUCOM, in conjunction with Part V of the Defense Transportation Regulation (DTR). The DTR Part V states that a Soldier must be in the rank of an E4 and above to hold a customs stamp. They must pass a customs exam and be appointed by the first Lieutenant Colonel in their chain of command. Then the ECJ4-EDDOC-ICTB assigns a serialized stamp to certified individuals who remain fully accountable for its use and must record transactions to ensure tracking mechanisms are accurate and valid.

When a unit needs to cross a national border with equipment, they request CCO support thru their supporting Movement Control Team (MCT) who coordinates with the MCB as they would for diplomatic clearances or march credits. The CCO Program Manager receives the request form and depending on the mission loca-

tion and requirements, assigns the mission to the MCT in that area. Each MCT has several stamp holders in their ranks to allow full coverage across the AOR. However, the program lacks the updated ability to transfer data electronically. Thus, once alerted of a mission, the CCOs contacts the unit point of contact and confirms all mission details to ensure the ability to complete the 302-Form the day of execution. From here they must follow a series of steps.

1. The CCO arrives at the mission site to ensure that all equipment annotated on the form accurately reflects for pieces of equipment, serial numbers, and locations. Depending on the mode of movement, the 302-Form can account for multiple pieces of equipment. For example, a civilian line haul requires one form per truck while a convoy can list multiple vehicles in the convoy on one form. The CCO utilizes their individually assigned serialized stamp to validate a 302-Form, which itself is a serialized six-page document with one original and 5 color-coded carbon copies each serving a purpose.

[Continued on Next Page](#)



Sergeant Delroy O. Brown, a CCO assigned to the 49th Transportation Battalion (Movement Control) currently deployed to Atlantic Resolve, properly completes a 302-Form in Poznan, Poland for equipment deploying to home station

continued from Page 7: CCO Operations: Atlantic Resolve's Achilles Heel

2. The CCO coordinates with the local host nation customs officer to receive the origin host nation stamp. Their offices can sometimes be located a couple of hours away from United States staging areas and may halt departure times until the form is completed and returned. This is a major issue which rests with the time expended on acquiring the host nation stamp from travel and wait times at their offices. The origin host nation keeps Copy 6 of the form for their record of equipment leaving their country. The CCO who completed the mission keeps Copy 4. All remaining copies accompany the equipment on the movement.

3. The form is used for each national border crossing that occurs until the marked destination is reached. Upon arrival at the final destination, the form must be taken to the receiving host nation customs office to receive an additional stamp signifying that the destination nation accepted the equipment and retains Copy 3. The unit or CCO who receives the equipment keeps Copy 5 for their records and returns Copies 1 and 2 via mail to the origin CCO.

4. The CCO who initiated the mission, upon receipt of the returned forms, delivers Copy 2 to the host nation customs office. This provides a record to the origin nation that the equipment was successfully delivered and received by the destination nation. Copy 1 remains with the CCO as a record that the mission is complete. These forms once completed, according to the regulation, must be kept on record for 6 years in a secure container.

The entire process of a CCO mission can be daunting. There are ongoing discussions on digitizing the program, but these changes could be years away. If such an operation could be conducted electronically then missions, especially ad-hoc, could occur at a moment's notice. Yet, every other movement program such as diplomatic clearances and march credits can already be completed electronically. Steps to digitalize the program need a higher focus and is not something that will happen overnight but should. Additionally, coordination with the various host nation custom offices would need to transpire efficiently. Even though the program is decades old,

some offices are still unaware of its importance and potential.

As Atlantic Resolve exercises become more multifaceted; the CCO program will remain an important consideration factor as not leveraging this little-known technologically outdated program, can instantly frustrate all the cargo and convoys at international borders and incur additional costs if it is not properly executed. The MCB is the sole manager and operator of the program, which enables full oversight of all movements. Commanders entering Atlantic Resolve must realize the complexity of this process and incorporate it into their planning procedures. Depending on mission type, the process to complete a form can take a couple hours and proper coordination from both the requesting unit and CCO team. We must continue to work with our partner nations to incorporate a program that is both efficient and effective. Operation Atlantic Resolve builds readiness through interoperability and strengthens allied partnerships. The CCO program is a vital piece to that puzzle that requires awareness and maximum usage at all levels. ♦



599th Trans Bde Pacific Plans Workshop Keeps Planners On Track

Story and Photos by Ms. Donna Klapakis, 599th Transportation Brigade Public Affairs

WHEELER ARMY AIRFIELD, Hawaii -- 599th Transportation Brigade planners attended a workshop at brigade headquarters here to train and discuss planning methods Dec. 11-13.

"What an amazing team I have the pleasure of leading," said 599th plans chief, Air Force Maj. Charles Boler IV. "Being geographically separated poses a unique set of challenges, but the wealth of knowledge that we shared this week proves that we can easily overcome any hurdles for the foreseeable future."

Planners from brigade headquarters, the 835th, 836th, 837th transportation battalions, and forward planners from Japan and South Korea attended.

"We haven't had a plans workshop for years," said 599th deputy plans chief, Mike Mamer. "We have a new S3 and a new plans chief. We also have new planners at the 836th and 837th, and relatively new forward planners in Japan and Korea."

"It was great putting a name to a face with our fellow planners, and the meetings we went to were with the right people to give us information that we need here," said Robert Greer, 837th plans chief. "This gave us an appreciation for what each of us bring to the table."

Mamer said the 599th hosts purposely made the schedule flexible enough to accommodate changes or additions.

"We didn't originally have meetings scheduled with USARPAC and PACOM," he said. "But when the attendees arrived and said they would like to meet their counterparts there, we set that up."

"We already call on one another, but we were able to share a lot of tips at the event, and it will be easier to get with each other now," said Rick Patton, 599th Korea forward planner.

We were able to share exercise-planning conference tips, guidelines, and things to look for when we go to outside forums," said Mamer.



"Everyone brought something to the table."

The planners said they are able to help each other in spite of working with different countries and commands throughout the Pacific.

"Doctrinally, our positions are created equal," said Patton. "Obviously each one focuses on their own exercise requirements, but you go in with the same idea that you have certain products and goals to reach by the end state."

"We have to work with different countries, so you have different ways that you have to approach things," said Staci Willis, 835th plans chief.

"The process is the same but the area of responsibility is unique," said Rick Ruiz, Japan forward planner. "Culturally the operating environment is a little different. The basic procedures are the same, but you have to be careful that you understand where you are working culturally and within your commands."

"I think we passed a lot of good tips around and saw different ways that commands approach things," said

Willis. "We may do something differently, but it's also oriented through our operational environment."

Mamer said Willis was particularly helpful.

"Staci shared a checklist with us that he uses at workshops for his exercise planning," Mamer said.

Mamer said the 599th would like to have a plans meeting at least annually, supplemented by monthly videoconferences between the planners to keep them in touch.

"We're also thinking of rotating the event between locations, so we can get a feel for one another's environments," he said. "We would also like to have a meeting that includes the Pacific planners who work at our higher headquarters."

"Although I won't be here to see it through, I have faith that we have established a solid foundation to develop this annual initiative," said Boler. ♦



A Small Office Doing Big Things in Huntsville, Alabama

by Ms. Felicia D. Johnson, Traffic Management Specialist, Army Airlift Clearance Authority, Logistics Support Activity

At Redstone Arsenal, there is a small division within the Army Sustainment Command (ASC) that has accumulated over three billion dollars in cost avoidance for the Army in the past ten years. Since 1993, the Army Airlift Clearance Authority (AACAA) has validated, challenged and controlled all Army-sponsored air eligible cargo IAW Army Regulation (AR) 59-3 and the Defense Transportation Regulation (DTR). In doing so, the AACAA is maintaining its goal of ensuring prudent use of premium air transportation dollars.

The process of air clearance begins when the requisitioner submits an advance transportation control and movement document (ATCMD) in the Financial Air Clearance Transportation System (FACTS) or by electronic data interchange (EDI) transaction within one of the following systems: Defense Logistics Agency (DLA) Distribution Standard System (DSS), Cargo Movement Operations System (CMOS), Munitions Transportation Management System (MTMS), etc. Once in FACTS, the shipment data validates against a set of business rules to determine the optimal mode of transportation. Business rules are established by the AACAA in collaboration with the Department of the Army (DA) G-4, Combatant Commands (COCOM), the DLA and other business partners.

FACTS will either validate the shipment for airlift, surface, or challenge it for further review. About 89 percent of all FACTS submissions are automatically validated and released for movement. Authorized airlift and surface transportation shipment data will then be transmitted to the aerial and water ports systems.

The remaining 11 percent is challenged for further review by the AACAA. Challenged shipments typically exceed an established criterion in the business rules such as a cost difference, over-

sized dimensions or a Federal Supply Classification (FSC) routinely excluded from Air Line of Communications (ALOC). The AACAA will review the challenge and contact an appointed overseas COCOM POC. The AACAA will release challenges for air or surface according to the disposition given by the COCOM POC. The COCOM POC will have 72 hours to provide a modal determination to the AACAA. Failure to respond will result in automatic diversion to surface.

An average of 67 percent of the challenged cargo is diverted to surface movement. Diverting cargo to surface movement is where the AACAA realizes its monthly cost avoidance. The cost avoidance is the sum of the difference between the estimated air and water movement costs of shipments offered for air but diverted to surface. The report not only represents the amount of money saved for the Army, it also infers that such things as fuel costs, aircraft space, aircraft maintenance and personnel cost associated with flying and ground support are also reduced as a result of diverting the non-mission essential cargo to surface movement.

In addition to validating channel airlift requests, the AACAA provides in-transit visibility to customers as required, processes and distributes greensheet and purplesheet requests, operates the port assistance liaison at Dover Air Force Base, and requests and validates Special Assignment Airlift Missions (SAAM) that airlift channels cannot support. Going forward, with the division's realignment to ASC, the AACAA will delve into such readiness drivers as class IX and develop new metrics to measure effectiveness of its outputs.

So, the next time you prepare to ship air-eligible Army cargo, contact the AACAA at usarmy.redstone.asc.mbx.aaca@mail.mil to find out how you can assist the Army in realizing additional cost avoidance.♦



Cargo cleared and prepped for air transport to Operations Iraqi Freedom and Enduring Freedom awaits available aircraft at Dover Air Force Base



The Air Force's 436th Aerial Port Squadron at Dover Air Force Base, Delaware, prepares Army-sponsored air-cleared cargo for transport overseas.



A 20,000-pound loader stands ready to place empty Air Force 463L pallets into a C-5 aircraft. These pallets are used to move cargo cleared for air movement.



599th Trans Bde Brings in New Year With Four Port Operations

Story and Photos by Ms. Donna Klapakis, 599th Transportation Brigade Public Affairs

PEARL HARBOR, Hawaii -- The 599th Transportation Brigade rang in the New Year with four port operations between Dec. 31 and Jan. 15.

The first mission was executed in support of Pacific Pathways at Pearl Harbor, where 2nd Infantry Combat Brigade, 25th Infantry Division cargo, equipment and aircraft were uploaded onto the Military Sealift Command vessel USNS Cape Hudson on Jan. 31.

599th traffic management specialists, Frank Viray and Sgt. Nashell Mendez, worked the one-day operation.

"The units for this operation were the 25th Infantry Division and Combat Aviation Brigade," Viray said. "The ship came in at 7:15 a.m. and began loading at 9 a.m. All cargo was loaded by 9:24 p.m., and on its way to Guam.

"Our team members for this move were Fleet Logistics Center Pearl Harbor, 25th Infantry Division, and Hawaii Stevedores, Inc."

Mendez said she had not worked this type of move before.

"Working an upload is very different from a discharge operation," she said "This was my first time with loading cargo, so that was interesting," she said. "I had never seen what happened when things wouldn't fit and they had to adjust the stow plan before."

The second move was a discharge operation on Jan. 6 from the M/V Ocean Glory for the Hawaii Army National Guard's 171st Aviation Regiment.



The ship moored at 10:45 a.m., and ship's crew opened the hatch at 2 p.m. Because other cargo was stowed on the 'tween deck, only one hatch could be used to offload the helicopters. The first helicopter was offloaded at 4:08 p.m.

"We practiced while waiting for the ship's crew to open the hatches," said traffic management specialist Davey Flores, "So that when the hatch was opened, National Guard Soldiers were ready to hook up the helicopters to the crane very quickly. The first helicopter was offloaded at 4:08 p.m., but then the others were all offloaded within an hour and a half.

"The Hawaii Army National Guard Soldiers performed excellently and executed the mission without incident or accident," Flores added.

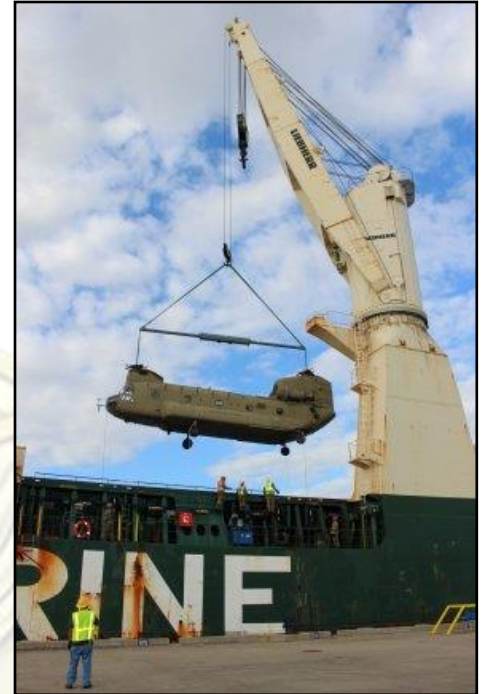
The Ocean Glory had originally been scheduled to depart early on Jan. 7, but because it had engine trouble, its departure time was moved forward to noon on Jan. 8. It had to leave the dock by then because another port operation was scheduled for 6 p.m.

The third mission began on Jan. 8, as the Marjorie C conducted a night operation at Pearl Harbor to upload 25th I.D.'s 2nd IBCT and CAB for National Training Center at Fort Irwin, California.

"We had two CAB units together, but they worked in tandem to get the mission accomplished," said Jimmy Quilon, 599th traffic management specialist and contracting officer representative for the move.

"Hawaii Stevedores, Inc. were the contracted stevedores for the move on Jan. 8," said Flores. "They were very good and professional. The move started at 8:06 p.m., and the last piece was loaded at 12:30 a.m. on Jan. 9. The vessel waited until 6 a.m. to sail.

"In addition to our regular partners, we had good support from the ship's owners and crew for this move," he added.



The last move in 599th's New Year's quartet was an upload onto the M/V Jean Anne on Jan. 15 at Pier 1 in Honolulu. This move comprised the remainder of cargo from 2nd IBCT, 25th ID, destined for NTC.

"The move commenced at 11:30 p.m.," said Quilon. "The night shift of HSI stevedores uploaded about 30 percent of the cargo. The shift changed at 7 a.m., and the move ended at 1 p.m.

"The 599th command team received a tour of the vessel from the Pasha's night port manager during the move," he added.

"To do four separate port operations in a 14-day span is a remarkable accomplishment," said Carlos Tibbetts, 599th terminal operations chief. "This started the year off with increased operational tempo, much like the abundance symbolized by the upcoming Chinese New Year, the Year of the Pig".♦



TC-AIMS II Information, Training, & Resources

INFORMATION

TC-AIMS II IMPROVES INTERFACES

TC-AIMS II version 8.0.1.1 underwent Government Acceptance Testing (GAT) from 28 January – 8 February 2019. System modules evaluated were Unit Move and System Administration at Fort Lee, VA; Convoy Planning Highway/ Regulation (CPHR) tested by the National Guard and Army Reserves at remote locations; Theater Operations (TOPS) tested by field service representatives in Southwest Asia. TC-AIMS II version 8.0.1.1 was released on 16 February 2019. Significant upgrades to the latest version of TC-AIMS II include:

- Adding user permissions to manage contracted transportation support assets in a theater of operations
- Modifying User Identification field in System Administration to allow only validated characters
- Changing the User Identification field character length
- Adjusting the hazardous class codes to enable submission
- Form save functionality when sending emails for CPHR
- Implement improved Save functionality in TOPS

TC-AIMS II version 8.0.2 is scheduled for a GAT from 6 – 17 May 2019 with a system release tentatively scheduled for 25 May 19. TC-AIMS II version 8.0.2 will also address Data Governance Special Projects that were funded by the Chief of Transportation including CMOS interface conflicts.

A TC-AIMS II instructional video was developed in February 2019 to address how to reduce errors when submitting Unit Deployment Lists (UDLs) to FORSCOM for COMPASS validation. The instructional video will outline how to select and modify the correct LIN/Index to ensure UDLs are appropriately configured

TRAINING



["CLICK" TO SEE "EXPORT TO IBS" BOOKLET \(PDF\)](#)

RESOURCES

- A—WEB OVERVIEW 7x
- B—ACCOUNT SETUP—UAM PROCESS
- C—BASICS—WEB (CAC) LOGON 7x
- D—UNIT MOVE—ASSET MANAGEMENT
- E—UNIT MOVE—ASSET MANAGEMENT
- F—MOVEMENT PLANNING 7x
- G—MOVEMENT EXECUTION 7x
- H—TTAN-TTN 7x
- I—INTERFACES 7x
- J—AIT (AUTOMATIC IDENTIFICATION TECHNOLOGY) 7x
- K—SOFTWARE DOCUMENTATION 7x
- L—JDL UPDATES 7x
- M—STANDALONE 7x
- N—THEATER OPERATIONS (TOPS)
- O—HOW TO'S
- P—DOCUMENTS
- Q—FORMS
- R—LINKS

CAC Enabled



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Agile Basing in a Reduced but Mature Theater

by MAJ Chris Huddleston, MAJ, USAF, Air Mobility Liaison to 101st Airborne Division, Fort Campbell, KY

Leading up to the end of 2018 and beginning of 2019, United States Forces-Afghanistan (USFOR-A) and Operation RESOLUTE SUPPORT (RSM) regularly employed Air Force C-130Js and C-17s to fulfill the “fly-to-advise” scheme of maneuver, delivering Expeditionary Advisory Packages (EAP) to bases that were out of reach via rotary wing or unreachable via roadway. These fly to advise missions fell under the umbrella of the grander mission in Afghanistan to train, advise, and assist (TAA) the Afghan National Army (ANA).

As the resident Air Mobility Liaison Officer (AMLO) for USFOR-A and all of Afghanistan in the fall of 2018 and into the winter of 2019, I was intimately tied into the planning, coordinating, and execution of the EAP missions requiring use of Mobility Air Force (MAF) fixed wing assets. I was closely tied in with the USFOR-A Mobility Team from the 101st ABN DIV: MAJ Fertig and CW3 Anderson, and post RIP/TOA from 4 ID, MAJ Carelas and CW3 Smith, as well as the C/J35 team to consolidate requirements, often in a reduced timeline.

Most of the challenges we experienced began with receiving from the user the size, scope, and duration of the operation as early as possible. We found being intimately involved in the operational level of planning with the CJ35 at both USFOR-A HQ level and TAAC/TF level proved beneficial for successfully supporting the users in the execution of operations. When planning and executing an operation utilizing agile basing concepts, it is not sufficient to linger in the J4 section and wait for users to request their movement requirements via normal airlift request channels. Gaining an edge and foresight by integrating with the CJ35, we were able to effectively employ MAF assets in execution of the operations in an efficient manner.

Agile basing lends itself towards a minimal Coalition and/or US presence, thus it is essential to be able to identify in the early stages of planning what the target airfield limitations and requirements for supporting MAF operations are. DTOs and their Mobility sections should rely on their AMLO, in coordination with J35, and external users to communicate and under-



stand what the limiting factors and requirements are for each airfield. Questions to consider are during the planning process are:

- Is the airfield certified for C-130 and/or C-17 operations?
 - C-130s and C-17s do not always fall under the same chain of command and approval authority
 - Each airframe’s approval authority has different timeline requirements
- What level of presence do US/Coalition forces have at the airfield?
 - Is there a permanent, temporary, retrograded, or initial presence?
 - MAF assets require at a minimum a secured airfield in a hostile environment and either Landing Zone Controllers (LZC) or certified Landing Zone Safety Officers (LZSO) for airfields without air traffic control prior to their arrival.
 - Material Handling equipment (MHE), properly certified operators of MHE
- How will the operation be sustained?

- As requirements for utilization of MAF assets increase, requirements for personnel and equipment supporting MAF assets increase; usually in the form of USAF personnel and equipment
- Will SOF assets be required?
 - USAF SOF assets to consider for utilization can be either MC-130s for initial infil of airfield security or Combat Controllers (CCT) for LZC duties
- Does the threat level require Combat Air Force (CAF) or Intelligence, Surveillance, and Reconnaissance (ISR) assets for top cover?

Yes, some of these considerations seem outside the scope of the Transportation community, but ultimately, to make the movement happen, some of these questions must be answered to do so. Working as a team, transporters can be effective and efficient joint and coalition force multipliers by incorporating the most effective people to ask the right questions. Supporting agile basing concepts requires critical thinking and problem solving to get the right effects in the most efficient manner.♦



Maintaining Readiness through Deployment Summits

by MAJ Mark A. Yore, Division Transportation Officer, 25th Infantry Division, Schofield Barracks, HI

Ready Division

The 25th Infantry Division takes pride at being one of the most ready divisions in the Army. Due to the challenges and tyranny of distance associated the division's location on a remote island in the Pacific, unit readiness must be a priority. Every movement is strategic and includes home station training on the big island of Hawaii, execution of Pacific Pathways, Combined Training Center rotations, and deployments in support of contingency operations. Inherent to readiness is a unit's ability to deploy and execute its assigned mission rapidly. Acknowledging this priority, Major General Ronald P. Clark, the 25th Inf. Div. Commanding General has charged commanders and staff to focus on doing routine things routinely. For a division, an important routine task is to manage transitions. For example, ensuring leaders conduct a proper handover of responsibilities when replaced, and understand their task and purpose is vital to an organization's ability to consistently perform its assigned mission. Resident knowledge of conducting routine deployment tasks will atrophy when personnel and leadership transitions do not occur

properly. Multiple lines of effort occur in the 25th Inf. Div.'s readiness program. This article will discuss the quarterly Deployment Summit initiative that is designed to enable, optimize and synchronize transitions. This process creates a shared understanding within the division and enables/facilitates all stakeholders on the island.

Deployment Summit Initiative

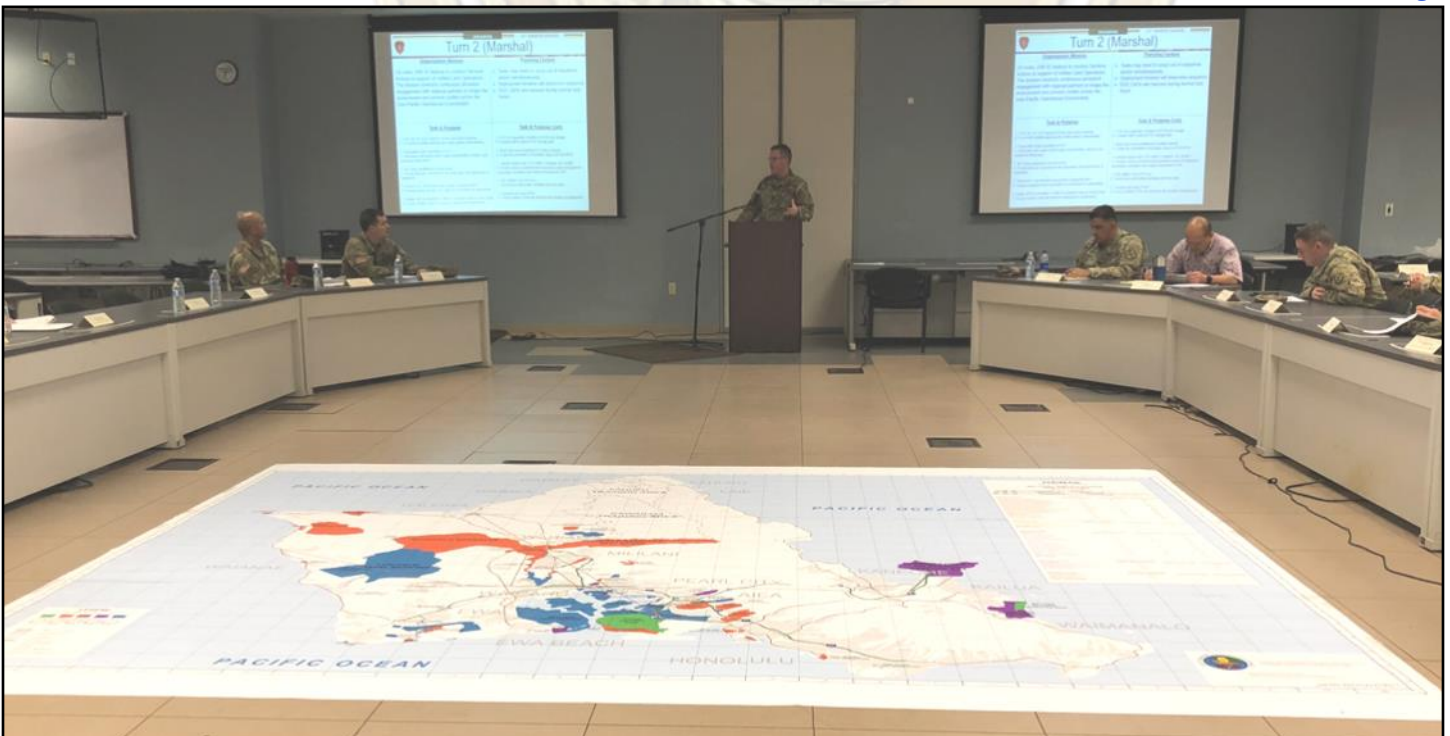
The deployment summits are a series of forums where discussions are held concerning our efforts to deploy 25th Inf. Div. units at scalable echelon rapidly. The deployment summit initiative began in June of 2017 and was championed by both the division's past and current Deputy Commanding General-Support. The summits have ranged in size from 30 to 150 participants. All summits have included every organization that enables the division's ability to deploy from Oahu to any location in the Pacific area of responsibility. Initial summits focused on large scale deployments and potential requirement shortfalls. More recently, summits composed of smaller groups discussed deployment processes and

procedures. The division conducted five summits from 2017 to present, with the most recent occurring in February of 2019. The February summit, Deployment Summit V, utilized the Table Top Exercise (TTX) format to generate discussion on tasks that must occur in the alert, marshal, and deploy phases of a movement. A conditions-based approach was applied to understand the sequence of tasks that must occur and associated planning factors. The input from all organizations was essential to synchronizing processes and procedures that ultimately enable the division's ability to deploy. It aids staff at echelon to create usable and feasible standard operating procedures, which creates a shared understanding and enables the division's ability to mission command deployments.

Teammates

The 25th Inf. Div. recognizes that a key element to synchronizing efforts and building relationships is to understand the mission of each organization on which it relies. Considering limitations, constraints, and planning factors that affect each organization is necessary to ultimately

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continued from Page 14: Maintaining Readiness through Deployment Summits

mately solve the challenges presented in rapidly mobilizing and deploying a unit. In Hawaii, the 402nd Army Field Support Brigade (AFSB), and its subordinate Battalion, AFSBn-Hawaii (AFSBn-HAW) represents the Army's logistics enterprise and is the face-to-the-field for the Army Materiel Command (AMC). Although the battalion provides direct operation support to the division, it also has (or carries/shoulders) the responsibility to provide power projection capability to all U.S. Army Hawaii units and Joint Forces in the United States Indo-Pacific Command AOR. AFSBn-HAW works directly with the 25 Inf. Div. staff daily to synchronize materiel and transportation support. The continual operational and logistical coordination between organizations enable the division to meet all training objectives and deploy units regularly. The AFSBn-HAW is the conduit to all organizations that coordinate sea and air ports of embarkation.

The 599th Transportation Brigade, colocated with the AFSBn-HAW on Wheeler Army Airfield, Hawaii, provides deployment support for all equipment deploying via sea. They leverage their active duty battalions, along with Reserve Component battalions and Expeditionary Terminal Operations Elements, to provide the bridge between the AFSBn-HAW and the Navy run Fleet Logistics Center Pearl Harbor (FLCPH). Transportation expertise,

more specifically port operations, provided by the 599th is vital to the division's ability to efficiently deploy its equipment. Additional coordination must also occur through the Division Air Mobility Liaison Officer and the Air Force's 15th Air Wing to ensure strategic air lift and personnel movements are synchronized. These organizations, along with various other local commercial and government agencies, constitute the team that ultimately provides all support required to deploy units of the 25th Inf. Div. rapidly.

Managing Transitions

Similar to many divisions in the Army, the 25th Inf. Div. has multiple programs designed to manage transitions. The Commander and 1st Sgt. Course, along with the Senior Leaders Orientation Course, provide overviews of the deployment process and the unique processes and procedures specific to deploying from Oahu. The Division Transportation Office also provides current updates in the division's CDDP posture during the courses. Additionally, it highlights the necessity for redundancy in trained personnel due to the multiple nodes a unit may be required to utilize during a rapid, large-scale deployment.

Additionally, the division maintains a rigorous Emergency Deployment Readiness Exercise (EDRE) program that leverages each staff section to evaluate units while

conducting level I, II, and III EDREs. Doing routine EDREs enabled the division to recently conduct a level III EDRE, deploying an infantry company via air to Alaska to conduct follow on training. Lessons learned from each EDRE are shared with new senior leaders, commanders, and first sergeants in the courses mentioned above and are designed to orient them to division operations and the island.

To improve overall readiness the 25th Inf. Div. has created a readiness working group that focuses on all readiness lines of effort. Topics covered include assumption and transition of the Asia Pacific Response Force mission, updating the Readiness SOP, integrating EDREs into training events, the Soldier Readiness Processing program, and any opportunity to improve, sustain, and maintain readiness in the division.

Conclusion

"Rebuilding a culture of deployment readiness is a deliberate process that will take time, resources, and energy. The effort belongs to every Soldier and Army civilian," said Brig. Gen. Jeffrey W. Drushal, Commander of the U.S. Army Security Assistance Command and former Chief of Transportation. In keeping with Drushal's comment, the 25th Inf. Div. is deliberately conducting Deployment Summits together with teammates throughout the island. The division acknowledges that the ability to rapidly deploy is a team effort and is succeeding in its mission by energizing its culture of deployment readiness. Every team contributing to these efforts enable the Division to be continually ready. Tropic Lightning! ♦

MAJ Mark A. Yore is the Division Transportation Officer at the 25th Infantry Division. He holds a bachelor's degree in speech communication from Southern Illinois University Carbondale and a master's degree in global and international studies from the University of Kansas. He is a graduate of the Army Command and General Staff College.





ASSESSMENT

Port of Jinhae, South Korea

U.S. Army Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) conducted a site visit at the Port of Jinhae, South Korea. The purpose of this visit was to assess transportation infrastructure capability at the port for an ammunition cargo mix.

The Jinhae Ammunition Port is located on the southern coast of South Korea. The port is owned and operated by Republic of Korea (ROK) Army. Originally located in Jumunjin, Gangwon and under control of the 28th Transportation Port Company, the ammunition operation moved to Gamman, Busan in 1954. Eventually the operation moved to its current home at Jinhae and after several company name changes is now under control of the Container Port Company. The port is a natural harbor, protected by the Geoje Island, several smaller islands, and the Kosong Peninsula. However, the port offers little protection from southern swells. The tidal range at the port is 5.9 feet (1.8 meters). The Jinhae Ammunition Piers, with a 3 million pounds Net Explosive Weight (NEW) is the only authorized port in South Korea that can be used for the shipping and receiving of large amounts ammunition and explosives in support of U.S. and South Korean Forces.



The port is made up of two piers, Pier 1 to the north and Pier 2 to the south. Pier 1 handles breakbulk cargo operations from Navy vessels. Pier 2 handles containerized ammunition from large container vessels. It was Pier 2 that was analyzed for ammunition movement operations. Pier 2 offers 1,056 feet (322 meters) of berth, enough space to berth a large container vessel, the LTC John Page. In total, there is about 618,200 square feet (57,433 square meters) of open staging available at the pier and off pier at the large ammunition holding area (4 million pounds NEW). Pier 1 and 2 offer direct rail loading pier side, with a permanent end loading ramp, if needed. The port also offers a large railcar marshaling yard, recently upgraded from three rail sidings to six rail sidings. Besides the railcar marshaling yard, the Port of Jinhae has had other improvements made to it. The ammunition holding area has been paved, ground electric service has been provided to Pier 1, and a double fence is currently being installed along the entire perimeter of the port.

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ASSESSMENT

Port of Gwangyang, South Korea

U.S. Army Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) conducted a site visit the Port of Gwangyang, South Korea. The purpose of this visit was to assess transportation infrastructure capabilities at the port for both a notional brigade combat team (BCT) cargo mix and an ammunition cargo mix.



The Port of Gwangyang is a commercially operated port located in the southern portion of South Korea. The port consist of deep water situated along the Gwangyang Han River. The port is protected by islands that form natural breakwaters. Due to this natural protection, the tidal range at the port is about 12 feet at its maximum.

The Port of Gwangyang handles various types of cargo. The principal exports are cereals, apples, and cocoons and imports are general cargo, containers, cement, oil, and coal. However, it is the Container Terminal area that offers the most militarily useful throughput. This area provides six different terminals, handling general, container, and roll-on/roll-off (RO) cargos. All six terminals have no direct rail access, but do share accessibility to the railyard directly behind the container terminal area. There is sufficient road access from each terminal, with the port road connecting into Expressway 10, running east-west, or Expressway 27, running north-south. Not only is connectivity excellent, each terminal offers a large area of berthing and open staging. All terminals combined, a total berthing length of 19,414 feet and a total open staging area of 20,827,000 square feet is available. This is enough berthing space to berth 15 large medium-speed roll-on/roll-off (LMSR) vessels.

This port was analyzed both for a notational BCT movement and for ammunition operations, as an alternate to the Port of Jinhae. This port is willing to make military cargo a priority during contingency operations and the U.S. Marine Corps has moved its equipment through the Port of Gwangyang, previously.

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ASSESSMENT

Fort Gordon Rail Capabilities

The U.S. Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) performed a surface deployment study of the existing surface transportation infrastructure at Fort Gordon, Georgia. This study was conducted in support of the U.S. Army Forces Command, U.S. Army Reserve Command, the National Guard Bureau and Fort Gordon's Logistics Readiness Center (LRC). SDDCTEA evaluated Fort Gordon's capability to deploy the 67th Expeditionary Signal Battalion, followed by the deployment of the 35th Signal Brigade (units stationed at multiple dispersed locations). This study cataloged the installation's existing transportation infrastructure and assesses its capabilities to meet current and future demands.



Fort Gordon Truck Loading Ramp



Fort Gordon Proposed Deployment Processing Center

Fort Gordon is just a few miles southwest of the city of Augusta, Georgia and is 138 miles from Charleston, South Carolina. Fort Gordon is close to two strategic sea-ports; (1) the Port of Savannah, Georgia and (2) the Port of Charleston, South Carolina.

The Army Stationing and Installation Plan (ASIP) lists the 2018 base population as 27,955 with 14,571 military personnel and 13,384 civilians and contractors. It is the home of the U.S. Army Cyber Center of Excellence and the U.S. Army Signal Corps. The installation provides life support, training, maintenance, and deployment/redeployment infrastructure to support multiple brigades, tenant units and other government agencies.

Fort Gordon's deteriorated rail network no longer connects to the CSX Transportation's rail network, and therefore has no rail outload capabilities. The installation's close proximity to east coast sea-ports (about 3 hours by convoy) makes a rail deployment unnecessary. Additionally, the deployment of the largest unit on Fort Gordon would not require a full unit train, which would increase cost to a point where truck movement is more financially advantageous.

The existing truck loading facility is unpaved and sits atop contaminated soil. A portion of this area is also scheduled to be reduced in size to accommodate an on-post road widening project along Gordon Highway. Consequently, relocating this facility requires immediate attention. Re-

[Continued on Next Page](#)

continued from Page 16: Port of Jinhae, South Korea

Given that only Pier 2 was used in the analysis of containerized ammunition movement, a daily throughput of about **274 twenty foot equivalent units (TEUs) or 3,806 short tons (STONs) per day** was calculated. Note that this throughput can and will change depending on the actual cargo mix being moved through the port. ♦

The study can be found on SDDCTEA's web page at: <https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/TransportationInfrastructure.aspx>

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continued from Page 17: Port of Gwangyang, South Korea

Given the large dimensions of the port's container terminal area and the militarily usefulness of all six terminals, a combined daily throughput of **94,627 short tons (STONs) per day** for a BCT movement and a throughput of **32,700 STONs per day** for an ammunition movement was calculated. Note that this throughput can and will change depending on the cargo mix being moved through the port. ♦

For a breakdown of each individual terminal throughput and a complete look at the seaport assessment, the study can be found on SDDCTEA's web page at: <https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/TransportationInfrastructure.aspx>

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continued from Page 18: Fort Gordon Rail Capabilities

location should be to a site with hardstand to support staging and movement of tactical vehicles.

The existing truck ramps are located in the northwest section of the cantonment area and close to the unit movement office. However, container operations are conducted in unit areas and not centrally located close to the truck loading facility. Traditionally, truck loading and container functions are closely located to each other for ease of access, efficiency of material handling equipment use, and time conservation during a rapid deployment.

There is no centralized container storage / repair area on the installation. Typically, containers are stored in a central location, which frees up space in unit areas and provides more efficient command and control.

Fort Gordon can outload about 50 trucks per day during surge operations, using its existing loading ramps. This capability meets requirements for the 67th Signal Battalion. However, significantly increasing requirements for a Brigade-sized deployment requires enhancing the installation's truck outload capabilities.

SDDCTEA recommends the construction of a new truck loading complex and Deployment Processing Center. The estimated cost of this proposed facility is \$7.7 million and includes a ramp with 10-truck loading positions, container operations building, frustrated vehicle holding area, vehicle marshaling area, and container stuffing/storage/repair area. After modeling the proposed truck loading complex (with additional loading positions) a capability of about 250 trucks per day is possible and needed to meet deployment requirements of the 35th Signal Brigade. ♦

SDDCTEA's CONUS and OCONUS infrastructure capability assessments can be found at: <https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/TransportationInfrastructure.aspx>.

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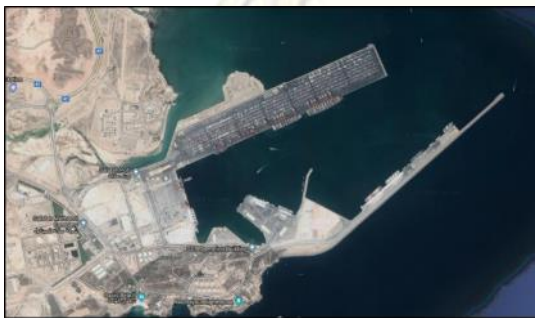


Oman Port of Salalah

The US Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) conducted a desk-side assessment in March 2019 of the Port of Salalah, Oman to assess transportation infrastructure capabilities in support of the US Central Command (USCENTCOM) and the SDDC 595th Transportation Brigade. The Port of Salalah is strategically positioned on the southern coast of Oman at (Latitude: 16° 57' North and Longitude: 54° 2' East). The port is within the Indian Ocean rim along the main shipping route between Asia and Europe. The port offers easy access to the Arabian Gulf,



the Red Sea, the Indian Subcontinent and East Africa. Salalah is a deep water port, which offers a sheltered harbor protected by two breakwaters. The port has facilities for handling containers, roll-on/roll-off (RoRo), general cargo, bulk oil cargos and has a workforce experienced in handling U.S. military equipment.

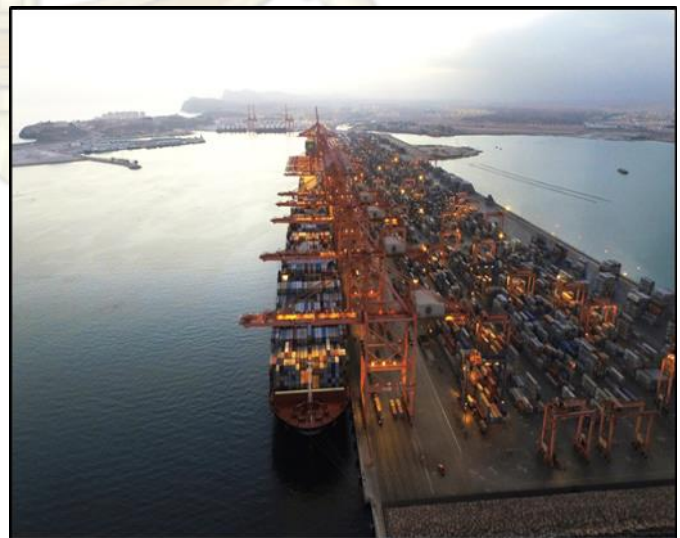


The total pier length at the port is 7,234 feet (2,205 meters) with an average berth depth of 52 feet (16 meters). It can easily handle Large, Medium-Speed Roll-on/Roll-off (LMSR) vessels and fast sealift ships (FSS) at maximum draft. Vessels calling on the port are currently serviced by 27 super post-panamax container cranes. Materiel handling equipment and stevedore support for U.S. military operations are readily available using either a stevedore and related terminal service (S&RTS) contract or a blanket purchase agreement. The port staff is also experienced in handling munitions shipments for the U.S. military.

The Salalah Port Services Company signed a memorandum of understanding with the Government of Oman to act as managers for the Salalah Free Trade Zone. The free trade zone is positioning itself as one of the premier cargo handling, processing and distribution complexes in the region. The services offered include reconstituting shipments into smaller sizes, repackaging, relabeling, intermediate storage, sorting, grading, mixing and blending of commodities, basic production with local and imported materials, and maintenance services. Construction of Terminal 2 has been approved and will provide an additional 4,429 feet (1,350 meters) of berthing space and 7 new super post-panamax container cranes and ancillary equipment. The Port of Salalah was evaluated in its ability to accommodate seaport of debarkation (SPOD) operations of a notional brigade combat team (BCT). It is also evaluated on its ability to move an all containerized cargo mix to mimic ammunition operations. Combining both the Container Terminal and the Dry/Liquid Bulk Terminal the daily throughput capability is 12,472 short tons (STONs) per day. Note that this throughput can and will change depending on the cargo mix being moved through the port. ♦

When complete, this capability assessment and others can be found on SDDCTEA's web page at: <https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/TransportationInfrastructure.aspx>

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ASSESSMENT



ASSESSMENT

USAG Italy and Aviano Air Base

The Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) conducted assessments of U.S. Army Garrison (USAG) Italy and Aviano Air Base. The purpose of the assessments was to evaluate the ability of the USAG Italy installations of Caserma Del Din and Caserma Ederle to rapidly deploy unit equipment by surface to a seaport of embarkation (SPOE) and the ability of Aviano Air Base to support rapid deployments of Army cargo and passengers in support of contingency requirements.

Caserma Del Din and Caserma Ederle along with three additional geographically separated areas comprise the Vicenza Military Community (VMC), which contains the headquarters of U.S. Army Africa (USARAF) and the 173d Airborne Brigade Combat Team (BCT). Neither Caserma Del Din nor Caserma Ederle have the infrastructure typically present at CONUS Army installations. Neither location has rail infrastructure and temporary installation staging areas (ISAs) must be established in maintenance areas to support the deployment process while also utilizing the unit motor pools for some deployment tasks. Surface deployments to an SPOE are accomplished using a combination of convoys and line haul.

SDDCTEA used the Installation Simulation Tool (IST) module in the Analysis of Mobility Platform – Port Analysis Tools (AMP-PAT) software to simulate surface deployment operations at both Caserma Del Din and Caserma Ederle. For each simulation, the model was run under the currently supportable 12-hour per day operation and a second iteration incorporating personnel and equipment augmentation to allow 24-hour operations. The results were compared to a requirement to deploy by C+6 to the SPOE. The simulation showed that Caserma Del Din could meet the requirement with augmentation to support 24-hour operations, but could not meet the requirement under the 12-hour condition. The simulation showed Caserma Ederle could meet the requirement under both conditions due to having less units on the installation and hence a smaller cargo requirement.

As the primary APOE for the 173d Airborne BCT, Aviano Air Base has several Army-operated facilities including the Heavy Drop Rigging Site (HDRS), Aerial Equipment Parachute Repair Shop (AEPRS) and the Personnel Alert Holding Area (PAHA), which is also the primary work space for the arrival/departure airfield control group (A/DACG) during deployments. The host wing is the 31st Fighter Wing with the 724th Air Mobility Squadron a tenant unit at the airfield who operate Air Mobility Command (AMC) freight and passenger terminals. Army air deployments primarily use the HDRS for processing cargo and joint inspection (JI) and the PAHA for passenger movements.

SDDCTEA used the Airport Simulation Tool (AST) module in the AMP-PAT software to simulate an Army air deployment through Aviano Air Base under two scenarios: (1) the airfield supports the base wing operations and the Army deployment; and (2) the airfield supports base wing operations and additional theater aircraft plus the Army deployment requirement. The analysis results showed the airfield is capable of supporting the most demanding passenger deployment requirements under each scenario, but would fall short of meeting the most demanding Army cargo requirement in either scenario with a deficit of approximately two C-17 aircraft.

Three projects currently funded at Caserma Del Din would assist in expediting the deployment process (for both surface and air) as verified through an IST analysis incorporating the additional infrastructure, which showed an increase in daily capability. Construction of an additional motor pool area in FY21 could provide the flexibility to establish an additional processing area next to the ISA. Construction of a dedicated wash facility next to the ISA using SRM funding will complement the additional space. A new access control point (ACP) funded in FY23 on the north end of the installation combined with an Italian road construction project would provide quicker access to the highway network as well as an additional inspection point for commercial line haul. ♦



Aviano Air Base Facility Overview

CONUS and OCONUS transportation infrastructure capability assessments published by SDDCTEA can be found at: <https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/TransportationInfrastructure.aspx>

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ASSESSMENT

Desiderio AAF and Ulsan Airport, South Korea

The U.S. Army Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) along with representatives from United States Forces Korea (USFK) and the Republic of Korea Transportation Command (ROK TRANSCOM) continue their on-going efforts to assess airfields on the Korean Peninsula. Desiderio Army Airfield (AAF) and Ulsan Airport (AP), South Korea were visited for the purpose of cataloging airfield data and infrastructure attributes to evaluate their strategic capabilities. The assessments examine each airfields capabilities as an aerial port of embarkation (APOE) for supporting noncombatant evacuation operations (NEO) and cargo throughput capabilities in the event of a contingency or natural disaster.

United States Army Garrison-Camp Humphreys is home to Desiderio AAF, which is a military airfield managed and operated by the US Army. Desiderio AAF is the busiest US Army Airfield in Asia, and home to the Combat Aviation Brigade, 2nd Infantry Division and the following subordinate units; the 4th Aerial Reconnaissance Battalion (Attack), 2nd Aviation Regiment, the 2nd Battalion (Assault), 2nd Aviation Regiment, and the 3rd General Support Aviation Battalion. Desiderio AAF is situated about 3 miles (4.8 kilometers) southwest of Pyeongtaek, 7.6 miles (12.2 kilometers) south of Osan Air Base, and 35.5 miles (57.1 kilometers) southeast of Incheon. Desiderio AAF is directly connected to Korea's major expressways by secondary all-weather highways (Hwy 38 and Hwy 45). From there you can gain access to the major routes allowing high speed access to all major cities in the country. Desiderio AAF has one runway, runway 14/32, (primary) which has an asphalt surface and is 8,217 feet (2,504 meters) long by 150 feet (46 meters) wide. Runway 14/32 has a landing distance of only 6,622 feet (2,018 meters) due to the displaced threshold of 1,595 feet (486 meters). Runway 32/14 has a displaced threshold of 620 feet (189 meters), giving it a landing distance of 7,597 feet (2,316 meters). Although the runway can support a C-17 sized aircraft, the parking aprons can only support up to a C-130 sized aircraft on a recurring basis.



Desiderio AAF - Aerial View

The available ramp space can provide a maximum parking MOG of two C-130s and a working MOG of one C-130 aircraft. With the use of the alert aprons, augmentation of personnel and equipment, as well as 24-hour operations, Desiderio AAF has the maximum potential to support about 12 C-130s per day equating to 216 STONs or 1,536 passengers per day. Although Desiderio AAF has the capability to provide passenger/cargo movements to support military operations, Desiderio is not recommended as a location to support continuous passenger and cargo movements. Osan Air Base is less than 8 miles (12.2 kilometers) away and has the facilities, equipment, and personnel, to support extended strategic airlift operations much more efficiently. Any strategic aircraft operations at Desiderio AAF should be closely planned, coordinated, and monitored to minimize risks. The assessment does not recommend Desiderio AAF as a good option in the event of a major contingency or emergency, requiring additional airlift capabilities.

[Continued on Next Page](#)

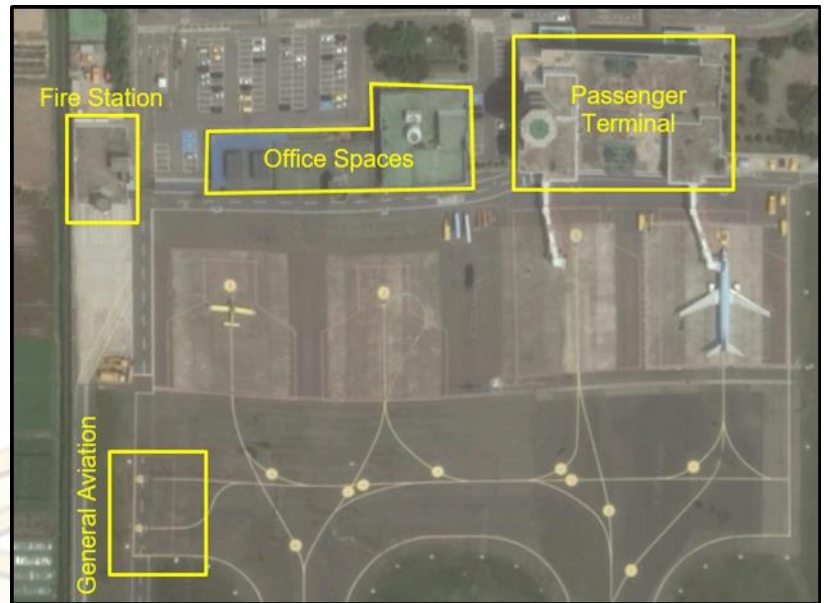
continued from Page 22: Desiderio AAF and Ulsan Airport

The Ulsan Airport is a small commercial airfield, which is owned and operated by Korea Airport Corporation (KAC). The airport is 200 miles south west of Seoul, on the eastern coast of the Korean Peninsula. Ulsan Airport currently provides support for daily passenger operations only. Cargo operations are possible, however would require augmentation of any MHE and personnel required to onload/offload aircraft. Ulsan Airport has a single active runway (18/36), which measures 6,562 feet long and 148 feet wide. The width, length, and design of the runway makes Ulsan capable of supporting a wide range of aircraft including most heavy strategic lift aircraft, such as the C-17. Although the airport is capable of handling C-17 aircraft it is not recommended for sustained operations due to the aircraft weight and size in relation to the airport's apron and end of runway turn-arounds.

Ulsan Airport is not a busy airport and handles, on average, only 40 aircraft movements (takeoffs and landings) per day. These aircraft movements include both commercial passenger and general aviation aircraft. The airport has a single large parking apron capable of handling up to a B737-900 sized aircraft. The apron has four marked spots, two of which are connected to the airport's passenger terminal via jet bridges. The capability assessment of Ulsan Airport is currently in progress and will be uploaded to the TEA website once complete. ♦

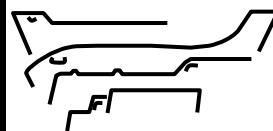
These capability assessments and others can be found on SDDCTEA's web page at: <http://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/TransportationInfrastructure.aspx>

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Ulsan AP Apron

DEPLOYER'S CORNER



DISCUSSION FROM THE FIELD

A SFC from the field, offered up this issue for discussion and/or recommendations regarding moving Army equipment via Air Transportation. He stated that the Defense Travel Regulation (DTR) lays out minimum qualifications for Joint Inspectors for airlift and leaves the rest to Service directives. He says the Army has no such directives, leaving regulation open to interpretation. He thinks the Army should publish something to define qualifications and allow qualified 88N's to perform this task

What are your thoughts or suggestions on the SFC's issue? Please keep them professional!!!! We will publish the responses in the next issue of the SPEARHEAD Newsletter (JUL-SEP 19). Respond to: usarmy.lee.tradoc.mbx.deployers-corner@mail.mil

Joint Inspection is the process by which the deploying forces and mobility forces ensure cargo is properly prepared and marked for shipment. This includes making sure that the cargo will fit in the aircraft, vehicles are weighed and marked, all pallets are built correctly and all hazardous materials declared and certified for shipment. Typically Air Force Air Transportation Specialists perform the mobility force inspector function. These may be in short supply outside of an Aerial Port, and sometimes an Air Force team must be sent TDY when Army Transportation Soldiers are present.

The Defense Transportation Regulation (DTR Part III, App. O) requires that Joint Inspections be conducted by a mobility force inspector. The inspector could be part of a Contingency Response Element, aerial port, Arrival/Departure Airfield Control Group (ADACG) or other organization. The ADACG is often, but not always an Army Movement Control Team (MCT) composed of 88N Soldiers. Special Operations units also have their own internal Movement Control detachments. For smaller operations outside of an aerial port, there may not be an ADACG, or only a few personnel filling that role.

The DTR also specifies that inspectors should be trained HAZMAT Inspectors and knowledgeable of equipment preparation requirements, but leaves other qualification standards up to Service directives. Although the Air Force has detailed regulations and standards for mobility force inspectors, the Army does not. The ambiguity in these regulations could lead to inadequately trained Soldiers performing inspections or experts in the field being unable to do so. The Army should publish a regulation that covers this topic, with some recommended qualifications below.

- Hold MOS 88N for at least one year
- Grade E5/SGT or above
- Completion of Air Deployment Planner Course or 88N Advanced Leader's Course
- Be familiar with the aircraft and equipment to be loaded and DTR Appendices O, P and V.
- Complete HAZMAT Inspector Course
- Appointment orders signed by Unit Commander

Adopting the standards above would formalize the practice of Army personnel performing Joint Inspection prior to loading cargo aircraft. It would also maintain safety by ensuring that only properly trained personnel are allowed to perform this task. Allowing qualified Soldiers to perform this function would also add efficiency to Aerial Port operations and Special Operations Force deployment and redeployment movements.

NOTE FROM THE EDITOR:

This is my last issue as Editor/Publisher/Layout Designer/Distributor of the SPEARHEAD Newsletter . It has been a pleasure to work on this publication since 2005. After 42+ years with the Army (Active and Civilian) it's time to make my last deployment.

I hope this newsletter has been helpful at some point in time for unit or personal deployment preparation and helped to make it successful and safe. Who knew this little additional duty would last for 14 years.

I know the future Editor will continue to strive to bring the deployment community valuable deployment lessons learned and information. Remember, this newsletter is only as good as the information you provide!

Thank you for your support!!!!

Kevin Rhodes



UNITED STATES ARMY TRANSPORTATION CORPS

Regimental

Quarterly Newsletter

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NEWS FROM THE REGIMENTAL COMMAND SERGEANT MAJOR

Team Spearhead,

Hello, I am CSM Terrence T. Scarborough, your 14th Transportation Corps Command Sergeant Major.

Up front, it is an honor to lead and continue the legacy of the past thirteen Transportation Corps Command Sergeants Major that have paved the way through modernization, reform, talent management, and more importantly the care for our Soldiers, Civilians and their families.

This tenure marks a season not only for the Transportation Corps, but also for the Sustainment Warfighting Function. Tasks and systems such as freedom of action, extend operational reach, and prolong endurance allow leaders such as yourselves the ability to asses and discuss change, while measuring it against a level of experience.

In doing so, change become constant and it must be embraced as it provides great opportunities. By way of professional dialogue and continuous adaptation, the Transportation Corps can further align with the Army's vision and operating concept to support Large Scale Ground Combat Operations (LSGCO).

The Transportation Corps continues to be relevant by developing solutions that are applicable to Army Force Structure and understanding How the Army Fights (HTAF) in all domains of an operational environment (OE).

Thus, I vow to work in close association with the team of already talented professionals in order to set conditions while supporting the Chief of Transportation's priorities so that we can enhance capacity to increase capability for the Army.

Thanks for all you do.

Spearhead 7

R/

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53rd MCB Hosts Brigade In-Transit-Visibility Rodeo

by 2LT Shamus C. Shields, 99th MCT

In December 2018, 53rd Movement Control Battalion (MCB) spearheaded an In-Transit Visibility (ITV) Rodeo for Soldiers across the 7th Transportation Brigade (Expeditionary) (7TB(X)). Resolute Soldiers were provided with a tremendous training opportunity, employing different ITV systems at four nodes across 30 miles of Southeastern Virginia. Three Movement Control Teams (MCT) established individual Branch MCTs (BMCTs) with the mission of pallet building, cargo documentation, aerial port tracking and in/out gating. Over 67 Soldiers participated in learning each BMCT mission-set and tracking real-time convoys moving from node to node.

For many Transportation Management Coordinators (88Ns) within 53rd MCB, this was a great opportunity to hone their specific Military Occupation Specialty (MOS). This training event consisted of two phases: preparation and execution. The preparation phase began with two days of classroom instruction on how to establish a CP, perform ITV functions, analog tracking, how to burn a RFID tag, MSL label writing and classes on the JCR-LOG, FM, VSAT and PDK.

The execution phase consisted of an ITV Rodeo in which Soldiers were provided a real world scenario where five different convoys successfully transitioned from node to node to be in-gated, out-gated and tracked. Soldiers gained an understanding of the importance of ITV systems in producing accurate documentation, tracking and communication with higher echelons throughout reports.

Unintentional training opportunities were quickly capitalized on in the 88M (Heavy Vehicle Drivers) career field as drivers across the Brigade had the opportunity to get some time behind the wheel and also practice proper convoy procedures. They amassed 16 hours of driving over a two-day period and attended classes at each node. We also took the opportunity to have our junior enlisted fill in as OICs and NCOICs to give them confidence and ensure they fully understood the mission and their varying roles.

The ITV Rodeo provided a good baseline for our OICs/NCOICs on which classes required more in depth training and which didn't provide the Soldiers with enough hands on experience. During the



7 TB(X) Soldiers receiving a class on how to set up the VSAT at Fort Eustis, VA.



53rd MCB Soldiers practice establishing COMMS with 7 TB(X) on the JCR-Log at Langley AFB.



53rd MCB and 10th TTB Soldiers back brief plan to In-gate a convoy at Cheatham Annex

execution phase, many COMMS were found to not be properly working. To correct this issue for future exercises, we initiated a Battalion wide COMMEX to determine what equipment and parts

needed to be placed on order or replaced. This has proven very successful and will continue as we build our COMMS readiness. ♦



Exercising Unique Capabilities to Fix an Aging Fleet

by 1LT Tucker Adkins & 1LT Alek Peters, 558th TC, Watercraft Field Maintenance

The 558th Transportation Company, Fort Eustis VA, is the only active duty Watercraft Maintenance Company in the Army. Between our Watercraft Engine and Allied Trades platoons, the unit provides critical support to the entire 7th Transportation Brigade (Expeditionary) watercraft fleet. The Army's largest of its kind, our Allied Trades shop is outfitted with a plasma table, portable Metal Inert Gas (MIG) and Tungsten Inert Gas (TIG) welders, lathes, milling and cutting machines, a Computer Numerical Control (CNC) machine, and additive manufacturing capabilities. CNC machining uses special computers to control numerical machines that, when used in welding and fabrication, can virtually eliminate "acceptable imperfection". The technology increases throughput while simultaneously boosting product quality and consistency. These technologies elevate our Allied Trades shop to perform at a premier level and enable our Soldiers to take on difficult jobs previously thought impractical.

On the other side of the house, our engine shop boasts two hydraulic hose presses, a hose pressure tester, gantry crane, parts washer, and forty specialized tool kits for watercraft engines. These assets give our watercraft engineers the ability to complete a vast array of repairs and troubleshooting services across multiple vessel platforms and equipment.

During the past quarter, our Soldiers focused on one particular assignment in order to bring a critical vessel in the Army watercraft community – the Landing Craft Mechanized (LCM) – to fully mission capable status. The shop faced the daunting task of a full engine rebuild. As the crew tore down and rebuilt the Detroit Diesel engine, they encountered several setbacks due to the nature of the aging equipment that required critical thinking and creative solutions. The engines themselves are older than most of the people working on it: the youngest LCM (or "Mike Boat" as they are called in port) turned 46 years old last year, placing these vessels at the tail end of serviceability due to outdated systems and parts availability. To overcome such challenges, the Soldiers often worked extended shifts to ensure the expedited completion of the work order. After a meticulous and de-



manding rebuild, the engine was installed and prepared to undergo sea trials, a big win for the team and for the brigade!

Our success is due not only to the constant hard work of our Soldiers, but the unique capabilities 558th brings to the fight. Having both Watercraft Engineers and Allied Trade specialists is critical in tackling the distinct challenges inherent to working on the Army's fleet of vessels. Teaching and mentoring the younger Soldiers in this profession is a key step in developing the skills and continuity required to complete difficult assignments like the LCM engine rebuild, and we are proud of our leaders who provide the guidance and direction to accomplish the unit's mission: Conducting Watercraft Maintenance Support Operations! ♦



White House Transportation Agency Trains at Fort Leonard Wood Anti-Terrorism Evasive Driving Course

photos and story by Sam Campbell, Fort Leonard Wood, Missouri

Non-commissioned officers with the White House Transportation Agency participated in the Anti-terrorism Evasive Driving Course March 7 to 8 at Training Area 210.

The training, which is unique to Fort Leonard Wood, teaches basic motorcade operations, protection of VIPs and high-speed extraction from mobile aggressors.

WHTA Commander Maj. Brian Fiddemon, whose agency coordinates transport of the first family and their guests, said he hopes his Soldiers can come away from this training better equipped to take on the responsibilities entrusted to them.

"Certainly what we hope they walk away with here is a broad understanding of how operating a vehicle can play a pivotal role in our mission's success," he said. "That's critical to what we do on a routine basis."

The AEDC's exclusive status has attracted participation from other highly prestigious groups in the past, including the U.S. Army Rangers, 160th Special Operations Aviation Regiment and U.S. Marine Corps Force Reconnaissance, according to AEDC Instructor Gary Donofrio.

"This is the only course DoD-wide that does this, here at the Military Police School," he said. "The Army, Navy, Air Force, Marines are all coming here because this is the only place it happens."

With the exception of some government agencies' in-house training, he said, all others are for-profit programs.

The highly-specialized course includes straightaways, dirt and paved roads, a mock village and plenty of sharp curves.



Instructors block the exit pathways of a driver transporting a hypothetical VIP, as an aggressor takes aim at the transport

Donofrio said the instructors push the cars and the students to their limits.

"We're pedal to the medal," he said. "A typical student in our Crown Victoria's will go 62 mph backward."

"In a situation where (someone is) shooting at us or trying to blow us up, we have to teach them how to back out of situations effectively -- and that means not creeping out of a parking place, not backing out of your driveway," he said.

The AEDC practices dealing with situations such as an ambush scenario, Donofrio said, forcing trainee drivers to maintain their composure and plot an escape.

"The way we attack (trainees) is with paintball guns," he said. "The paintballs striking the car make a very distinct sound that they recognize as an attack, and then they start executing the drills and commands that we've taught them to get away from the bad guys."

While driving well under stress is a designed result of the course, he said, trainees are also tested on their ability to take turns at extremely high speeds.

"They're going to have to do a lot of big steering," Donofrio said. "While they might be used to going 70 (mph) in a straight line, we're going to get them up to 90 (mph) and have some curves in the way."

Sgt. 1st Class Ismael Escobar participated in the training. "I never thought I'd go 90 (mph) especially around curves like that," he said. "Not only is it exciting, but you learn a lot of skills doing it."

Counterintuitively, trainees are taught to have a relaxed grip, Escobar said.

"They actually want you to shrug your shoulders - they tell you to wiggle your fingers while you're driving at 90 (mph) just so that you're not white-knuckling it," he said. "Otherwise, that's when you start jerking the steering wheel, and you don't want to jerk the steering wheel because you'll flip (the car)."



A driver attempts to evade attackers and deliver the VIP

WHTA Master Driver Sgt. 1st Class Fernando Abreu Fajardo, who completed the

AEDC last summer, said the training has benefitted him every day.

"It's one of the best training events that I've ever received in my whole military career, because it's real," he said. "You have to get in the driver's seat and you have to do it yourself."

In the past, Abreu Fajardo was involved in two automobile accidents that resulted in the inversion of his vehicle. Despite prior traumatic events, the high-speed characteristic of this training remains one of his favorite parts.

"That gets in your mind, so every time you drive fast, you kind of get scared," he said. "But after I came to the training here, and I (drove) 90 mph, turning like that and doing the training, it made me really confident."

He added that it has benefitted more than just himself.

"When I drive with my family right now, they feel more confident with me than what I used to be before, because of this training," he said.

Donofrio echoed the sentiment that this driving is taught not just for the benefit of the driver, but in the interest of those in their care.

"We are very passionate about what we're doing, because we know what we're doing here is saving lives somewhere, especially in all those mobile environments," he said. ♦