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AIR MOVEMENT PLANNING SYSTEM (AMPS). VOLUME I. EXECUTIVE SUMMAR--ETC(U)
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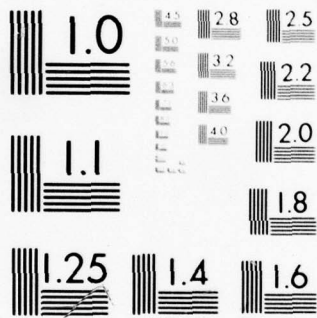
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MICROCOPY RESOLUTION TEST CHART
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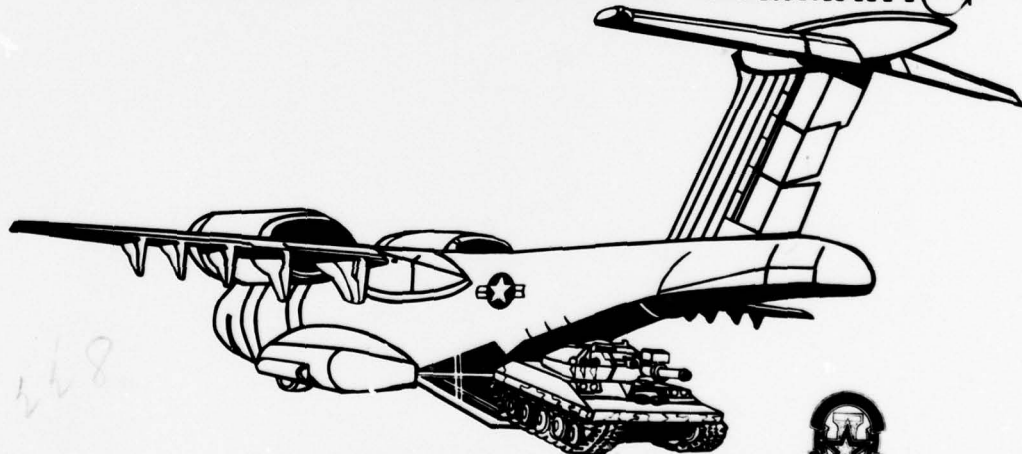


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VOLUME I - EXECUTIVE SUMMARY

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AIR MOVEMENT PLANNING SYSTEM
(AMPS)
VOLUME I
EXECUTIVE SUMMARY

DRAFT

ACN 21740

DRAFT STUDY

Draft
⑨ final rept.

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FORWARD

This is the Draft Executive Summary Report for the Air Movement Planning System (AMPS). The study report is published in 3 volumes: The Executive Summary, The Users Guide, and The System/Programmers Guide.

The work reported herein was accomplished by the US Army Logistics Center, Fort Lee, Virginia. Functional assistance was provided by the US Army Transportation School, Fort Eustis, Virginia.

Users of this volume are encouraged to recommend changes and submit comments for its improvement. Comments should be keyed to the specific page, paragraph, and line of the text in which the change is recommended. Reasons will be provided for each comment to insure understanding and complete evaluation. Comments should be prepared using DA Form 2028 (Recommended Changes to Publications) and forwarded directly to the Commander, US Army Logistics Center, ATTN: ATCL-OS, Fort Lee, Virginia 23801.

This paper does not purport to represent any official position of the Department of the Army.

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AIR MOVEMENT PLANNING SYSTEM

EXECUTIVE SUMMARY

CHAPTER 1

GENERAL SYSTEM INFORMATION

1-1. TITLE. Air Movement Planning System (AMPS).

1-2. SCOPE.

a. The Air Movement Planning System is a computerized method of quickly and effectively planning cargo loads for C-130, C-141, and C-5 aircraft. It is primarily intended for use in Army unit moves, but its inherent flexibility makes it adaptable for movement of most types of cargo under various conditions.

b. The inherent model flexibility provides options that give AMPS a collateral capability in staff and major command planning of movements incident to contingency operations, in support of the strategic and tactical planning at all levels.

1-3. TERMS EXPLAINED. Unique terms are not used in this document. Unique terms used in Volumes II and III are defined in those documents.

1-4. OBJECTIVES.

a. Provide to Army units with an air movement mission an automated method of preparing effective load plans for USAF aircraft that will provide a timely response within the dynamic environment of joint airlift operations. The system must be fast, accurate, make efficient use of aircraft, incorporate commander's priorities, maintain unit integrity, link trailers and/or crews with their respective vehicles and link units with specific aircraft.

b. Present a standard format outlining the results of requirements computations. This is intended to facilitate and expedite Army-Air Force coordination in planning and executing joint air movements.

1-5. OPERATION.

a. AMPS is operational at the US Army Logistics Center via terminal operation to a CDC 6400/6500 data processing system at Data Processing Field Office (DPFO) Fort Leavenworth, Kansas.

b. AMPS has been tested on IBM-360 computers at Fort Bragg, North Carolina, Fort Hood, Texas, and Fort Lee, Virginia.

c. A sample computer run has been included as Appendix A of this document.

CHAPTER 2

SYSTEM DESCRIPTION

2-1. **NARRATIVE.** The Air Movement Planning System (AMPS) is a system of computer programs that provides a method for rapidly and efficiently planning and manifesting loads of Army unit equipment and personnel for transport by C-130, C-141, and C-5 aircraft. The programs validate and process input data prepared and maintained by the Army unit describing the cargo to be moved in detail adequate for load planning. The Load Program is controlled by the characteristics of the aircraft being loaded and by parameters and options input by the unit, or by the commander of the force being moved.

2-2. **INPUT.** AMPS is designed to utilize the following types of input.

a. Passenger and Load Data Prepared by the Army Unit.

(1) Passengers are listed either by number of passengers or by passenger name.

(2) Cargo dimensions and weight are described as the items are to be offered to the carrier.

b. Options, Parameters, and Unit Sequence. The Major Army Command headquarters which is responsible for direction of the move prepares the input cards to select the options under which the programs are to be executed and the sequence in which the units are to be loaded.

c. Aircraft. The Major Army Command prepares cards describing the types and quantities of aircraft which are to be loaded, in accordance with information provided by the Military Airlift Command (MAC).

d. Helicopter File. The AMPS project manager at each installation will maintain a file (HELI-FILE) of helicopter type loads for input to AMPS.

2-3. **PROGRAMS.** AMPS includes the following programs:

a. AMPS-VALIDATE PROGRAM (AMPS-VAL). This program edits, sorts, and validates all input data created by the user in accordance with paragraph 2-2 above. The outputs include error diagnostics and a printout of the validated data. AMPS-VAL may be run as a unique program, or it may be run in conjunction with AMPS-LOAD. AMPS-VAL must be the first program executed.

b. AMPS-LOAD PROGRAM (AMPS-LOAD). Utilizing cargo, passenger, and aircraft input in accordance with paragraph 2-2, this program plans aircraft loads following the logical principles used by Air Force MAC loadmasters. Loads are designed to efficiently use the cube and weight capabilities of the aircraft being loaded and, subject to efficiency, follow priorities stated by the units. Cargo items are placed so that the aircraft is within balance limits for safe flight. Passengers are added, within weight limits, when there is adequate space for reasonably comfortable seating. Related cargo items (e.g., truck and trailer) are loaded together, and passengers identified as equipment operators are placed in the same aircraft as the equipment. Output from this program includes a load diagram, cargo manifest, and passenger manifest for each load, and a statistical recapitulation for each unit. A listing of either cargo and passengers not loaded, or aircraft not used, or both are included at the end of the processing run.

c. AMPS HELICOPTER STANDARD LOAD FILE MAINTENANCE PROGRAM (HELI-MAINT). This is a utility program used to update the Helicopter Standard Load File (HELI-FILE) which is used by AMPS-LOAD to control the loading of Army rotary-wing aircraft into USAF transport aircraft.

2-4. DOCUMENTS. In addition to this summary, AMPS includes the following documentation:

- a. Vol II--Functional System Users Guide.
- b. Vol III--System/Programmers Guide.

2-5. FORMS.

- a. AMPS-1.
 - (1) Card type "1," Options; selected by the user. (See Figure 2-1.)
 - (2) Card type "2," Title of Computer Run.
 - (3) Card type "3," Unit Sequence and Unit Combinations; selected by the user.
 - (4) Card type "4," Aircraft Parameters.
- b. AMPS-2. Card type "5." Format for Aircraft Data. (See Figure 2-2.)
- c. AMPS-3. Card type "6," Format for Cargo Data. (See Figure 2-3.)

d. AMPS-4. Card type "6," Format for Passenger Data. (See Figure 2-4.)

2-6. SYSTEM OVERVIEW CHART. See Figure 2-5.

AIR MOVEMENT PLANNING SYSTEM

SEE CHAPTER 2, USER MANUAL, FOR INSTRUCTIONS.

AIRCRAFT DATA

TYPE/ MODEL	QTY	AIRFIELDS		ASG TO UNIT	MISSION IDENTIFIER	MAX PAX PAX	FLS	LLS	AF CND	LEAVE BLANK	SEQ MEMBER
		DEF	URR								
1	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
2	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
3	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
4	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
5	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
6	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
7	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
8	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
9	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
10	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
11	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
12	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
13	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
14	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
15	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
16	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
17	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
18	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
19	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
20	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
21	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
22	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
23	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
24	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
25	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
26	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
27	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
28	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77
29	1	0	0	23	33 30 30 34 37 39 40	42	03	5	48	48	77

NO. OF QDS

SHEET OF

VERIFIED BY

PUNCHED BY

DATE

JOB NO

Fig 2-2. Aircraft Data Input Format.

SEE CHAPTER 2, USER MANUAL, FOR PREPARATION INSTRUCTIONS.

CARGO DATA

JOB NO.	DATE	PUNCHED BY	VERIFIED BY	SHEET	OF	NO OF CDS
1	18	18	18	18	18	18
2	19	19	19	19	19	19
3	20	20	20	20	20	20
4	21	21	21	21	21	21
5	22	22	22	22	22	22
6	23	23	23	23	23	23
7	24	24	24	24	24	24
8	25	25	25	25	25	25
9	26	26	26	26	26	26
10	27	27	27	27	27	27
11	28	28	28	28	28	28
12	29	29	29	29	29	29
13						
14						
15						
16						
17						
18						
19						
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21						
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24						
25						
26						
27						
28						
29						

Fig 2-3. Cargo Data Input Format.

SEE CHAPTER 2, USER MANUAL, FOR PREPARATION INSTRUCTIONS.

PASSENGER DATA

UIC/TLLN	BANK	NAME	SSAN	P X	LEAVE BLANK	VT	LEAVE BLANK	PRI	EOP LINK	OTY	C	LEAVE BLANK
1	2	3	4	5	6	7	8	9	10	11	12	13
1	10	11	12	13	14	15	16	17	18	19	20	21
2	10	11	12	13	14	15	16	17	18	19	20	21
3	10	11	12	13	14	15	16	17	18	19	20	21
4	10	11	12	13	14	15	16	17	18	19	20	21
5	10	11	12	13	14	15	16	17	18	19	20	21
6	10	11	12	13	14	15	16	17	18	19	20	21
7	10	11	12	13	14	15	16	17	18	19	20	21
8	10	11	12	13	14	15	16	17	18	19	20	21
9	10	11	12	13	14	15	16	17	18	19	20	21
10	10	11	12	13	14	15	16	17	18	19	20	21
11	10	11	12	13	14	15	16	17	18	19	20	21
12	10	11	12	13	14	15	16	17	18	19	20	21
13	10	11	12	13	14	15	16	17	18	19	20	21
14	10	11	12	13	14	15	16	17	18	19	20	21
15	10	11	12	13	14	15	16	17	18	19	20	21
16	10	11	12	13	14	15	16	17	18	19	20	21
17	10	11	12	13	14	15	16	17	18	19	20	21
18	10	11	12	13	14	15	16	17	18	19	20	21
19	10	11	12	13	14	15	16	17	18	19	20	21
20	10	11	12	13	14	15	16	17	18	19	20	21
21	10	11	12	13	14	15	16	17	18	19	20	21
22	10	11	12	13	14	15	16	17	18	19	20	21
23	10	11	12	13	14	15	16	17	18	19	20	21
24	10	11	12	13	14	15	16	17	18	19	20	21
25	10	11	12	13	14	15	16	17	18	19	20	21
26	10	11	12	13	14	15	16	17	18	19	20	21
27	10	11	12	13	14	15	16	17	18	19	20	21
28	10	11	12	13	14	15	16	17	18	19	20	21
29	10	11	12	13	14	15	16	17	18	19	20	21

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FORM ANFS-4 (TEST)

Fig 2-4. Passenger Data Input Format.

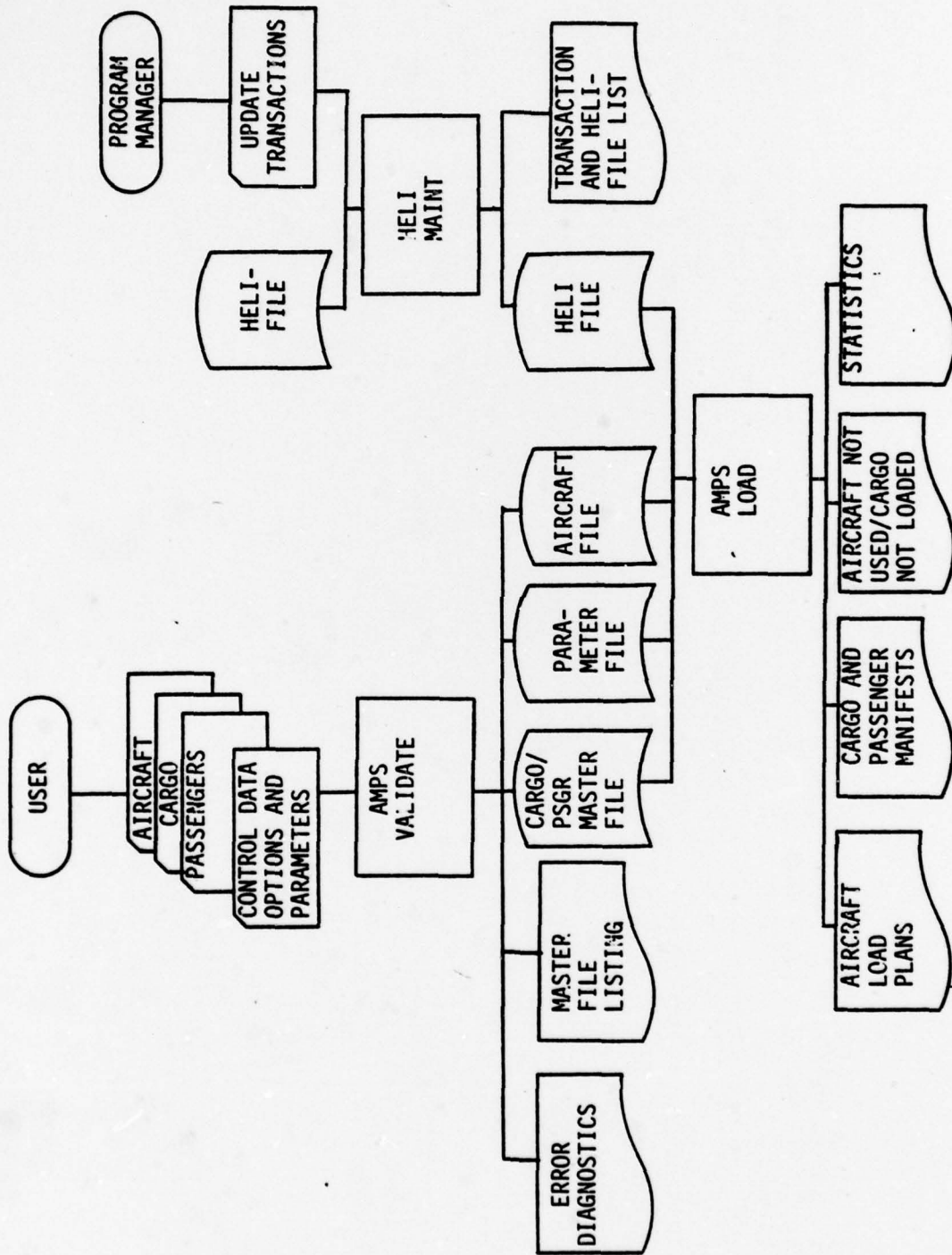


FIGURE 2-5 SYSTEM OVERVIEW CHART

APPENDIX A

SAMPLE COMPUTER PROGRAM RUN

A computer run of the AMPS System is presented in this appendix. This output listing represents the results of a typical run of the documented operational version of the model.

AAAA	MHP	MHP	FPPPPPPP	SSSSSSSS	RRRRRRRR	UU	NN	NN
AAAA	MHM	MHM	PPPPPPPP	SSSSSSSS	RRRRRRRR	UU	NN	NN
AA AA	MHM	MHM	PP	SS	RR	UU	NN	NN
AA AB	MHM	MHM	PP	SS	RR	UU	NN	NN
AA A	MH	MH	PPPPPPPP	SSSSSSSS	RRRRRRRR	UU	NN	NN
AA	MH	MH	PPPPPPPP	SSSSSSSS	RRRRRRRR	UU	NN	NN
AAAAAAAA	MH	MH	PP	SS	RR	UU	NN	NN
AAAAAAAA	MH	MH	PP	SS	RR	UU	NN	NN
AA	AA	AA	PP	SS	RR	UU	NN	NN
AA	AA	AA	PP	SS	RR	UU	NN	NN
AA	AA	AA	PP	SSSSSSSS	RR	UUUUUUU	NN	NN
AA	AA	AA	PP	SSSSSSSS	RR	UUUUUUU	NN	NN

AIR MOVEMENT PLANNING SYSTEM U.S. ARMY LOGISTICS CENTER, FORT LEE, VIRGINIA DATE 12/05/78 TIME 22:14:07 1

***** SAMPLE RUN FOR EXECUTIVE SUMMARY *****

12	
11	
10	
9	
8	
7	
6	
5	
4	
3	

DIAGNOSTICS OF INPUT

CAICS *****
CAICS *****
GENERAL CARGO *****
000017610083007980088001 *****
CUOK6 *****

12
11
10
9
8
7
6
5
4
3

SAMPLE RUN FOR EXECUTIVE SUMMARY

AIRCRAFT DIAGNOSTICS

AIRCRAFT TO LEAD 060001PACC-130CAT65 BLK SHEEP 1 KP:BPGRKK50000000006000000000000000000000
 AIRCRAFT TO LEAD 060001PACC-130CAT65 BLK SHEEP 2 KP:BPGRKK50000000000000000000000000000000
 AIRCRAFT TO LEAD 060001PACC-5 CAT66 WHT SHEEP 2 KP:BPGRKK13000000000000000000000000000000
 AIRCRAFT TO LEAD 060001PACC-130CAT66 WHT SHEEP 1 KP:BPGRKK13000000000000000000000000000000

12
 11
 10
 9
 8
 7
 6
 5
 4
 3

AIR MOVEMENT PLANNING SYSTEM U.S. ARMY LOGISTICS CENTER, FORT LEE, VIRGINIA DATE 12/05/70 TIME 22014:00 5

***** SAMPLE RUN FOR EXECUTIVE SUMMARY *****

PRIORITY DATA

U I D	CUTSIZE	CARGO	WEIGHT	PRIORITY	COMBINED	LID
CATG5				1		
CATG6				2		

12
11
10
9
8
7
6
5
4
3

AIR MOVEMENT PLANNING SYSTEM U.S. ARMY LOGISTICS CENTER, FORT LEE, VIRGINIA DATE 12/05/76 TIME 22014:11 6

***** SAMPLE RUN FOR EXECUTIVE SUMMARY *****

RL LIST	CARD DECK	NO. FIG.	NO. Y.	SCOPE	PRIO	UNIT	INTEG	GENE RATE	NO. COP	LINE COUNT
						X			1	55

12
11
10
9
8
7
6
5
4
3

***** SAMPLE KUI FOR EXECUTIVE SUMMARY *****

- AIRCRAFT DATA
 1 C00001HACC-141CAT6 BLK SHEEP 1 KP00K0K0K0S000C000600000000001C
 2 C00002HACC-134CAT6 WHT SHEEP 1 KP00K0K0K0S000C000600000000002B
 3 C00003HACC-5 CP1C6 WHT SHEEP 2 KP00K0K0K0S000C000600000000002B
 4 C00004HACC-134CAT6 BLK SHEEP 2 KP00K0K0K0S000C000600000000001B

 SAMPLE RUN FOR EXECUTIVE SUMMARY
 PARAMETERS IN EFFECT

SINGLE ITEM LIMITS

LTN	MTN	HTH	WEIGHT	ACL	PCG	MIX
C5	559	228	156	200000	110000	1275
C141	800	122	108	50000	50000	900
C130	500	122	108	30000	30000	530
FILL	200	115	80	7500	*****	*****

DEFAULT PASSENGER WEIGHT = 240
 SCHEMATIC PRINT WIDTH = 18

12
11
10
9
8
7
6
5
4
3

CARGO DATA SAMPLE RUN FOR EXECUTIVE SUMMARY

SEQ-NO	UIC	RANK	MEMORCLATURE	SSR / I OVERLAP	CLU	*** LTH	WITH PTH	ITFM WIGHT	*** CC	ITFM PRI	ELF - LINK	UNIT STZ	SP MD	SM RQ	PLANE NEEDED	PAX
1	CAT5		GENERAL CARGO	000	BU	176	108	C66	C0796C	086	001	PF2	Y		C-130	I
2	CAT5		M35A2 2 1/2 T TRK	000	PM	265	096	C89	01860C	124	001	PF2			C-130	I
3	CAT5		TML PU406 GEN SET	000	TK	170	093	C86	00656C	095	002	PF2		Y	C-130	I
4	CAT5		TRK DRIVER	CC0000000	PA				C0024C		003	PF2				R
5	CAT5		M884 1 1/4 T TRK	000	HT	210	085	104	C0850C	110	001	PF2			C-130	I
6	CAT5		M35A2 2 1/2 T TRK	000	PM	265	096	C89	01860C	124	001	PF2			C-130	I
7	CAT5		TML PU406 GEN SET	020	TK	170	093	C86	C0656C	095	002	PF2		Y	C-130	I
8	CAT5		TRK DRIVER	000000000	PA				C0024C		003	PF2				R
9	CAT5		M884 1 1/4 T TRK	000	HT	210	085	104	C0850C	110	001	PF2			C-130	I
10	CAT5		PASSENGER	000000000	PA				C0024C		001	PF2				R
11	CAT5		TRK CM EQUIP JEEP TUM	000	JP	131	064	C66	C0233C	050	001	PF2			FILL	I
12	CAT5		TRK CM EQUIP JEEP TUM	000	JP	131	064	C66	C0233C	050	001	PF2			FILL	I
13	CAT5		GENERAL CARGO	000	BU	176	108	C66	C0796C	086	001	PF2	Y		C-130	I
14	CAT6		M35A2 2 1/2 T TRK	000	PM	265	096	C89	01860C	124	001	PF2			C-130	I
15	CAT6		TML PU406 GEN SET	020	TK	170	093	C86	C0656C	095	002	PF2		Y	C-130	I
16	CAT6		TRK DRIVER	000000000	PA				C0024C		003	PF2				R
17	CAT6		M884 1 1/4 T TRK	000	HT	210	085	104	C0850C	110	001	PF2			C-130	I
18	CAT6		M884 1 1/4 T TRK	000	HT	210	085	104	C0850C	110	001	PF2			C-130	I
19	CAT6		M884 1 1/4 T TRK	000	HT	210	085	104	C0850C	110	001	PF2			C-130	I
20	CAT6		TRK CM EQUIP JEEP TUM	000	JP	131	064	C66	C0233C	050	002	PF2			FILL	I
21	CAT6		M35A2 2 1/2 T TRK	000	PM	265	096	C89	01860C	124	001	PF2			C-130	I
22	CAT6		TML PU406 GEN SET	020	TK	170	093	C86	C0656C	095	002	PF2		Y	C-130	I
23	CAT6		TRK DRIVER	000000000	PA				C0024C		003	PF2				R
24	CAT6		M884 1 1/4 T TRK	000	HT	210	085	104	C0850C	110	001	PF2			C-130	I
25	CAT6		M884 1 1/4 T TRK	000	HT	210	085	104	C0850C	110	001	PF2			C-130	I
26	CAT6		TRK CM EQUIP JEEP TUM	000	JP	131	064	C66	C0233C	050	002	PF2			FILL	I
27	CAT6		M35A2 2 1/2 T TRK	000	PM	265	096	C89	01860C	124	001	PF2			C-130	I
28	CAT6		TML PU406 GEN SET	020	TK	170	093	C86	C0656C	095	002	PF2		Y	C-130	I
29	CAT6		TRK DRIVER	000000000	PA				C0024C		003	PF2				R
30	CAT6		M884 1 1/4 T TRK	000	HT	210	085	104	C0850C	110	001	PF2			C-130	I
31	CAT6		M884 1 1/4 T TRK	000	HT	210	085	104	C0850C	110	001	PF2			C-130	I
32	CAT6		TRK CM EQUIP JEEP TUM	000	JP	131	064	C66	C0233C	050	002	PF2			FILL	I
33	CAT6		M35A2 2 1/2 T TRK	000	PM	265	096	C89	01860C	124	001	PF2			C-130	I
34	CAT6		TML PU406 GEN SET	020	TK	170	093	C86	C0656C	095	002	PF2		Y	C-130	I
35	CAT6		TRK DRIVER	000000000	PA				C0024C		003	PF2				R
36	CAT6		PASSENGER	000000000	PA				C0024C		001	PF2				R
37	CAT6		TRK CM EQUIP JEEP TUM	000	JP	131	064	C66	C0233C	050	001	PF2			FILL	I
38	CAT6		TRK CM EQUIP JEEP TUM	000	JP	131	064	C66	C0233C	050	001	PF2			FILL	I

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SAMPLE RUN FOR EXECUTIVE SUMMARY

MASTER-RECORDS = 00027

ATKRAIT = 00004

AVAIL PASS = 00020

REJECTS = 00000

PRE REJECTS = 00000

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STATISTICS

TYPE A/C NUT LOADED
 C-5 1 0
 C-141 1 0
 C-130 2 0
 UTILIZATION--HEIGHT--AREA
 C-5 0 0
 C-141 0 0
 C-130 0 0
 CARGO--NUT LOADED
 STANDAR 19 0
 OUTSIZE 0 0
 PASSENGERS 28 0

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 SAMPLE RUN FOR EXECUTIVE SUMMARY

 AIRCRAFT DATA *****
 CARRIER TO-OR-FROM *****
 M/C STATUS C-141 *****
 RGR *****
 BLK SHEEP 1 *****
 50,000 *****
 812 *****
 MP NE *****
 1 *****
 2 *****
 ITEM-NO *****
 UIC *****
 NOMENCLATURE *****
 BUMP-NO *****
 LENGTH *****
 WIDTH *****
 HEIGHT *****
 FEET *****
 FWD-STA *****
 AREA *****
 COMMENTS *****

 SUBTOTALS *****
 CARGO 5 *****
 43,970 *****
 912 *****
 40,105,970 *****
 585 *****
 SUBTOTALS *****
 PAY 4 *****
 960 *****
 44,950 *****
 912 *****
 40,105,970 *****

 T O T A L S *****

 LOAD PLANNED BY *****
 DATE *****
 AIR MOVEMENT PLANNING SYSTEM *****
 12/05/78 *****
 SIGNATURE OF LOADING AGENT *****
 DATE *****
 SIGNATURE OF UNLOADING AGENT *****
 DATE *****

***** SAMPLE RUN FOR EXECUTIVE SUMMARY *****

***** AIRCRAFT DATA *****
 ORIGINATOR: 10-44C MDC
 AIRCRAFT: C-141
 CARRIER: KKKK
 BLK SHEEP: 1
 50-000
 B12
 MPOB
 CHALK NO. 0
 PAGE-NO. 3

PASSENGER MANIFEST

LINE	RANK	NAME	SSAN	WEIGHT	UNIT	BUMPA
1		TRK DRIVER		240	CATG5	PRY
2		TRK DRIVER		240	CATG5	PRY
3		PASSENGER		240	CATG5	
4		PASSENGER		240	CATG5	
TOTALS						960

***** LOAD PLANED BY *****
 DATE: 12/05/78
 AIR MOVEMENT PLANNING SYSTEM

***** SIGNATURE OF LOADING AGENT *****
 DATE: *****
 ***** SIGNATURE OF UNLOADING AGENT *****
 DATE: *****

I CERTIFY THAT A CHECK OF ALL PASSENGERS ON THIS FLIGHT AND A PHYSICAL SEARCH OF HAND CARRIED ITEMS WAS CONDUCTED IMMEDIATELY PRIOR TO DEPARTURE FROM THE TERMINAL FACILITY AND THAT NO UNAUTHORIZED EXPLOSIVES OR WEAPONS WERE FOUND AND ALL AUTHORIZED WEAPONS WERE CLEARED.

***** SIGNATURE OF AIRCRAFT TRUPC COMMANDER *****
 DATE: *****

 SAMPLE RUN FOR EXECUTIVE SUMMARY

***** AIRCRAFT DATA *****
 CARRIER 55 TO. A/C MOD * * * * *
 M/C C-130 * KKK * BLK SHEEP 2 * 512 * KP08 * * * * *

C-120 AIRCRAFT LOAD PLAN DIAGRAM (NOT TO SCALE). ALL CARGO LOADED FACING AFT

FLD	291	336	382	427	473	518	564	609	655	700	745	791	836	AFT
↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
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C A R G O M A N I F E S T (CUMMENTS : SR = SHORING REQUIRED FF = FACING FORWARD SH = SPECIAL HANDLING)

ITEM-NO	QTY	DESCRIPTION	BUMPS	NO	LENGTH	WIDTH	HEIGHT	WEIGHT	CG-STA	HCENT	FWD-STA	AREA	COMMENTS			
1	1	CAT65	1PL	PU406	GEN SET	PR2	170	95	86	6,560	347	2,276,320	772	96	-SR-	
2	1	CAT65	M35A2	2 1/2	T TRK	PR2	265	96	89	18,600	563	10,471,800	422	176	-	
3	1	CAT65	TRK	CM	EQUIP	JEEP	T04	PRX	131	64	2,330	804	1,813,320	723	50	-
SUBTOTALS													330			
CARGO													3			
PAX													2			
TOTALS													27,970			
													531			
													14,621,440			

SAMPLE RUN FOR EXECUTIVE SUMMARY

***** AIRCRAFT DATA *****
CARRIER 256 T-44C P8D
WIC 5CA15 C-130 KGRK BLK SHEEP 4 30-000 4 512 4 MPDB 4 4 2
***** CHALK NO. *****

LOAD PLANNED BY *****
DATE ***** 12/05/78 *****
***** AIR MOVEMENT PLANNING SYSTEM *****

SIGNATURE OF LEADING AGENT *****
DATE *****

SIGNATURE OF UNLOADING AGENT *****
DATE *****

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SAMPLE RUN FOR EXECUTIVE SUMMARY

*****INCRPT DATA*****
 *****ORIGIN*****
 *****DESTINATION*****
 *****MISSION NUMBER*****
 *****WTO*****
 *****ALW AREA*****
 *****CONDEP ART AFIL*****
 *****CHALK NO.*****
 *****PALE-NO.*****
 000 CARRIER, SG TU, 43/C MU0
 000 M-C CATGS 4 C-13C 4 KGRK 0 BLK SHEEP 2 0 30,000 0 512 0 MPTB 4 4 0 3

PASSENGER MANIFEST

LINE#	MARK	NAME	SSAN	WEIGHT	UNIT	BUMPH
1		TRK DRIVER		240	CATGS	PR2
2		TRK DRIVER		240	CATGS	PR2
T O T A L S						
				480		

 LOAD PLANNED BY-----
 DATE-----
 SIGNATURE OF LOADING AGENT-----
 DATE-----
 SIGNATURE OF UNLOADING AGENT-----
 DATE-----

I CERTIFY THAT A CHECK OF ALL PASSENGERS ON THIS FLIGHT AND A PHYSICAL SEARCH OF HAND CARRIED ITEMS WAS CONDUCTED
 IMMEDIATELY PRIOR TO DEPARTURE FROM THE TERMINAL FACILITY AND THAT NO UNAUTHORIZED EXPLOSIVES OR WEAPONS WERE FOUND
 AND ALL AUTHORIZED WEAPONS WERE CLEANED.

 SIGNATURE OF AIRCRAFT TROOP COMMANDER-----
 DATE-----

 SAMPLE RUN FOR EXECUTIVE SUMMARY

```

*****INCREASING DATA*****
*** CARRIERS TO A/C PUD ***
*** M/C C/AC/6 C-5 KKKK *** 310,000 @ 2,600 # MPDB *** 3 *** 1 ***
*****
    
```

C-5 AIRCRAFT LOAD PLAN DIAGRAM (NOT TO SCALE). ALL CARGO LOADED FACING FWD

KNEELING CONFIGURATION =

FWD	517	648	779	91C	1,040	1,171	1,302	1,433	1,564	1,655	1,826	1,957	AFT
*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
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***	***	***	***	***	***	***	***	***	***	***	***	***	***

C A R G O H A N D L E S T (COMMENTS ± SR = SHORING REQUIRED FF = FACING FORWARD SH = SPECIAL HANDLING)

ITEM-NO	UTL	QUANTITY	LENGTH	WIDTH	HEIGHT	WEIGHT	CG-STA	HCGT	FWD-STA	AREA	COMMENTS
1	CAT66	GENERAL CARGO	176	108	83	7,980	644	5,135,120	556	132	-SH-
2	CAT66	TRK 6M EQUIP JEEP T0A	131	64	66	2,330	925	2,155,250	875	58	-
3	CAT66	P35A2 2 1/2 T TRK	265	96	89	18,600	934	17,112,400	810	176	-
4	CAT66	TRL PU406 GEN SET	170	93	86	6,560	1,150	7,544,000	1,055	96	-SR-
5	CAT66	P35A2 2 1/2 T TRK	265	96	89	18,600	1,208	22,444,800	1,084	176	-
6	CAT66	MP84 1 1/4 T TRK	210	85	104	8,500	1,413	12,118,500	1,303	123	-
7	CAT66	TRL PL4C6 GEN SET	170	93	86	6,560	1,424	9,541,640	1,329	96	-SR-

SAMPLE PUN FOR EXECUTIVE SUMMARY

ITEM-NO	UNIT	DESCRIPTION	WEIGHT	HEIGHT	CU-FT	AREA	EMU-STA	AREA	COMMENTS
8	CAT66	TRK GM LULIF JEEP T06	131	66	2.230	1.563	3.441.790	1.533	58
9	CAT66	M884 1 1/4 T TRK	210	85	8.500	1.667	14.235.500	1.577	123
10	CAT66	M884 1 1/4 T TRK	210	85	8.500	1.632	15.512.000	1.722	123
		SUBTOTALS	551	216	19.230	4.862	43.189.290		
		SUBTOTALS	20	20	4.800	1.741	8.254.800		
		TOTALS	571	236	24.030	6.603	51.444.090		

AIR MOVEMENT PLANNING SYSTEM

LOAD PLANNED BY: AIR MOVEMENT PLANNING SYSTEM
DATE: 12/05/78
SIGNATURE OF LOADING AGENT: _____
DATE: _____
SIGNATURE OF UNLOADING AGENT: _____
DATE: _____

PIRANET FILE RESTARTED AT AUG-AC - HUCCHU
THIS AIRCRAFT NOT USED CODEGPACC-13008766 WPT SHEEP 1 KPLRKGKX03000000000000000000000000000002 0002
THE AIRCRAFT FILE HAS BEEN SEARCHED 5 TIMES PIPE WOULD BE REDUNDANT

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SAMPLE RUN FOR EXECUTIVE SUMMARY

*** CARCO-PASSENGERS NOT LLAEE ***

1.	CATCG	M884 J 174 T TRK	000000000PRZ	0821006510	0008500110
35	CATCG	TRK DRIVER	000000000PRY	02	000260
36	CATCG	TRK DRIVER	000000000PRY	02	000260

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SAMPLE RUN FOR EXECUTIVE SUMMARY

*** AIRCRAFT NOT USED ***

MACC-130LAT66 NHT SHEEP 1 KFDJRGK030000000

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***** SAMPLE RUN FOR EXECUTIVE SUMMARY *****

END OF JOB

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13. ABSTRACT The Air Movement Planning System (AMPS) is a computerized method for quickly and effectively planning cargo loads for C-130, C-141, and C-5 aircraft. It is primarily intended for use in Army unit moves, but its inherent flexibility makes it adaptable for movement of most types of cargo under various conditions. AMPS provides the user with an air movement mission an automated method of preparing effective load plans for USAF aircraft that will provide a timely response within the dynamic environment of joint airlift operations. The system is fast, accurate, makes efficient use of aircraft, incorporates commander's priorities, maintains unit integrity, links trailers and/or crews with their respective vehicles, and links units with specific aircraft.			

DD FORM 1473

REPLACES DD FORM 1473, 1 JAN 64, WHICH IS OBSOLETE FOR ARMY USE.

Security Classification

14.

KEY WORDS

	LINK A		LINK B		LINK C	
	ROLE	WT	ROLE	WT	ROLE	WT
Air Movement Planning System						
Model						
Simulation						
Transportation						
Aircraft						
Airlift						
AMPS						
C-130						
C-141						
C-5						
C-5A						
Cargo Loads						
Air Movement of Helicopters						
Air Movement Planning, Automated						
Planning System						
Helicopters						
Helicopter Movement						