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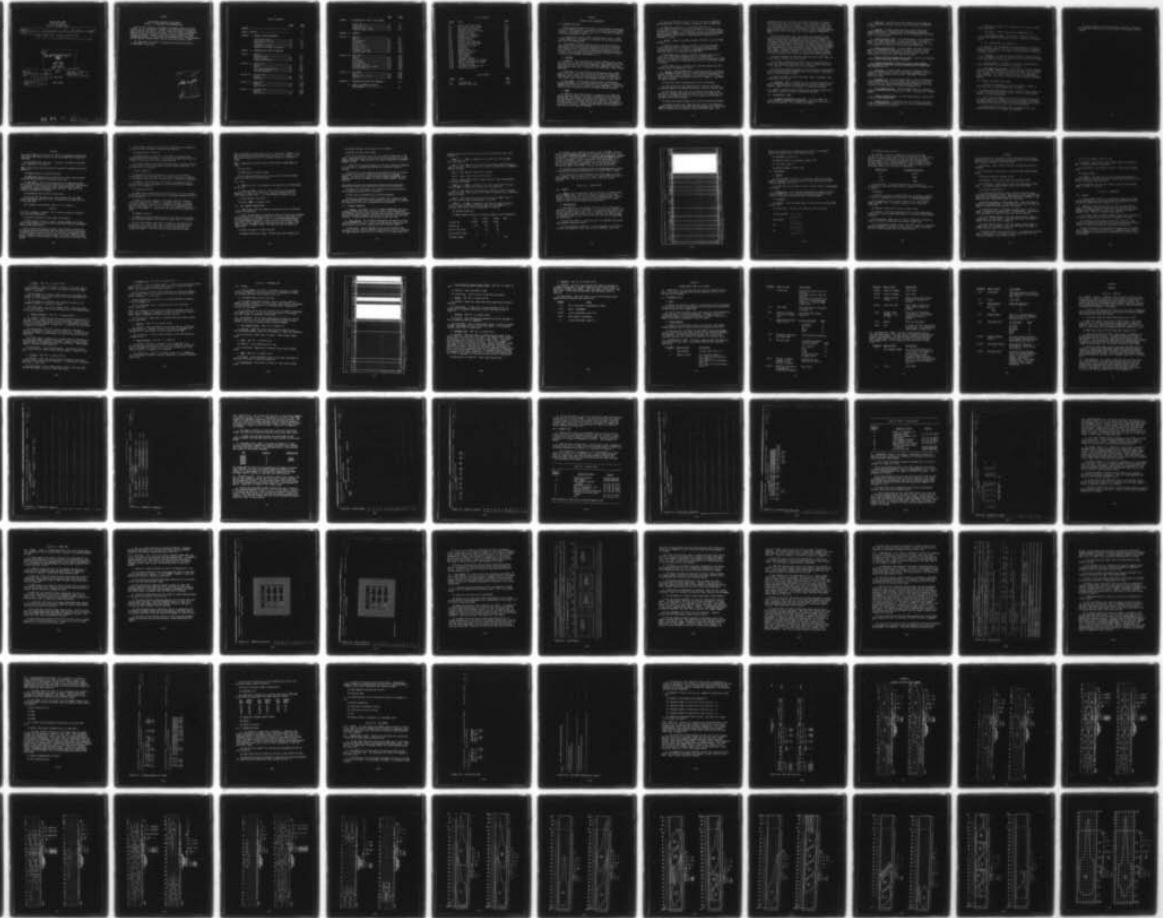
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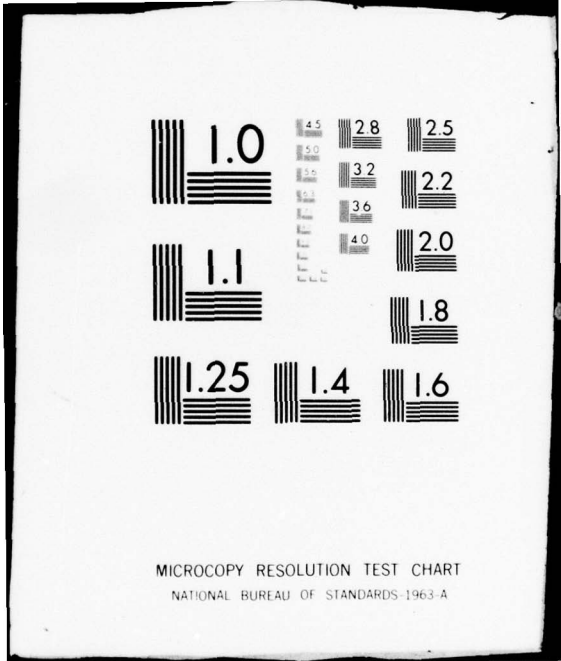
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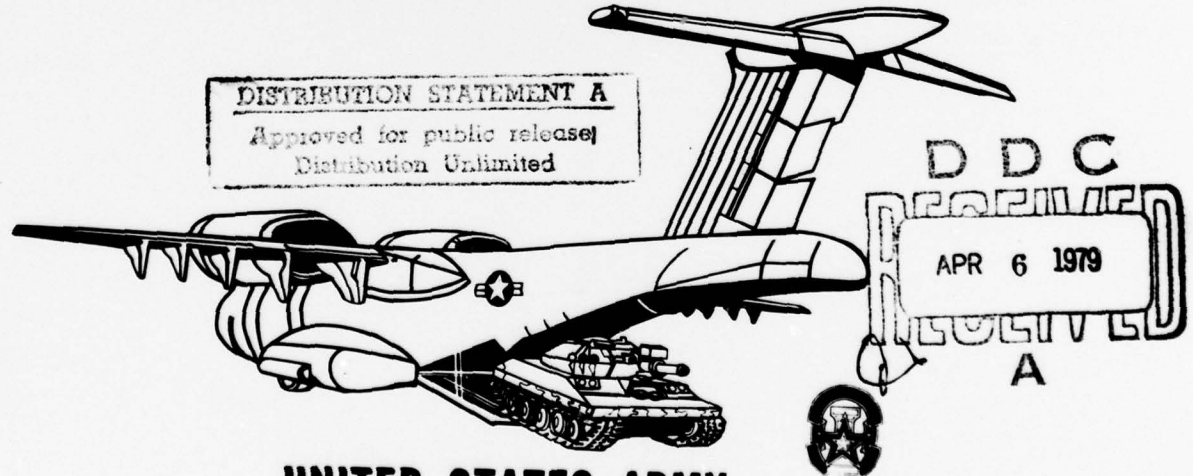
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NOVEMBER 1978

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AIR MOVEMENT PLANNING SYSTEM
(AMPS)

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FORWARD

AIR MOVEMENT PLANNING SYSTEM (AMPS)
VOLUME II - FUNCTIONAL USER DOCUMENTATION

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 direct to the Commander, US Army Logistics Center, ATTN: ATCL-OS, Fort Lee, Virginia 23801.

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CHAPTER 1

GENERAL SYSTEM INFORMATION

1-1. PURPOSE AND SCOPE.

a. This volume presents instructions to be followed in preparation of data for AMPS processing; in analysis, distribution and use of AMPS products; in maintenance of AMPS files; and in initiation of changes to functional performance of AMPS.

b. Instructions in this volume are applicable to users, to AMPS Program Managers of installations or agencies, and to data processing activities that operate AMPS.

1-2. DESCRIPTION OF SYSTEM. AMPS provides an automated method for preparing aircraft loading plans and manifests for use in connection with planned, actual or simulated movements of Army units in US Air Force aircraft. It is designed for decentralized operation at corps, division, or installation, to provide responses tailored to studies or to specific unit movement requirements.

a. Programs.

(1) AMPS-VAL. The Input Validation Program (AMPS-VAL) edits input data, provides listings of diagnostics and of the validated master file, and builds a master file for use by AMPS-LOAD. AMPS-VAL may be used alone; however, when used in conjunction with AMPS-LOAD, it must precede AMPS-LOAD.

(2) AMPS-LOAD. The Load Planning and Manifesting Program (AMPS-LOAD), using the master file of cargo and aircraft data prepared by AMPS-VAL, plans aircraft loads and provides printouts of the detailed load diagram, cargo manifest, and passenger manifest for each load.

(3) HELI-MAINT. The Helicopter Standard Load File Maintenance Program (HELI-MAINT) 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.

b. Input.

(1) AMPS-VAL, used either alone or in conjunction with AMPS-LOAD, requires data describing, in the detail appropriate to the processing contemplated, the personnel and cargo of the transported unit and the aircraft (actual or simulated) available for transport. Any options selected by the user, or other control data input, should accompany the unit and aircraft data. Chapter 2 provides detailed instructions for preparation of input data for AMPS-VAL.

(2) Input to AMPS-LOAD consists of master files built by AMPS-VAL and the HELI-FILE. The user prepares no separate input for AMPS-LOAD.

(3) AMPS Program Managers, in coordination with Military Airlift Command, develop input data for HELI-MAINT, in accordance with instructions in Chapter 3. The functional user will not normally prepare any input to HELI-MAINT, but may, however, develop new loads and request they be added to the HELI-FILE, in accordance with instructions in paragraph 1-5 below.

c. Output. Chapter 4 provides guidance on analysis and use of AMPS products.

(1) AMPS-VAL output includes a printout of the errors detected by the system and either a printout or card deck, or both, of the validated master file. This output is provided whether AMPS-VAL is processed alone or in conjunction with AMPS-LOAD.

(2) AMPS-LOAD output includes a detailed diagram of each load of cargo, and a cargo and/or passenger manifest, as appropriate. Statistics, printed at the beginning and at the end of the group of loads for each unit, provide a visible audit and a basis for evaluating loading efficiency.

(3) HELI-MAINT prints a register of all updating transactions and a complete copy of the updated HELI-FILE.

d. Options. AMPS-VAL/AMPS-LOAD in combination provide a variety of options designed to enable the user to obtain products engineered to the specifics of each study or operation. All options are controlled by user input, and they are described in Section II, Chapter 2. HELI-MAINT includes no options.

(1) Users can control system output by one of five options.

(a) With no optional input, AMPS prints a listing of the master file and one copy of each diagram and manifest, using 55 lines per page.

(b) With optional input, the user can obtain a card deck of the master file, increase the number of copies up to nine, change the lines per page to any number from 40 to 60, or can suppress the printing of the master file or load diagrams.

(2) Seven other options enable users to control processing routines.

(a) Without optional input, AMPS processes units in the alphabetic sequence of UIDs, and may mix cargo items and passengers of one unit with those of another unit, as required to obtain efficient loads. Unit

stated priorities are considered in determining sequence of delivery of individual cargo items and passengers. Items identified as related (e.g., truck and trailer) are loaded in the same aircraft, towed items are "telescoped" under their prime movers, and identified drivers are placed in the same aircraft as their vehicles. Using standard parameters, AMPS loads aircraft of the types, and in the sequence, indicated by input.

(b) By optional input, users may establish the sequence in which units are to be loaded, and may combine some units into packages for loading efficiency while maintaining absolute integrity of other units. Even though input data may include unit-assigned priorities for delivery of individual cargo items and passengers, and identification of related passengers and cargo items, users may opt for loading without considering such relationships; or, when considered, without "telescoping" trailers under trucks. Instead of preparing aircraft input data, a user may direct AMPS to "generate" aircraft in a ratio mix he selects, and may vary the aircraft type description by changing the standard parameters.

(3) Several elements of input data, and some entire input types, are discretionary, providing more user options.

(a) A title is printed on each page if the user specifies one; if he does not, AMPS writes "NO TITLE" in the space. Aircraft data input is not required if the "generate" option is selected.

(b) For initial planning purposes, users may accomplish load planning without preparing detailed passenger data; only one card is required to enter up to 999 passenger records.

(c) Users may apply priorities and bumper numbers (equipment links) selectively, or not at all.

e. Due Dates. AMPS is designed for use as required; therefore, due dates for data preparation or output delivery are those imposed by the command or agency directing the movement or conducting the study.

1-3. PRIVACY. Personnel records obtained and processed by AMPS do not constitute a "system of records" as defined in AR 340-21.

1-4. EXPLANATION OF TERMS.

a. Allowable (Cargo)(Cabin) Load (ACL). As used in AMPS, the maximum weight of passengers, equipment and supplies the Army unit can load into the aircraft. ACL is expressed in pounds.

b. AMPS-LOAD. The AMPS program that computes aircraft loads and prints a diagram and manifest of each load, using output from AMPS-VAL as input.

c. AMPS-VAL. The AMPS program that edits and validates user-prepared input data on aircraft, cargo, and passengers, producing a master file for input to AMPS-LOAD and a print of diagnostics for use by users in correcting input.

d. Center of Balance (CB). A line perpendicular to the longitudinal center of a cargo item, on which the item will balance. As used in AMPS, it is usually referred to as the "center of gravity" or "CG", and it is expressed in inches aft of the front of the cargo item.

e. Center of Gravity (CG). As used in AMPS, this means "center of balance", as defined in d above, where reference is made to a cargo item. For use of "CG" with respect to the total aircraft load, see definitions for "Desired CG" and "Planning CG" below.

f. Center of Gravity Fuselage Station (CGFS). The aircraft fuselage station at which the cargo item CG is located.

g. Computerized Movement Planning and Status System (COMPASS). A FORSCOM system for obtaining, filing and reporting unit movement data. (See FORSCOM Reg 55-1).

h. Desired CG. As used in AMPS, indicates the optimum center of balance of the entire load in the aircraft cargo compartment. This is expressed as the fuselage station at which load center of gravity should be located.

i. Equipment Link. A vehicle bumper number or other administrative identification used to "mate" two related cargo items (e.g., truck and trailer) and/or to identify personnel who must be loaded into the same aircraft as a cargo item with the identical equipment link.

j. First Loadable Station. The most forward point in a (specific) (type of) aircraft to which cargo may be located. Expressed as a fuselage station.

k. Forward Fuselage Station. The most forward point in the aircraft to which a cargo item extends.

l. Fuselage Station. A transverse line in an aircraft, the value of which is the number of inches the line is aft of a reference point at or near the front of the aircraft.

m. HELI-FILE. An AMPS file of standard aircraft loads or partial loads of helicopters.

n. HELI-MAINT. An AMPS program used to update HELI-FILE.

o. Last Loadable Station. The point in a (specific) (type of) aircraft aft of which no cargo may be loaded. Expressed as a fuselage station.

p. Pax. Abbreviation for passenger(s).

q. Priority. Unit designation of desired sequence of delivery of cargo items or passengers. May also indicate task force or supported commander's designation of the sequence in which units are to arrive in the objective area.

r. Telescope. To reduce the combined length of a vehicle and its trailer by uncoupling the trailer and placing the lunette as far forward as possible under the towing vehicle.

s. Trailer Overlap. The number of inches the combined length of vehicle and trailer can be reduced by telescoping.

t. Unit Identification (UID). Primary index for sorting cargo and passengers in AMPS. May be Unit Identification Code, Troop List Number Line, or other identification prescribed by task force, exercise, or major commanders. For studies UID may consist of any alpha-numeric group of not more than seven (7) characters used to identify a movement package.

1-5. REQUESTS FOR CHANGES AND UPDATES.

a. The AMPS Program Manager at each installation or agency is responsible for all program changes and file updates.

b. Users having requirements for new or modified output formats or for additional data should submit requests, with full justification therefor, to the Program Manager.

c. Users requiring update of the HELI-FILE to delete an obsolete load should submit their requests to the Program Manager, identifying the load by number and providing the reason for requesting its deletion. To modify an existing load or add a new load, users should:

(1) Design the new or modified load in coordination with their supporting Military Airlift Command representative.

(2) Submit request to the Program Manager, including a diagram of the load and all data required for input data, as described in Chapter 3 below.

CHAPTER 2

PREPARATION OF INPUT TO AMPS-VAL

Section I. GENERAL

2-1. RESPONSIBILITIES. Responsibilities for input preparation will be assigned in accordance with policies established by major commands. The following outlines the recommended assignment of responsibilities in operational use of AMPS, and the recommended simulation in studies:

a. Control Data (Options, Title, Aircraft Parameters, and Unit Sequence/Combination). Responsibility of the major command or, in the case of an exercise or contingency operation, of the exercise director or task force commander. This retains at the appropriate level the control necessary to obtain standardized products, engineered to the specific operation.

b. Aircraft Data. Responsibility of the major commander, exercise director, or task force commander, who will derive the data from information obtained from the Air Force.

c. Cargo and Passenger Data. Responsibility of the Army unit.

d. Job Control Data. Responsibility of the requester, in accordance with instructions from the supporting data processing facility.

2-2. CLASSIFICATION. AMPS includes no provision for input to generate printing of any security classification on the output. Therefore, if input data requires security classification, it is the responsibility of the user to so advise the data processing facility, and to request use of paper preprinted with the appropriate classification.

2-3. PREPARING WORKSHEETS.

a. Accuracy. The degree of accuracy and completeness of input data determines the degree of usefulness of the output. Users should exercise extreme care in preparation of that data.

b. Quantity of Data. Data for as many as 99 units may be processed in one job. There is no limitation on the number of cargo items or number of personnel that may be included in one unit.

Section II. CONTROL DATA

2-4. OPTIONS.

a. General. To enable users to obtain products tailored to each movement situation, AMPS offers alternative use or non-use of eight processing controls and variable use of two printing controls. Subsequent subparagraphs describe the default condition of each of these controls and its effect if no action is taken by the user, then describe the effect of the alternate condition and the action the user must take to obtain the alternate. All instructions refer to use of Form AMPS-1, Part A - OPTIONS (Fig 2-1). Blank keypunch worksheets may be used by following instructions below for required entries and:

- (1) Leaving columns 31-75 blank.
- (2) Entering "10001" in columns 76-80.

CAUTION

Make only the entries required to change the default options. Leave all other fields blank.

b. Data Entries. The following subparagraphs are keyed to circled reference numbers on Fig 2-1, Part A, and they provide instructions for data entries in the fields indicated by those reference numbers.

- (1) Listing of Validated Input.

(a) AMPS-VAL performs a limited edit of input data which corrects some errors and prints "Diagnostics" that flag rejected records and point out errors detected. Many types of errors cannot be detected by the edit; therefore, this program prints a listing of validated input, the cargo data, reflecting the deletion of rejected records and the changes to other records by the validation routine. Unit review of this listing and the "Diagnostics" provides the basis for preparation of new cards to correct errors and replace rejected records.

(b) Once a print is obtained that has no "Diagnostics" and that is satisfactory to the unit, production time and output volume can be reduced by suppressing the printing of this list when processing AMPS-VAL together with AMPS-LOAD. This is accomplished by entering an "X" in column 2. When processing only AMPS-VAL, make no entry in column 2.

CAUTION

User should suppress printing of the master file only when assured that integrity of the input card deck will be maintained until processing is completed.

(2) Validated Input Card Deck. To obtain a card deck of validated input, place an "X" in column 5.

(NOTE: Use of this option substantially extends the production time for AMPS-VAL.)

(3) Bypass Balance and Diagram Routines.

(a) AMPS-LOAD computes precise locations for cargo items to assure a balanced load and provides a diagram of the load.

(b) When AMPS is used in early planning, or for generating study data, such requirements may be satisfied without individual load diagrams or balancing. If so, both output volume and production time can be substantially reduced by bypassing these routines. Enter an "X" in column 8 to accomplish this bypass.

(4) Do Not Mate Vehicles With Trailers/Crew.

(a) By matching "Equipment Link" (bumper number) entries, AMPS insures that towed items and drivers are loaded into the same aircraft as the prime mover.

(b) To prevent such matching, enter an "X" in column 11.

CAUTION

If an "X" is entered in column 11, an "X" must be entered in column 14 (see following subparagraph).

(5) Do Not "Telescope" Trailers Under Prime Movers.

(a) AMPS assumes priority is given to making maximum use of floor space, at the expense of slower offload, and towed items are "telescoped" under matched prime movers.

(b) To prevent telescoping and enable rapid offload of vehicles at destination, especially desirable when prevention of airfield saturation or conservation of aircraft crew time is a primary consideration, place an "X" in column 14 and insure that column 11 is blank. AMPS will then assume a lunette-to-pintle hookup of towed items with their matched prime movers.

(c) In either condition of this option, semitrailers are assumed to be locked to the fifth wheel of matched truck-tractors.

(6) Override Unit Priorities.

(a) Within each unit, AMPS sorts cargo items in accordance with unit-established priorities and, to the extent consistent with efficient loading, follows those priorities in load planning.

(b) In the interest of conserving aircraft space, it may be desirable for the program to plan loads without considering item priorities. If so, enter an "X" in column 17.

(7) Unit Integrity.

(a) When AMPS processing exhausts all cargo in a unit without filling the aircraft being loaded, cargo from the next unit in sequence will be added to that aircraft. Similar logic is followed for passengers.

(b) When it is necessary that unit integrity be absolute, with no mixing of cargo items or passengers of one unit with those of another, enter an "X" in column 20.

(8) Generate Aircraft.

(a) AMPS expects Aircraft Data Input (see Section III, this chapter), describing each aircraft and indicating its scheduled sequence of arrival at the onload base.

(b) When the aircraft schedule is not known, AMPS will generate aircraft as required for loading all passengers and cargo. To effect such data generation, enter an "X" in column 23, and make appropriate entries in the "Ratio Mix" field of the "Aircraft Parameters" portion (Part D) of Form AMPS-1, in accordance with instructions in paragraph 2-7, below.

(9) Number of Copies.

(a) AMPS prints each diagram and manifest once only, and the number of copies produced depends on the type print paper used (1- to 6-part).

(b) For some movements, more than six copies of the manifests may be required. Also, some commands may direct that no more than three carbons (4-part paper) be used. AMPS can print each manifest and diagram the number of times required to produce the desired copies.

Enter the "number of times" (from 2 to 9) in column 26. EXAMPLE: If 4-part (original and three carbons) paper is used, and 11 copies of each manifest are required, enter "3" in column 26 which will produce 12 copies.

(NOTE: Production of multiple copies significantly extends AMPS run time.)

(10) Line Count.

(a) AMPS prints 55 lines per page.

(b) To change the number of print lines, enter the desired number (from 40 to 60, only) in columns 29-30.

2-5. TITLE.

a. AMPS will print in the heading of each page the title designated by the user.

b. Using Form AMPS-1, Part B - TITLE, enter the title desired, beginning in column 1 and extending as required through column 72. Leave unused columns blank. If a blank keypunch worksheet is used:

(1) Leave columns 73-75 blank.

(2) Enter "20001" in columns 76-80.

2-6. UNIT SEQUENCE/COMBINATIONS.

a. AMPS assumes that the alphabetic sequence of UID is the desired sequence of processing.

b. Users can designate the sequence in which units are to be processed by listing the units' identification (UID in the unit input data) in the desired sequence, on Form AMPS-1, Part C - Unit Sequence/Combinations. If a blank keypunch worksheet is used, follow the instructions below; then enter a "3" in column 76 of each line used, and in columns 77-80, enter a number from 0001 to 0011, indicating the desired sequence of those lines.

(1) Begin in column 1 of each line used.

(2) Separate UIDs with a comma. DO NOT leave blanks between UIDs.

(3) DO NOT continue a UID from one line to another.

(4) DO NOT list more than 99 UIDs.

(5) It is not necessary to list in this format all the units in the input. When only part are listed, those will be processed first in the sequence indicated. Remaining units will then be processed in alphabetic sequence of UID.

c. Within the designated sequence, units can be selectively combined for processing as a package when desired to increase efficiency of loading.

(1) UID of units to be combined are separated by a plus (+) instead of a comma, with a comma following the last unit of the package.

EXAMPLE: To combine units with UIDs WB9CAA, W4GBAA, and WDCKAA into a package which follows UID WABKAA, and which precedes WBDBAA, the entry would be:

W A B K A A , W B 9 C A A + W 4 G B A A + W D C K A A , W B D A A ,

(2) When units are combined, the individual unit identification of each passenger and cargo item is maintained.

(3) More than one package of units may be designated.

(4) When the "Integrity" option is selected, the integrity of each package is maintained, but not the integrity of units within the package. The integrity of units not in packages will be maintained.

2-7. AIRCRAFT PARAMETERS.

a. General. Form AMPS-1, Part D - AIRCRAFT PARAMETERS, serves two purposes. It defines the mix of aircraft types to be considered when the "GENERATE" option has been selected, and it changes standard passenger weight and standard parameters that define characteristics of each type aircraft. It can be used for both purposes at the same time.

b. Data Entries. The following subparagraphs are keyed to circled reference numbers on Fig 2-1, Part D, and they provide instructions for data entries in the fields indicated by those reference numbers.

(1) Ratio Mix. When the GENERATE option has been selected (see paragraph 2-4(b)(8), above), AMPS will generate C-5 aircraft as required for cargo outside to the C-141 and C-130 and, for all other cargo, will

generate C-141 and C-130 aircraft in the ratio indicated in this field, columns 7-9.

EXAMPLE 1: If "003" is entered in this field for C-141 and "001" for C-130, AMPS will:

Step 1. Plan loads for C-5 aircraft as required to load all outsize cargo in the unit. Other cargo will be added, as appropriate, to completely load the aircraft.

Step 2. Plan loads for three C-141 aircraft.

Step 3. Plan a load for one C-130 aircraft.

Step 4. Repeat steps 2 and 3, above, until all cargo and passengers in the units are loaded.

EXAMPLE 2: If "001" is entered in this field for either C-141 or C-130, and "000" is entered for the other aircraft, AMPS will:

Step 1. Plan loads for C-5 aircraft as required to load all outsize cargo in the unit. Other cargo will be added, as appropriate, to completely load the aircraft.

Step 2. Plan loads for the aircraft type with the "001" entry to load the remaining cargo and passengers in the unit.

EXAMPLE 3: If "000" is entered in this field for both C-141 and C-130, or if both fields are left blank, AMPS will plan loads in C-5 aircraft, only, for all cargo and passengers in the unit.

(2) Standard Parameters.

(a) AMPS programs include the following standard aircraft parameters:

	<u>C-5</u>	<u>C-130</u>	<u>C-141</u>	<u>Pax</u>
Planning ACL	110,000	30,000	50,000	
Planning CG	1,275	530	900	
Max Pax (Pax Only)	-	60	94	
Max Pax (With Cargo)	73	17	17	
Passenger Weight	-	-	-	240

(b) Changes to these standard parameters, using Form AMPS-1, Part D, apply to all aircraft of that type in the processing for which this form is submitted. (To effect a change to parameters for an individual aircraft, see Section III, Aircraft Data.) If a blank keypunch worksheet is used instead of Form AMPS-1, follow instructions in (d) below; enter the aircraft type identification in columns 1-6, using the exact entry for the aircraft type shown in Form AMPS-1, Part D; and enter the pre-printed data shown in Form AMPS-1, Part D, for that aircraft type.

(c) Standard aircraft parameters should be changed only when directed or approved by appropriate representatives of Military Airlift Command.

(d) To change any of these parameters, make entries only in fields to be changed. Leave all other fields blank. Right-justify and zero-fill each field used. Be sure the entry is on the right line for the aircraft.

Section III. AIRCRAFT DATA

2-8. GENERAL.

a. Source. All aircraft data should be obtained from USAF Military Airlift Command (MAC). Data for preparation of manifests for actual movement should reflect the flow of aircraft scheduled by MAC. Data for studies or plans should be based either on MAC contribution to those studies or plans or on MAC standard planning factors.

b. Required Data.

(1) Form AMPS-2 (Fig 2-2) provides for entry of all aircraft data applicable to preparation of manifests; it is not necessary, however, that an entry be made in every field. Only in exceptional instances will any entry be made in columns 42-59, and it is important that, when no entry is requested by MAC for any field in that area, the field be left blank, not zero-filled.

(2) Use of Form AMPS-2 is unnecessary when the "GENERATE" option has been selected (see para 2-4b(8)).

(3) In some planning situations, it may be desirable to simulate an aircraft flow sequence, rather than using the "GENERATE" option, and

this may be accomplished by preparing aircraft data in Form AMPS-2 format, with entries only in the following fields:

- (a) Type/model, columns 1-5.
- (b) Quantity field, if applicable, columns 12-14.
- (c) Card type, column 76.
- (d) Sequence number, columns 77-80.

2-9. PREPARATION.

a. General.

(1) Use Form AMPS-2 (Fig 2-2), if available; otherwise, use blank keypunch worksheets by following guidelines below and by entering data shown as preprinted in Fig 2-2.

(2) Prepare one line for each aircraft, except as noted in subparagraph b(3) below.

b. Data Entries. The following subparagraphs are keyed to circled reference numbers on Fig 2-2, and they provide instructions for data entries in the fields indicated by those reference numbers.

(1) Type/Model.

(a) Contents. Enter the model number of the aircraft to be described on this line.

(b) Instructions. The only valid entries in this field are:

In these columns: 1 2 3 4 5

Enter either: C - 5

Or: C - 1 3 0

Or: C - 1 4 1

(2) Allowable Cargo Load (ACL).

(a) Contents. An entry is required in this field only when the ACL for this aircraft differs from the planning ACL for this type of aircraft. Standard planning ACL for each aircraft type are shown below; however, if the standard planning ACL for this type aircraft has been changed by an "Aircraft Parameters" card, Form AMPS-1, Part D, the value shown in that change becomes the standard planning ACL and determines whether or not an entry is needed here.

<u>Type Aircraft</u>	<u>Standard Planning ACL</u>
C-5	110000
C-141	50000
C-130	30000

(b) Instructions. Enter the applicable ACL in columns 6-11. If the entry is less than 100000, enter in columns 7-11 and enter a "0" in column 6.

(3) Quantity.

(a) Contents. An entry is required here only to express a quantity (2 or more) of identical aircraft that are to be loaded consecutively.

(b) Instructions. Use all three columns, 12-14. Enter desired number from 002 to 999. To express a quantity of one, leave this field blank.

(4) Departure and Arrival Airfields (columns 15-22).

(a) Contents. Enter the International Civil Aviation Organization (ICAO) code or jointly agreed abbreviation for the origin and destination airfields.

(b) Instructions. Begin entry in column 15 (Departure Airfield) or column 19 (Arrival Airfield) and leave unused columns blank.

(5) Unit Assignment (Columns 23-29). MAC airflow data will frequently indicate assignment of aircraft to specific units. When so indicated, the unit to which assigned should be identified here.

CAUTION

If any one aircraft is assigned to a unit by an entry in this field, every aircraft in the processing run must also have an entry assigning the aircraft to some unit in the input data.

(a) Contents. Enter the UID of the unit to which the aircraft is assigned.

(b) Instructions. Begin entry in column 23; leave unused columns blank.

(6) Mission Identifier (Columns 30-41).

(a) Contents. Enter mission identifier provided by USAF.

(b) Instructions. Begin entry in column 30; leave unused columns blank. If no data provided by USAF, leave entire field blank.

(7) Aircraft Characteristics.

(a) Columns 42-56 provide for entries defining characteristics applicable to individual aircraft. Make entries in this area ONLY when required by the appropriate agency of Military Airlift Command; in the absence of such a requirement, leave the field blank.

(b) Maximum Passengers, All-Passenger loads. Enter the number of passengers in columns 42-44. If the number is less than 100, enter the number in columns 43-44 and enter "0" in column 42.

(c) Maximum Passengers to Accompany Equipment Loads. Enter the number of passengers in columns 45-47. If the number is less than 100, enter the number in columns 46-47 and enter "0" in column 45.

(d) First Loadable Station. Enter the fuselage station number in columns 48-51. If the number is less than 1000, enter the number in columns 49-51 and enter "0" in column 48.

(e) Last Loadable Station. Enter the fuselage station number in columns 52-55. If the number is less than 1000, enter the number in columns 53-55 and enter "0" in column 52.

(f) Comfort Pallet (C-141 Aircraft Only). If the MAC agency advised that a comfort pallet is installed in the aircraft, enter a "1" in column 56; otherwise, leave column 56 blank.

(8) Air Force Command (Columns 57-59).

(a) Contents. Enter the Air Force Command identifier provided by MAC. If none is provided, leave blank.

(b) Instructions. Begin entry in column 57; leave unused columns blank.

(9) Sequence Number.

(a) Contents. The entry in this field controls the sequence in which the data will be processed, and it should, therefore, reflect the actual or simulated flow of aircraft.

(b) Instructions. Use all four columns, 77-80, and enter numbers "0001" to "9999", as required.

Section IV. CARGO DATA

2-10. GENERAL.

a. Use Form AMPS-3 (Fig 2-3), if available; otherwise, use blank key punch worksheets by following guidelines in subparagraph b below, and entering preprinted data as shown in Fig 2-3.

b. Generally, complete one line on the form for each item of cargo. For example, a truck (tractor) and its (semi) trailer, though expected to be transported as a single unit, must be described on separate lines. There are, however, some exceptions:

(1) If several items are packed together into a single container, or on a pallet, prepare only one line for the container or pallet.

(2) Similarly, do not prepare a line on this form for an item carried in a vehicle, but be sure that the line describing the vehicle reflects the additional weight and any changes in dimensions.

(3) When a helicopter is disassembled in preparation for transport, do not prepare a line on this form for any component removed, since those components are expected to be transported either inside or under the helicopter.

AIR MOVEMENT PLANNING SYSTEM FORM 425-3 (FEET)

SEE CHAPTER 3, USER MANUAL, FOR PREPARATION INSTRUCTIONS.

CARGO DATA

1 CARRIER	2 DESCRIPTION	3 DATE	4 LAP	5 LTH	6 WTH	7 HGT	8 WEIGHT	9 S/G	10 PBI	11 EXP. LNP	12 CITY	13 S	14 C	15 P	16 D	17 E	18 F	19 G	20 H	21 I	22 J	23 K	24 L	25 M	26 N	27 O	28 P	29 Q	30 R	31 S	32 T	33 U	34 V	35 W	36 X	37 Y	38 Z	39 AA	40 AB	41 AC	42 AD	43 AE	44 AF	45 AG	46 AH	47 AI	48 AJ	49 AK	50 AL	51 AM	52 AN	53 AO	54 AP	55 AQ	56 AR	57 AS	58 AT	59 AU	60 AV	61 AW	62 AX	63 AY	64 AZ	65 BA	66 BB	67 BC	68 BD	69 BE	70 BF	71 BG	72 BH	73 BI	74 BJ	75 BK	76 BL	77 BM	78 BN	79 BO	80 BP	81 BQ	82 BR	83 BS	84 BT	85 BU	86 BV	87 BW	88 BX	89 BY	90 BZ	91 CA	92 CB	93 CC	94 CD	95 CE	96 CF	97 CG	98 CH	99 CI	100 CJ	101 CK	102 CL	103 CM	104 CN	105 CO	106 CP	107 CQ	108 CR	109 CS	110 CT	111 CU	112 CV	113 CW	114 CX	115 CY	116 CZ	117 DA	118 DB	119 DC	120 DD	121 DE	122 DF	123 DG	124 DH	125 DI	126 DJ	127 DK	128 DL	129 DM	130 DN	131 DO	132 DP	133 DQ	134 DR	135 DS	136 DT	137 DU	138 DV	139 DW	140 DX	141 DY	142 DZ	143 EA	144 EB	145 EC	146 ED	147 EE	148 EF	149 EG	150 EH	151 EI	152 EJ	153 EK	154 EL	155 EM	156 EN	157 EO	158 EP	159 EQ	160 ER	161 ES	162 ET	163 EU	164 EV	165 EW	166 EX	167 EY	168 EZ	169 FA	170 FB	171 FC	172 FD	173 FE	174 FF	175 FG	176 FH	177 FI	178 FJ	179 FK	180 FL	181 FM	182 FN	183 FO	184 FP	185 FQ	186 FR	187 FS	188 FT	189 FU	190 FV	191 FW	192 FX	193 FY	194 FZ	195 GA	196 GB	197 GC	198 GD	199 GE	200 GF	201 GG	202 GH	203 GI	204 GJ	205 GK	206 GL	207 GM	208 GN	209 GO	210 GP	211 GQ	212 GR	213 GS	214 GT	215 GU	216 GV	217 GW	218 GX	219 GY	220 GZ	221 HA	222 HB	223 HC	224 HD	225 HE	226 HF	227 HG	228 HH	229 HI	230 HJ	231 HK	232 HL	233 HM	234 HN	235 HO	236 HP	237 HQ	238 HR	239 HS	240 HT	241 HU	242 HV	243 HW	244 HX	245 HY	246 HZ	247 IA	248 IB	249 IC	250 ID	251 IE	252 IF	253 IG	254 IH	255 II	256 IJ	257 IK	258 IL	259 IM	260 IN	261 IO	262 IP	263 IQ	264 IR	265 IS	266 IT	267 IU	268 IV	269 IW	270 IX	271 IY	272 IZ	273 JA	274 JB	275 JC	276 JD	277 JE	278 JF	279 JG	280 JH	281 JI	282 JJ	283 JK	284 JL	285 JM	286 JN	287 JO	288 JP	289 JQ	290 JR	291 JS	292 JT	293 JU	294 JV	295 JW	296 JX	297 JY	298 JZ	299 KA	300 KB	301 KC	302 KD	303 KE	304 KF	305 KG	306 KH	307 KI	308 KJ	309 KK	310 KL	311 KM	312 KN	313 KO	314 KP	315 KQ	316 KR	317 KS	318 KT	319 KU	320 KV	321 KW	322 KX	323 KY	324 KZ	325 LA	326 LB	327 LC	328 LD	329 LE	330 LF	331 LG	332 LH	333 LI	334 LJ	335 LK	336 LL	337 LM	338 LN	339 LO	340 LP	341 LQ	342 LR	343 LS	344 LT	345 LU	346 LV	347 LW	348 LX	349 LY	350 LZ	351 MA	352 MB	353 MC	354 MD	355 ME	356 MF	357 MG	358 MH	359 MI	360 MJ	361 MK	362 ML	363 MM	364 MN	365 MO	366 MP	367 MQ	368 MR	369 MS	370 MT	371 MU	372 MV	373 MW	374 MX	375 MY	376 MZ	377 NA	378 NB	379 NC	380 ND	381 NE	382 NF	383 NG	384 NH	385 NI	386 NJ	387 NK	388 NL	389 NM	390 NN	391 NO	392 NP	393 NQ	394 NR	395 NS	396 NT	397 NU	398 NV	399 NW	400 NX	401 NY	402 NZ	403 OA	404 OB	405 OC	406 OD	407 OE	408 OF	409 OG	410 OH	411 OI	412 OJ	413 OK	414 OL	415 OM	416 ON	417 OO	418 OP	419 OQ	420 OR	421 OS	422 OT	423 OU	424 OV	425 OW	426 OX	427 OY	428 OZ	429 PA	430 PB	431 PC	432 PD	433 PE	434 PF	435 PG	436 PH	437 PI	438 PJ	439 PK	440 PL	441 PM	442 PN	443 PO	444 PP	445 PQ	446 PR	447 PS	448 PT	449 PU	450 PV	451 PW	452 PX	453 PY	454 PZ	455 QA	456 QB	457 QC	458 QD	459 QE	460 QF	461 QG	462 QH	463 QI	464 QJ	465 QK	466 QL	467 QM	468 QN	469 QO	470 QP	471 QQ	472 QR	473 QS	474 QT	475 QU	476 QV	477 QW	478 QX	479 QY	480 QZ	481 RA	482 RB	483 RC	484 RD	485 RE	486 RF	487 RG	488 RH	489 RI	490 RJ	491 RK	492 RL	493 RM	494 RN	495 RO	496 RP	497 RQ	498 RR	499 RS	500 RT	501 RU	502 RV	503 RW	504 RX	505 RY	506 RZ	507 SA	508 SB	509 SC	510 SD	511 SE	512 SF	513 SG	514 SH	515 SI	516 SJ	517 SK	518 SL	519 SM	520 SN	521 SO	522 SP	523 SQ	524 SR	525 SS	526 ST	527 SU	528 SV	529 SW	530 SX	531 SY	532 SZ	533 TA	534 TB	535 TC	536 TD	537 TE	538 TF	539 TG	540 TH	541 TI	542 TJ	543 TK	544 TL	545 TM	546 TN	547 TO	548 TP	549 TQ	550 TR	551 TS	552 TT	553 TU	554 TV	555 TW	556 TX	557 TY	558 TZ	559 UA	560 UB	561 UC	562 UD	563 UE	564 UF	565 UG	566 UH	567 UI	568 UJ	569 UK	570 UL	571 UM	572 UN	573 UO	574 UP	575 UQ	576 UR	577 US	578 UT	579 UU	580 UV	581 UW	582 UX	583 UY	584 UZ	585 VA	586 VB	587 VC	588 VD	589 VE	590 VF	591 VG	592 VH	593 VI	594 VJ	595 VK	596 VL	597 VM	598 VN	599 VO	600 VP	601 VQ	602 VR	603 VS	604 VT	605 VU	606 VV	607 VW	608 VX	609 VY	610 VZ	611 WA	612 WB	613 WC	614 WD	615 WE	616 WF	617 WG	618 WH	619 WI	620 WJ	621 WK	622 WL	623 WM	624 WN	625 WO	626 WP	627 WQ	628 WR	629 WS	630 WT	631 WU	632 WV	633 WW	634 WX	635 WY	636 WZ	637 XA	638 XB	639 XC	640 XD	641 XE	642 XF	643 XG	644 XH	645 XI	646 XJ	647 XK	648 XL	649 XM	650 XN	651 XO	652 XP	653 XQ	654 XR	655 XS	656 XT	657 XU	658 XV	659 XW	660 XX	661 XY	662 XZ	663 YA	664 YB	665 YC	666 YD	667 YE	668 YF	669 YG	670 YH	671 YI	672 YJ	673 YK	674 YL	675 YM	676 YN	677 YO	678 YP	679 YQ	680 YR	681 YS	682 YT	683 YU	684 YV	685 YW	686 YX	687 YY	688 YZ	689 ZA	690 ZB	691 ZC	692 ZD	693 ZE	694 ZF	695 ZG	696 ZH	697 ZI	698 ZJ	699 ZK	700 ZL	701 ZM	702 ZN	703 ZO	704 ZP	705 ZQ	706 ZR	707 ZS	708 ZT	709 ZU	710 ZV	711 ZW	712 ZX	713 ZY	714 ZZ	715 AA	716 AB	717 AC	718 AD	719 AE	720 AF	721 AG	722 AH	723 AI	724 AJ	725 AK	726 AL	727 AM	728 AN	729 AO	730 AP	731 AQ	732 AR	733 AS	734 AT	735 AU	736 AV	737 AW	738 AX	739 AY	740 AZ	741 BA	742 BB	743 BC	744 BD	745 BE	746 BF	747 BG	748 BH	749 BI	750 BJ	751 BK	752 BL	753 BM	754 BN	755 BO	756 BP	757 BQ	758 BR	759 BS	760 BT	761 BU	762 BV	763 BW	764 BX	765 BY	766 BZ	767 CA	768 CB	769 CC	770 CD	771 CE	772 CF	773 CG	774 CH	775 CI	776 CJ	777 CK	778 CL	779 CM	780 CN	781 CO	782 CP	783 CQ	784 CR	785 CS	786 CT	787 CU	788 CV	789 CW	790 CX	791 CY	792 CZ	793 DA	794 DB	795 DC	796 DD	797 DE	798 DF	799 DG	800 DH	801 DI	802 DJ	803 DK	804 DL	805 DM	806 DN	807 DO	808 DP	809 DQ	810 DR	811 DS	
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2-11. DATA ENTRIES. The following subparagraphs are keyed to circled reference numbers on Fig 2-3, and they provide instructions for data entries in the fields indicated by those reference numbers.

a. Unit Identification. (Ref. No. 1, columns 1-7)

(1) Contents. Normally, enter UIC, unless specifically directed to use a Force Requirement Number, Troop List Line Number, or other unit designator.

(2) Instructions. Begin entry in column 1; leave unused column blank.

b. Description. (Ref. No. 2, columns 11-33)

(1) Contents. Any nomenclature or description useful to the unit may be entered. For convenience in cross-referencing, description may be copied from COMPASS report. However, for convenience in coordination with supporting Air Force personnel, the entry should begin with the "M-number," if there is one, followed by the generic noun. (e.g., "M151A1, TRUCK ---.") This insures that these essential identifiers are available for printing in the rectangle depicting the item on the load diagram.

(2) Instructions. Begin entry in column 11; leave unused spaces blank.

c. Trailer Overlap. (Ref. No. 3, columns 40-42)

(1) Contents. Enter the number of inches of the length of a trailer that can be "telescoped" under the prime mover, or of the length of a semitrailer that overlaps the tractor when they are mated. An entry is recommended when the "cargo code" field on that line (columns 43-44) contains either "TR" or "ST"; leave blank if "cargo code" is anything else.

(2) Instructions. Use all three columns. If entry is 99 or less, place entry in columns 41 and 42, and place a zero in column 40.

d. Cargo Code. (Ref. No. 4, columns 43-44)

(1) Contents.

<u>If the item is:</u>	<u>Enter this code:</u>
Self-propelled wheeled vehicle:	
M-151, 1/4-ton	JP
M-561, M-792, or M-800-series	HT
All other SP Whl Veh	PM
Tracked Vehicle	TK
Semitrailer (incl. semitrailer mounted equipment)	ST
Trailer (incl. towed artillery, trailer mounted equipment)	TR
USAF 463L Pallet	
88" x 108"	PA
Any other dimension	BU
Bulk cargo (incl. 40" x 48" pallet, CONEX, CONEX insert, bales, boxes, etc.)	BU
Helicopter:	
CH-47 series	CH
UH series	UH
AH-1G	AH
OH-58	05 (not "05")
OH-6	06 (not "06")

(2) Instructions. This field (columns 43-44) must contain one of the above entries for each cargo item.

e. Dimensions. (Ref. No. 5, columns 45-47 (length), 48-50 (width), 51-53 (height))

(1) Contents. Enter the dimensions, in inches, of the cargo item as configured for movement, to include any cargo loaded thereon. If item dimensions in the source document are expressed in inches and tenths of an inch, round to the next higher full inch for entry in this field.

(2) Instructions. Entry is required in each dimension field. If the entry is only 2 digits, precede it with a zero; if only one digit, with 2 zeros.

f. Weight. (Ref. No. 6, columns 54-59)

(1) Contents. Enter the weight, in pounds, of the cargo item as configured for movement, to include the weight of any cargo loaded thereon. Exceptions:

(a) The weight of a trailer, tracked vehicle, or helicopter must include the weight of any shoring required for load spreading, positioning, or floor protection.

(b) The weight of a helicopter must include the weight of any components removed for loading or transport.

(2) Instructions. Use all six columns, 54-59. Place the weight as far to the right of the field as possible and fill the unused columns on the left with zeros.

g. Center of Gravity. (Ref. No. 7, columns 60-62)

(1) Contents. Enter the center of gravity (C/G) (balance point) of the cargo item as prepared and/or loaded for movement. The C/G is to be expressed in inches from the front of the item. See Appendix K, FM 55-12, for criteria and methods of computation. Exceptions (to instructions in Appendix K, FM 55-12):

(a) Instructions in FM 55-12 provide a method for obtaining a vehicle C/G expressed in inches aft of the front axle. To that C/G must be added the inches of length between the front of the vehicle and the front axle.

(b) DO NOT compute a combined C/G for mated vehicles and trailers to be transported either coupled or telescoped. Compute the C/G for each item and enter on the appropriate line of the worksheet. AMPS programs compute a combined C/G when necessary.

(2) Instructions. Use all three columns. If the entry is 99 or less, place a zero in column 60 and enter the number in columns 61 and 62.

h. Priority. (Ref. No. 8, columns 63-65))

(1) Contents. Enter the priority (desired sequence of delivery) assigned to this item by the unit commander. If no priority is assigned, enter 999, or leave blank.

(2) Instructions. Use all three columns, 63-65. Enter any number from 001 (the highest priority) to 999 (the lowest).

i. Equipment Link. (Ref. No. 9, columns 66-71)

(1) Contents. Enter the bumper number, or other identifying administrative number, for use in loading related items (truck and trailer), or crew members with equipment, into the same aircraft.

(a) The equipment link may be any combination of letters and numbers. It may include a dash (-) or a slash (/), but must not include any other special characters (*, #, \$, etc.).

(b) An equipment link assigned to a helicopter MAY NOT be assigned to any other cargo item.

(c) If an equipment link is inappropriate for this item leave entire field blank.

(NOTE: The program will match items only when the equipment links for those items are identical. DO NOT use a prefix or suffix with a vehicle bumper number to indicate the trailer for that vehicle.)

(2) Instructions. Begin entry in column 66 and leave unused columns on the right blank.

j. Quantity. (Ref. No. 10, columns 72-74)

(1) Contents. Enter the number of items with identical description and characteristics. However, if there is an entry in equipment link (columns 66-71), either leave this field blank or enter "001."

(2) Instructions. Using all three columns, 72-74, enter quantities from 001 to 999.

k. Special Problem. (Ref. No. 11, column 75)

(1) Contents. An entry is required in this column when it is desired that the program print a note to the AF loadmaster stating that special procedures or precautions are necessary in loading this item onto an aircraft, in tiedown, or in unloading.

(2) Instructions. Enter "X" in column 75 only if it is KNOWN that the item presents a problem in loading, unloading, or tiedown; otherwise, leave blank.

Section V. PASSENGER DATA

2-12. GENERAL.

a. Use Form AMPS-4 (fig 2-4), if available; otherwise, use blank key punch worksheets by following guidelines in subparagraph b, below, and entering preprinted data as shown in Fig 2-4.

b. Form AMPS-4 may be used in two ways:

(1) To prepare individual personnel records from which AMPS will prepare passenger manifests. For this purpose, make entries in accordance with instructions in paragraph 2-13 a through g below, preparing one line for each passenger.

(2) To prepare records that will provide only the number of passengers to accompany the unit. For this purpose, make entries in accordance with instructions in paragraph 2-13 h, below.

2-13. DATA ENTRIES. The following subparagraphs are keyed to circled reference numbers on Fig 2-4, and they provide instructions for data entries in the fields indicated by those reference numbers.

a. Unit Identification. (Ref. No. 1, columns 1-7)

(1) Contents. Enter UIC, unless specifically directed to use a Force Requirement Number, Troop List Line Number, or other unit designator.

(2) Instructions. Begin entry in column 1; leave unused columns blank.

b. Rank. (Ref. No. 2, columns 8-10)

(1) Contents. Enter abbreviation for rank.

(2) Instructions. Begin entry in column 8; leave unused columns blank.

c. Name. (Ref. No. 3, columns 11-33)

(1) Contents. Enter individual's name in the format prescribed by applicable directives on manifest preparation.

(2) Instructions. Begin entry in column 11; leave unused columns blank.

AIR MOVEMENT PLANNING SYSTEM
FORM AMS-4 (REV. 7-67)

SEE CHAPTER 2, SECTION 2.1 FOR PREPARATION INSTRUCTIONS.

PASSENGER DATA

JOB NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028
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d. Social Security Account Number (SSAN). (Ref. No. 4, columns 34-42)

(1) Contents. Enter individual's SSAN.

(2) Instructions. Enter 9 digits of SSAN only (no dashes).

e. Weight. (Ref. No. 5, columns 57-59)

(1) Contents. Leave this field blank unless specifically directed otherwise.

(2) Instructions. If used, fill all three columns, 57-59. If weight entry is directed, and weight is 99 or less, place a zero in column 57.

f. Priority. (Ref. No. 6, columns 63-65)

(1) Contents. Enter the priority (sequence of arrival) assigned to this individual by the unit commander.

(2) Instructions. Use all three columns, 63-65, to enter any number from 001 (the highest priority) to 999 (the lowest). If no priority assigned, enter "999" or leave blank.

g. Equipment Link. (Ref. No. 7, columns 66-71)

(1) Contents. Enter the bumper (or administrative) number of the item to which this individual is assigned. The number must be identical to the entry in this field for the item of cargo. NOTE: Insure that two individuals are assigned (by entries in this field) for each self-propelled vehicle and each helicopter. Assign individuals to other items only if they are necessary for proper handling, operations, or security of the item. More than two individuals may be assigned to an item of cargo, but this should be done only in exceptional circumstances, since it may restrict AMPS flexibility in efficiently loading aircraft. For example, do not assign individuals to a vehicle merely because they are to ride as passengers in that vehicle after arrival at destination.

(2) Begin entry in column 66. Leave unused spaces blank.

h. Quantity. (Ref. No. 8, columns 72-74)

(1) Contents. Use this field only when the roster of personnel to accompany the movement is unknown. Leave this field blank if there is an entry in columns 34-42 (SSAN). Enter the number of individuals, from 001 to 999. If more than 999 personnel, make additional cards, as required.

(2) Instructions. When this field is used, the following are the only entries to be made on that entire line:

<u>Columns</u>	<u>Entry</u>
1-7	UIC, as directed in subparagraph a above.
11-19	Enter: "PASSENGER"
43-44	If not pre-printed, enter "PX."
72-74	Enter number of passengers.
76	If not pre-printed, enter "6."

CHAPTER 3

PREPARATION OF INPUT TO HELI-MAINT

3-1. SOURCE DATA. The only valid source of data for updating the HELI-FILE is an aircraft load plan that has been approved by US Air Force Military Airlift Command.

3-2. RESPONSIBILITIES.

a. Users.

(1) When a user perceives a need for a new aircraft load of helicopter, he should plan the load in coordination with an appropriate representative of USAF Military Airlift Command (MAC).

(2) The user then forwards a copy of the load plan, with documentation of MAC concurrence, to the program manager. He should include all information necessary for the program manager to prepare input to HELI-MAINT, as outlined in paragraphs 3-3 and 3-4, below.

b. Program Manager.

(1) Based on the information received from the user, the program manager prepares input as described below and updates the HELI-FILE.

(2) From the load list output from HELI-MAINT, the program manager should extract data for each load and enter on the load plan provided by the requester. He should then provide to each user a copy of the annotated load plan, for inclusion in Appendix A to this publication.

3-3. PREPARING TYPE 1 CARDS. The Type 1 format provides the header and package data for each load. The following describes the contents of each field.

<u>Column(s)</u>	<u>Name of Field</u>	<u>Instructions</u>
1	Card Sequence	The only valid entry is "1"
2	Number of cards	For a deletion, enter "1" For a load of 7 helicopters or less, enter "2" For a load of 8-14 helicopters, enter "3" For a load of 15-16 helicopters, enter "4"

<u>Column(s)</u>	<u>Name of Field</u>	<u>Instructions</u>												
3	Action code	To add a new load to the file, enter "A" To replace a load in the file, enter "R" To delete a load from the file, enter "D," and complete <u>only</u> columns 1-9. Leave all other fields blank.												
4-9	Load number	Enter load number as indicated in Appendix B.												
10-11	Quantity of larger (or only) helicopter type	Enter appropriate number, from 01-16												
12	Additional helicopter type (if any)	<table border="1"> <thead> <tr> <th><u>For This Helicopter</u></th> <th><u>Enter</u></th> </tr> </thead> <tbody> <tr> <td>CH series</td> <td>1</td> </tr> <tr> <td>UH series</td> <td>3</td> </tr> <tr> <td>AH</td> <td>5</td> </tr> <tr> <td>OH-58</td> <td>7</td> </tr> <tr> <td>OH-6</td> <td>9</td> </tr> </tbody> </table>	<u>For This Helicopter</u>	<u>Enter</u>	CH series	1	UH series	3	AH	5	OH-58	7	OH-6	9
<u>For This Helicopter</u>	<u>Enter</u>													
CH series	1													
UH series	3													
AH	5													
OH-58	7													
OH-6	9													
13-14	Quantity of additional helicopter type	Enter appropriate quantity.												
15	Add cargo code	<table border="1"> <thead> <tr> <th><u>If largest acceptable class of cargo is:</u></th> <th><u>Enter:</u></th> </tr> </thead> <tbody> <tr> <td>C5 - required</td> <td>D</td> </tr> <tr> <td>C141</td> <td>C</td> </tr> <tr> <td>C-130</td> <td>B</td> </tr> <tr> <td>Filler</td> <td>A</td> </tr> <tr> <td>If no cargo should be added, enter</td> <td>0</td> </tr> </tbody> </table>	<u>If largest acceptable class of cargo is:</u>	<u>Enter:</u>	C5 - required	D	C141	C	C-130	B	Filler	A	If no cargo should be added, enter	0
<u>If largest acceptable class of cargo is:</u>	<u>Enter:</u>													
C5 - required	D													
C141	C													
C-130	B													
Filler	A													
If no cargo should be added, enter	0													
16-35	Package 1 (Forward package, or only package) including:	Right-justify and zero-fill all entries:												
(16-21)	Weight (of helicopters in package and accompanying components)	Enter weight												

<u>Column(s)</u>	<u>Name of Field</u>	<u>Instructions</u>
(22-25)	Length of package	Enter length
(26-28)	Width of packages	Enter width
(29-32)	Forward fuselage station	Enter station of most forward extension of package into aircraft
(33-35)	Inset from right	Enter inches of space from right side of aircraft to package
36-55	Package 2 (Aft package, if two in load)	Enter data for aft package in the detail, field size and sequence indicated for package 1.
56-77	Remarks	Enter desired remarks.
78-80	Date	In column 78, enter last digit of calendar year. In columns 79-80, enter number for month, 01-12.

3-4. PREPARING TYPE 2 CARDS. The type 2 format provides data on individual helicopters in the load, listed in sequence of ascending CG fuselage station numbers. (If two have the same CG fuselage station number, either may be listed first.) No type 2 cards are required for a delete action. The following describes the contents of each field.

<u>Column(s)</u>	<u>Name of Field</u>	<u>Instructions</u>
1	Card sequence number	For a card describing up to 7, or the first 7, helicopters in a load, enter "2." For a card describing the 8th through the 14th helicopters, enter "3." For a card describing the 15th and 16th helicopters, enter "4."
2-3	Filler	Leave blank.

<u>Column(s)</u>	<u>Name of Field</u>	<u>Instructions</u>												
4-9	Load number	Enter data identical to that in the same field in the associated Type 1 card.												
10	Filler	Leave blank.												
11-20	<u>Description of</u>	<u>When card sequence is</u>												
	Heli # 1	2												
	# 8	3												
	#15	4												
(11)	Package number	Enter "2" if the helicopter is part of the aft of 2 packages. Otherwise, enter "1."												
(12)	Helicopter type	<table border="1"> <thead> <tr> <th><u>For this type</u></th> <th><u>Enter</u></th> </tr> </thead> <tbody> <tr> <td>CH series</td> <td>1</td> </tr> <tr> <td>UH series</td> <td>3</td> </tr> <tr> <td>AH series</td> <td>5</td> </tr> <tr> <td>OH-58</td> <td>7</td> </tr> <tr> <td>OH-6</td> <td>9</td> </tr> </tbody> </table>	<u>For this type</u>	<u>Enter</u>	CH series	1	UH series	3	AH series	5	OH-58	7	OH-6	9
<u>For this type</u>	<u>Enter</u>													
CH series	1													
UH series	3													
AH series	5													
OH-58	7													
OH-6	9													
(13-16)	Forward fuselage station	Enter most forward extension of helicopter into the aircraft. Right-justify and zero-fill.												
(17-20)	CG Fuselage station	Enter station location of helicopter CG. Right-justify and zero-fill.												
21-80	Helicopter data	In each 10 column increment, enter data for additional helicopters, in the detail and sequence indicated for columns 11-20. Leave unused increments blank. On card sequence 4, leave columns 31-80 blank.												

CHAPTER 4

PRODUCTS

Section I. AMPS-VAL

4-1. GENERAL. Products of AMPS-VAL enable the user to correct errors found by the validation program and to insure that the cargo files built by AMPS-VAL describe accurately the cargo, personnel, aircraft and controls pertinent to the movement being planned or simulated. The user must recognize, however, that many types of errors cannot be detected or corrected by AMPS programs. For example:

a. Entries in the "Description" field are for the user's information; AMPS does not edit those entries and cannot detect discrepancies between the description and other data entries.

b. With minor exceptions; AMPS cannot detect error in fact.

(1) AMPS will reject a record with an invalid entry in the "Cargo Code" field. A valid code incorrectly assigned, however, cannot be detected. That is, a record describing a helicopter, but having a "TR" entry in "Cargo Code," will be accepted by AMPS and treated as a trailer.

(2) AMPS cannot detect incorrect dimensions, weights or CGs.

c. Some entries that are correct, from the user's standpoint, may be changed by the edit routines. For example, AMPS expects a 463-L pallet (cargo code "PA") to have a length of 88 inches and a width of 108 inches. If a pallet has any other dimensions, because cargo overhangs the pallet or because pallets are "married," the validation program changes the cargo code to "BU," and treats the pallet as bulk cargo.

d. Mating and telescoping can occur only when equipment links are identical. A prime mover with bumper number HQ-4 cannot be mated to a trailer with bumper number HQ-4T, and the edit routine cannot change either number to permit a match. Similarly, UID with an error in one or more digits cannot be corrected, but is treated as the UID of a different unit.

4-2. PRE-DIAGNOSTICS. This output of AMPS-VAL primarily flags input cards with an invalid "card type" entry (column 76), which will not permit entry of the record into the validation routines, since the program cannot determine which routine should be used in editing the card. This output is also used to show those errors which do not fit easily into the error format used for most diagnostics.

a. Invalid Card Type. Figure 4-1 shows the error message used. The "Invalid Card Type" flag is followed by a print of the entire card contents, and the user is advised that the card was rejected. In the first sample, column 76 is blank; in the second line, column 76 contains an alphabetic character; in the third, a number larger than six. The user should refer to the appropriate paragraph of Chapter 2 for instructions on correct entries.

b. Other Error Messages.

(1) "More than 1 card type 1," followed by a printing of the card(s) rejected by the program. The user should check the "options in effect" output (paragraph 4-5, below) to determine whether the record retained by the program is correct or must be replaced.

(2) "Problem with priority data," followed by a print of the rejected card, occurs when a type 3 card includes more than seven consecutive characters of which none is a plus (+) or comma (,). The user must correct the card in accordance with paragraph 2-6, above.

(3) "Invalid aircraft type," followed by a print of the rejected card, indicates a type 4 or type 5 card with an invalid entry in columns 1-5. (See paragraphs 2-7 and 2-9, above for necessary correction.)

(NOTE: (1), (2) and (3), above, discuss the ONLY editing of type 1, 3, 4 and 5 cards accomplished by the program. There is no edit of type 2 cards. Therefore, the user should check the printed output from these cards for accuracy.)

(4) "Bumper number and multicard are in conflict." This message indicates a type 6 card with an entry in columns 66-71 (Equipment Link) and an entry greater than 1 in columns 72-74 (Quantity). A following note advises that the program has generated a record with a quantity of 1. If the user determines that the quantity initially entered is correct, he must substitute a new card with that quantity, with columns 66-71 blank. (See paragraph 2-11j, above.)

(5) Two messages note that alphabetic entries in the quantity field of type 6 cards have been changed to zero or 1. The user need take no action.

4-3. DIAGNOSTICS. This format flags errors found on type 6 cards, in either passenger or cargo data. Each message comprises two lines; the first begins with the unit identification (UID) and continues with a line of dots for columns in which no error is found, or a print of any

.....

00.4 REJECTED
A00.5 REJECTED
900.6 REJECTED

JP131063066002330060
JP131063066002330060
JP131063066002330060

PRE DIAGNOSTICS
TRK CM EQUIP JEEP TOW
TRK CM EQUIP JEEP TOW
TRK CM EQUIP JEEP TOW

CATGI
CATGI
CATGI

.....
INVALID CD-TYPE
INVALID CD-TYPE
INVALID CD-TYPE

Figure 4-1. Invalid card type.

.....

field containing a detected error. The second line shows the entire record after validation by the routine. This line may be followed by "REJECT" if the validation cannot make the record acceptable.

a. The first record encountered for each unit is printed, even though no error is found. Since the records were previously sorted by unit, this provides a visible audit of units and assurance that data for that unit contained no errors of types monitored by the validation routine. Figure 4-2 is an example of this format.

b. Figure 4-3 shows use of this format to display errors detected by the validation routine.

(1) In the first message, the top line indicates that an error was found in the SSAN field. (Alphabetic "0" used instead of numeric "0.") The bottom line shows that the routine zeroed the entire field, but did not reject the record. The user should correct the card and reenter if the documentation is for actual flight.

(2) In the second message, the top line is printed "TP" in columns 43-44 (cargo code) to indicate the entry is invalid. The bottom line indicates that the program could not correct the error and has rejected the entire card. The user must correct the entry to have the card accepted. (See paragraph 2-11, above.)

(3) In the third message, asterisks appear in columns 45-59 of the top line, to show that no dimensions or weight were entered. (All type 6 cards must have entries in these fields unless the cargo code contains "PX.") The bottom line shows that the routine could not correct the error and has rejected the record. The user must correct the card. (See paragraph 2-11, above.)

(4) In the top line of the fourth message, as in the third, zeros in columns 60-62 indicate that the user made no entry for center of gravity (CG). In the fourth message, however, the bottom line indicates the corrective action of the program: When no CG is entered, the program assumes the CG to be the item center, and it inserts into the CG field of the file record one-half the length of the item. This could not be corrected in the third message, because no length had been entered.

AIR MOVEMENT PLANNING SYSTEM U.S. ARMY LOGISTICS CENTER, FORT LEE, VIRGINIA DATE 08/18/70 TIME 17:38:23

EXAMPLES OF AMPS DIAGNOSTICS

DIAGNOSTICS OF INPUT

CATG: PASSENGER 0000000UPX 317 999 000 6

Figure 4-2. Diagnostics, example A.

4-4. PRIORITY DATA. This format lists the units in the priority sequence indicated by the type 3 cards. In the absence of any type 3 cards, AMPS assumes the alphanumeric sequence of UID to be the user's priority. The format also shows any movement "packages" the user formed by combining units and, for each unit, shows the total weight of cargo items "outsize," by dimension or weight, to C-141 aircraft. Figure 4-4 is a sample of this format.

a. The sample in Figure 4-4 illustrates a priority listing where neither unit had outsize cargo and the user did not enter type 3 cards.

b. If either unit had outsize cargo, the total weight of that cargo, in pounds, would be shown under the column heading "Outsize Cargo Weight."

c. Paragraph 2-6c(1), above, illustrates an example of a type 3 card that prescribes a sequence and combines some units into a package. Use of that card would result in the following entries in the priority data format for the columns indicated:

<u>UID</u>	<u>Priority</u>	<u>Combined UID</u>
WABKAA	1	
WB9CAA	2	W4GBAA
W4GBAA	3	WDCKAA
WDCKAA	4	
WBDBAA	5	

This shows that the units will be processed in the sequence indicated under "PRIORITY," and that units WB9CAA, W4GBAA and WDCKAA will be treated as a single package for load planning, though each passenger and cargo item will retain its individual unit identification.

4-5. OPTIONS IN EFFECT. Of the ten options listed in this format, only the last two, "Number of Copies" and "Line Count," actually show the option condition in effect. The first eight columns show which options the user has changed from their default condition. (See paragraph 2-4, above.) Figure 4-5 is a sample of this output format.

a. Each of the first eight columns indicates the user's selection of the alternate condition if there is an "X" in that column. Figure 4-5 illustrates the result of a user's accepting the default condition on seven of these eight options, but requiring the program to observe unit integrity. The last two columns show that the user accepted the default condition of both of those options.

AIR MOVEMENT PLANNING SYSTEM U.S. ARMY LOGISTICS CENTER, FORT LEE, VIRGINIA 114E 2246225 7
..... SAMPLE RUN FOR USERS MANUAL

PRIORITY DATA

U I D	OUTSIDE CARGO WEIGHT	PRIORITY	COMBINED UID
CAT65		1	
CAT56		2	

Figure 4-4. Priority data.

b. An "X" will appear in one of the first eight columns when directed by the user on Part A, Form AMPS-1. The values in the last two columns reflect no entry in either of those fields on Part A, AMPS-1; any entry in those fields (1-9 in Nr-Cop or 40-60 in Line Count) will replace the values shown in Figure 4-5. (See paragraph 2-6, above, for effects of default options and alternatives.)

4-6. AIRCRAFT DATA.

a. When the user selects the "GENERATE" option, the aircraft data output will not list the generated aircraft, but will indicate, as shown in Figure 4-6, that the option is being followed. The mix of aircraft selected will be shown in "Parameters in Effect." (See paragraph 4-7, below.)

b. When the input includes type 5 (aircraft data) cards, information from those cards will be listed in the aircraft data output with additional information produced by the program, as illustrated in Figure 4-7.

c. The information is arranged as it is in the program file. Each data field in Figure 4-7 is annotated with a circled reference number. Table 4-1, below, uses those same reference numbers to explain the contents of each field and to indicate whether the data came from input or was generated by the program.

Table 4-1. Aircraft Data

<u>Reference Number</u>	<u>Contents of Field</u>	<u>Source</u>
1	Processing sequence	Program generated
2	Chalk number	Program generated
3	USAF Command providing aircraft	Ty 5 cd, col 57-59
4	Type/model aircraft	Ty 5 cd, col 1-5
5	UID, if assigned to a unit	Ty 5 cd, col 23-29
6	Mission identifier	Ty 5 cd, col 30-41
7	Departure airfield (ICAO code)	Ty 5 cd, col 15-18
8	Destination airfield (ICAO code)	Ty 5 cd, col 19-22
9	ACL*	Ty 5 cd, col 6-11

*Zeros indicate no input entry; standard parameters used.

AIR MOVEMENT PLANNING SYSTEM U.S. ARMY LOGISTICS CENTER, FORT LEE, VIRGINIA DATE 08/10/78 TIME 17230:26 10

..... EXAMPLES OF AMPS DIAGNOSTICS
..... AIRCRAFT DATA

AIRCRAFT WILL BE GENERATED

Figure 4-6. Aircraft data, generated.

Table 4-1 (Cont). Aircraft Data

<u>Reference Number</u>	<u>Contents of Field</u>	<u>Source</u>
10	Number of passengers, all passenger load*	Ty 5 cd, col 42-44
11	Number of passengers, with equipment*	Ty 5 cd, col 45-47
12	First loadable station*	Ty 5 cd, col 48-51
13	Last loadable station*	Ty 5 cd, col 52-55
14	Comfort pallet on aircraft*	Ty 5 cd, col 56
15	Priority from type 3 cards or default	Program generated
16	Aircraft type code	Program generated

4-7. PARAMETERS IN EFFECT. This output, illustrated in Figure 4-8, provides to users a reference of information on limitations and restrictions observed by AMPS programs.

a. The "single item limits" determine acceptability of an item for transport in a type of aircraft.

(1) An item exceeding any one of the limits shown for C-5 aircraft is categorized by the program as "not air transportable," and it will be listed in "cargo/passengers not loaded" at the end of the print. (See paragraph 4-14, below.)

(2) An item exceeding any one of the limits shown for C-141 aircraft is categorized as "outsize," and the listing of the item in the "cargo data" format (see paragraph 4-8, below) will include an asterisk under the "outsize" column and indicate the smallest aircraft capable of its transport is a C-5.

(3) These limits can be changed only by revision of the program. The user cannot alter any of these by input.

b. Values shown under the "ACL" and "PCG" columns, and on the line for "Default passenger weight", are default values. The user can alter any of these by appropriate entries on type 4 cards, and the changed values will be shown on this format, since the changes affect all aircraft used in the run. It should be noted that a type 5 card can change, for example, the ACL for a specific aircraft, but that change would not be shown on this format.

AIR FORCE PLANNING SYSTEM U.S. ARMY LOGISTICS CENTER, FORT LEE, VIRGINIA DATE 08/28/78 TIME 22:46:42 10
 SAMPLE RUN FOR USERS MANUAL
 PARAMETERS IN EFFECT

SINGLE ITEM LIMITS							
LTH	HTH	HTH	WEIGHT	ALL	PCG	MAX	
CE	999	223	156	200000	110000	1275	
CE	141	801	122	108	50000	900	
CE	130	500	122	108	30000	530	
FILL	20J	115	80	7500	*****	****	****

DEFAULT PASSENGER HEIGHT = 240
 SCHEMATIC PRINT WIDTH = 18

Figure 4-8. Parameters in effect.

4-8. CARGO/PASSENGER DATA. The name of the format in Figure 4-9 is misleading, because the listing includes both cargo and passengers mated with equipment from all the type 6 cards input, less those rejected by the validation routine. Columns headed "UID" through "EQP-LINK" show all data from the input cards in the same order as on the cards, for those headings. Records are listed in the order they appear in the master file, after sorting by the program. Data from two columns of the type 6 card appear in different forms; those, as well as the additional columns in this format, are explained below.

a. The column "SEQ-NO" shows the sequence in which items are listed in the master file. A break in sequence numbers, such as found in Figure 4-9 between 41 and 51, indicates that the missing items, 42 through 50, are the same as the previously printed item, 41.

(1) Sequence number 11 is a record for a "Trk driver," assigned by equipment link as a passenger required to accompany the vehicle and trailer listed at sequence numbers 9 and 10. The next sequence number listed is 14, indicating that sequence numbers 12 and 13 were also drivers assigned to the same truck and trailer. Note that these three drivers were listed on three input cards, not on one card with a quantity entry of "003" (which would have been rejected).

(2) Sequence number 15 is a record of a passenger who is not assigned to a cargo item. Since the next sequence number is 25, this shows that there are ten such passengers. Since there is no equipment link, the record at sequence 15 may represent ten identical type 6 cards, or one type 6 card with a quantity entry of "010."

(3) Sequence numbers 25 and 26 show two vehicles with identical descriptions, dimensions and weights. They are listed separately only because of the different equipment links.

b. To the right of the "EQP-LINK" column is the "OUTSIZE" column. An asterisk will be printed in this column for each item that, because of weight or dimension, requires a C-5 aircraft.

c. The next column to the right is "SP HD" (special handling required), which reflects an entry by the user in column 75 of the type 6 card (see paragraph 2-11k, above).

***** SAMPLE RUN FOR USERS MANUAL *****
 CARGO DATA

SEQ-NO	UID	RAVR	NOMENCLATURE	SSN / T OVERLAP	CGO	*** LTH	MT-1	HTH	ITEM DIMENSIONS CG	*** PRI	ITEM	EQP - LINK	DJT SIZ	SP AD	S1 R1	PLAVE NEEDED	PIX
1	CATGS		GENERAL CARGO	000	RU	176	108	083	007980	008	001						
2	CATGS		435A2 2 1/2 TRK	000	PM	265	096	089	018600	124	001	PR2					
3	CATGS		TRL PUG 6 GEN SET	020	TR	170	093	086	008560	095	002	PR2					
4	CATGS		TRK DRIVER	000	PX				000240	003	003	PR2					
8	CATGS		4884 1 1/4 T TRK	000	HT	210	095	104	008500	110	001	PR3					
9	CATGS		435A2 2 1/2 T TRK	000	PM	265	096	089	018600	124	001	PRY					
10	CATGS		TRL PUG 6 GEN SET	020	TR	170	093	086	008560	095	002	PRY					
11	CATGS		TRK DRIVER	000	PX				000240	003	003	PRY					
14	CATGS		4884 1 1/4 T TRK	000	HT	210	095	104	008500	110	001	PR7					
15	CATGS		PASSENGER	000	PX				000240	001	001						
16	CATGS		TRK GM EQUIP JEEP TOW	000	JP	131	064	066	002330	050	001	PR1					
26	CATGS		TRK GM EQUIP JEEP TOW	000	JP	131	064	066	002330	050	001	PRX					
27	CATGS		GENERAL CARGO	000	BU	176	103	093	007980	088	001						
28	CATGS		435A2 2 1/2 T TRK	000	PM	265	096	089	018600	124	001	PR2					
29	CATGS		TRL PUG 6 GEN SET	020	TK	170	093	086	008560	095	002	PR2					
30	CATGS		TRK DRIVER	000	PX				000240	003	003	PR2					
34	CATGS		4884 1 1/4 T TRK	000	HT	210	095	104	008500	110	001	PR3					
35	CATGS		435A2 2 1/2 T TRK	000	PM	265	096	089	018600	124	001	PRY					
36	CATGS		TRL PUG 6 GEN SET	020	TR	170	093	086	008560	095	002	PRY					
37	CATGS		TRK DRIVER	000	PX				000240	003	003	PRY					
40	CATGS		4884 1 1/4 T TRK	000	HT	210	095	104	008500	110	001	PR7					
41	CATGS		PASSENGER	000	PX				000240	001	001						
51	CATGS		TRK GM EQUIP JEEP TOW	000	JP	131	064	066	002330	050	001	PR1					
52	CATGS		TRK GM EQUIP JEEP TOW	000	JP	131	064	066	002330	050	001	PRX					

Figure 4-9. Cargo data.

d. An entry in the column "SH RQ" indicates the item on that line requires shoring, either for load spreading, floor protection or positioning. The program generates this entry for each trailer, tracked vehicle and helicopter. The entry serves to remind the user to verify that the weight entry on that line includes the weight of necessary shoring.

e. Entries in the "PLANE NEEDED" column indicate the smallest aircraft that can transport the items described.

f. In the "PAX" column, the program enters, for each passenger record, an "R" (required) if the record includes an equipment link matching the equipment link of a cargo item; otherwise, an "A" (available) is entered.

g. Immediately following the listing of cargo and passenger data is an audit of all input cargo, passenger and aircraft records, in the format shown in Figure 4-10.

(1) The "Master-Records" line gives the total of all cargo items and required (linked to an equipment item) passengers that were accepted by the validation routine.

(2) The "Aircraft" line gives the number of type 5 records accepted by the program.

(3) The "Avail Pass" line gives the number of passenger records not linked to equipment items that were accepted by the program.

(4) The "Rejects" line shows the number of records listed in the "Diagnostics" printout as rejected, plus the number of aircraft records rejected.

(5) The "Pre-Rejects" line shows the number of records listed in the "Pre-Diagnostics" printout as rejected.

(6) When AMPS-VAL is run alone, this will be the last item in the printout. When AMPS-VAL is run in conjunction with AMPS-LOAD, this format will be followed by the first format of AMPS-LOAD products, described in Section II, below.

AIR MOVEMENT PLANNING SYSTEM U.S. ARMY LOGISTICS CENTER, FORT LEE, VIRGINIA DATE 08/28/78 TIME 22:47:18 17

SAMPLE RUN FOR USERS MANUAL

MASTER-RECORDS = 00032
AIRCRAFT = 00004
AVAIL PASS = 00020
REJECTS = 00100
PIE REJECTS = 00000

Figure 4-10. Records audit.

Section II. AMPS-LOAD

4-9. GENERAL. Products of AMPS-LOAD provide users with detailed plans and documentation for all aircraft loads involved in the movement defined by input.

a. These products can serve as the basis for coordination of the movement with supporting Air Force transport unit representatives, and, with concurrence of those representatives, may be used as attachments to, or as substitutes for the DOD manifest forms (DD Forms 2130(C-5), 2131 (C-130), and 2132 (C-141)).

b. Careful review by the user of the diagrams and manifests, in coordination with supporting USAF representatives, will frequently reveal ways to improve or consolidate loads planned by AMPS.

(1) When the "Integrity" option has been used, there may be one or two partial loads at the end of the group for each unit that can be consolidated. Frequently, partial loads from two or more units can be similarly combined.

(2) AMPS cannot plan loading of vehicles (except 1/4-ton trucks) to overhang the aircraft ramp. Review of the load may enable addition of cargo by moving vehicles to overhang the ramp.

(3) AMPS does not consider aircraft compartment load limits or restrictions on pounds per linear foot or pounds per square foot on cargo floors. Air Force review will occasionally reveal a necessity for shifting cargo items to comply with these restrictions.

c. Except for "Statistics," each page of AMPS-LOAD output formats for any one processing run contains an identical two-part page heading. "Statistics" has only the first part.

(1) The first part consists of two lines of print. The first line shows the command/agency operating AMPS, the date and time of processing, and a page number which runs consecutively throughout the print. The second line gives the title entered by the user.

(2) The second part consists of four lines of print, giving information specific to the individual load. This part also carries a page number which is consecutive within each load.

d. Any run of AMPS-LOAD must be preceded by AMPS-VAL; therefore, the outputs described in this section will always follow a complete sequence of the AMPS-VAL outputs described in Section I.

4-10. STATISTICS. This is the first output produced by AMPS-LOAD, and it will be printed on the next page after the records audit. To summarize loading progress, the same format is printed following the groups of loads for one unit or, when the user has combined units into loading packages by use of type 3 cards, following the loads for each such package.

a. Figure 4-11 shows the format as used at the beginning of a run.

(1) The aircraft portion of the format shows the number of each type aircraft available for loading. If the "GENERATE" option is used, this portion will be blank in beginning statistics.

(2) The utilization portion of the format contains only zero entries, since no aircraft have yet been loaded.

(3) The cargo portion shows the number of pieces of cargo, with separate totals for cargo requiring C-5 aircraft and for cargo that can be transported by C-141/C-130, and the number of passengers, including both those linked to equipment items and those not so assigned.

b. Figure 4-12 shows the use of this format to recap loading progress at the end of the loads for the first unit.

(1) The aircraft portion indicates that two C-141 aircraft were used and two remain available. When the "GENERATE" option is used, this portion will always show an available quantity of one of each type of aircraft the user included in the mix desired.

(2) The utilization data is cumulative, and it is expressed as the percentage of allowable weight and the percentage of available area of all aircraft used thus far by the cargo and passengers in those aircraft.

(3) The cargo section provides totals of cargo items and passengers loaded into aircraft thus far and the number of each remaining to be loaded.

.....
 SAMPLE RUN FOR USERS MANUAL

```

.....
STATISTICS
.....
TYPE A/C---NOT LOADED---LOADED
-----C-5---          0      0
-----C-141---        4      0
-----C-130---        0      0
.....
UTILIZATION---WEIGHT---AREA
-----C-5---          0      0
-----C-141---        0      0
-----C-130---        0      0
.....
CARGO---NOT LOADED---LOADED
-----STANDARD---    18      0
-----TUSIZE---      0      0
-----PASSENGERS    34      0
.....
    
```

Figure 4-11. Beginning statistics.

(4) In use of this format following the last unit or package of units, if the cargo portion shows any number of cargo items or passengers as not loaded, those cargo items or passengers will be listed in "cargo/passengers not loaded" (see paragraph 4-14, below). If the aircraft portion shows any number of aircraft not loaded, and if the aircraft were input by use of type 5 cards, the specific aircraft not used will be listed in "Aircraft not used" (see paragraph 4-15, below).

(5) The note following the statistics block states that the next unit to be processed is that unit with priority 2 (see paragraph 4-4, above). Therefore, the statistics shown are the beginning statistics for that priority 2 unit.

4-11. LOAD DIAGRAM. For each aircraft load containing cargo items, the first format printed is the load diagram, a sample of which is at Figure 4-13. The purpose of the load diagram is to expedite the coordination between the unit and the supporting Air Force carrier, and it is also helpful to the unit in marshaling equipment for delivery to the aircraft loading area.

a. Following the page heading described in paragraph 4-9c, above, are four lines of headings for the diagram format. The first of these lines:

(1) Identifies the type aircraft represented.

(2) Reminds the user that the graphic representation of the cargo and the aircraft cargo compartment is only approximate, within restrictions of printing lines and columns.

(3) Notes the direction in which vehicles are facing. In loading C-5 aircraft, the program assumes all cargo will enter the aircraft by way of the aft ramp, facing forward, and will exit by the forward ramp. In loading C-130 or C-141 aircraft, which have only aft ramps, the program assumes all vehicles will be backed into the aircraft, so as to facilitate unloading. There are, however, some exceptions; for example:

(a) An M35A2 cargo truck with a normal cargo load up to 81" in height, backed into a C-141 aircraft can be moved forward only as far as fuselage station 538, because of the intrusion of the crew rest facility into the cargo compartment. Facing forward, the same vehicle can be moved to station 482. Therefore, to use the aircraft more efficiently,

the truck is faced forward, and the change from the normal direction is noted in the "Comments" portion of the cargo manifest (see paragraph 4-12, below).

(b) In any of the aircraft, when a standard helicopter load from the HELI-FILE is used by the program (as in Figure 4-13) those helicopters are to be arranged as indicated in the Appendix A reference for that load. This fact is noted on the cargo manifest as a remark pertaining to the helicopter load or load package.

b. The second line provides directional orientation of the diagram and, when the aircraft is a C-5, a comment for completion by the Air Force loadmaster indicating aircraft attitude desirable for loading.

c. The third line shows the locations of several fuselage stations, for ready reference location of individual cargo items, and the fourth line pinpoints the location of that fuselage station.

d. The diagram proper begins with a line of dashes indicating the right side of the cargo compartment. Eighteen lines are used to depict the layout of cargo items, and the diagram is completed by another line of dashes representing the left side of the cargo compartment.

e. Cargo items are represented as rectangles. When the load contains telescoped items, the rectangles representing those items will be overlapped.

f. The rectangles will usually contain some type of identification.

(1) The two smaller rectangles in Figure 4-13 show typical identification. An index number ("#3" and "#4" in these rectangles) is a reference to the "Item-No" in the cargo manifest for this load. The fuselage station location of the cargo item CG is shown. An abbreviated description of the item is followed by the weight. Finally, if the input description included an equipment link, that link follows the "B#" (bumper number).

(2) Less information is found in smaller rectangles. Some may contain only the index number, others no entry at all.

(3) The two larger rectangles represent a two-package load of helicopters from the HELI-FILE. The identification data includes the package number, the load plan number in Appendix A where the detailed layout is found, and the index numbers of the cargo items in that package. In Figure 4-13, the rectangle on the left is identified as package #1 of

load plan 170540, which contains the first two items listed on the manifest. The rectangle on the right is identified as package #2 of the same load plan, and it contains the 5th and 6th items listed on the manifest. (Load plan 170540 is illustrated on page A-10, Appendix A.)

(4) Some very narrow items may be represented by a single line, rather than a rectangle, or by a rectangle covering only two horizontal lines. In either case, no identification is provided.

g. AMPS load planning logic places cargo items as close together as possible, within certain minimum spacing requirements imposed by the Air Force. Some situations, however, make greater spacing desirable, and the program provides that "spreading" of the load.

(1) The standard Air Force requirement is for six inches between cargo items, to provide for tiedown. An exception is that tracked vehicles require forty inches forward and forty inches aft of the item and, on a C-5 aircraft, twenty inches on each side. The Air Force loadmaster can reduce these requirements for specific loads, which may enable addition of another item to the load. For example, when two tracked vehicles are loaded one behind the other (as items #3 and #4 in Figure 4-13), the forty-inch requirement results in eighty inches of space between those items. The loadmaster may determine that a total of forty inches is adequate, and the forty inches saved may allow adding another vehicle to the load.

(2) On a C-5 aircraft, the height of the cargo compartment increases from 114" at the sides to 162" at a point three feet inboard from either side. Therefore, cargo items with a height greater than 114" must be moved inboard three inches for each four inches of additional height required. AMPS accomplishes that placement.

(3) Partial loads, or loads of heavy cargo items, may use only a small area of the cargo compartment. AMPS logic will "spread" the items in such loads, providing as much space as possible between items, to facilitate tiedown and in-flight inspection. If possible, the program will place all items in a single line down the center of the cargo compartment, to expedite loading and unloading and, in C-130 and C-141 aircraft, to provide seating space on both sides of the aircraft. However, if the width of the cargo will not permit seating on both sides, cargo items will be moved to the right to insure seating on the left side. The exception to that logic occurs when a cargo item is so heavy that moving it to the right could result in a lateral out-of-balance condition. Such items are always loaded on the center line.

(4) Other than the minimum requirements for tiedown space, any of the logic for providing additional space is subject to modification as required to shift cargo in adjusting balance of the load.

4-12. CARGO MANIFEST. This format is designed to provide all information necessary for documenting the transport of cargo, other than those documents and certificates required for transport of security materials or hazardous items. Figure 4-14 is a sample of the cargo manifest, and it illustrates the manifest information provided for the items shown in the load diagram in Figure 4-13.

a. Following the page heading (as described in paragraph 4-9c) are two lines of heading for this format. The first of these identifies the format and gives a legend for the symbols found in the "Comments" column on the right side of the format. The column headings in the second line identify the data elements listed.

b. With one exception, each rectangle on the diagram is described by one line on the cargo manifest. The exception is the description of a standard helicopter load, and this is illustrated by the first four print lines of the cargo manifest proper.

(1) The first line identifies the helicopter load and the package within the load, and it shows dimensional, weight and location data pertinent to that package. Note that height is not given; the manually prepared standard helicopter loads assume necessary disassembly of the helicopters to fit into the aircraft. The length and width provide for arrangement of the helicopters, as illustrated in Appendix A, to include special tiedown space required. The weight shown is taken from the input data. The entry at "CG-STA" shows the fuselage station at which rests the combined CG of all helicopters in the load when arranged as indicated in Appendix A. The entry at "MOMENT" is the product of the weight multiplied by the CG fuselage station, and it shows, in inch-pounds, the force imposed (in this case) by 4,800 pounds at an arm of 665 inches. The forward fuselage station (FWD-STA) entry completes the location data, and the entry at "AREA" shows the number of square feet occupied by the package.

(2) The second line provides any remarks appropriate to the package. Other remarks, pertinent to individual aircraft, are found in Appendix A.

(3) The next lines (in this case, 2) identify the individual helicopters by item number (for reference to the load diagram), unit, description, and equipment link (BUMP-NO). Individual weight and dimensions are

***** SAMPLE RUN FOR USERS MANUAL *****

AIRCRAFT DATA *****
 CARRIER ASS TO, W/C MOD *****

Figure 4-14. Cargo manifest.

omitted, as all computations are based on the package configuration. However, Appendix A provides the forward fuselage station and CG fuselage station for each helicopter. A "shoring required" comment is not noted here, but it is shown in the cargo data (see paragraph 4-8, above).

c. The lines describing items 3 and 4 illustrate typical cargo manifest entries.

(1) The "ITEM-NO" entry is assigned by the program, numbering items in sequence from left to right. Side-by-side items are numbered in sequence of left to right location of their CGs.

(2) Entries in columns UID, Nomenclature, Bump-No (equipment link) dimensions and weight are taken from validated input.

(3) Entries in CG-STA, Moment, FWD-STA and Area columns are computed and entered as described in subparagraph b(1), above.

(4) Comment symbols indicating "shoring required" are automatically entered for each cargo item with a cargo code for trailer or tracked vehicle. Comment symbols for "facing forward" are entered when appropriate in loads for C-130 or C-141 aircraft. Symbols indicating a special handling problem are entered when the input data for that item includes an entry in column 75.

d. Immediately below the listing are two lines of subtotals and a line of totals.

(1) The first subtotal line shows the number of pieces of cargo in the load and their total weight. This is followed by the CG station of the total cargo load, which is computed by dividing the total of all moments by the total cargo weight. Next on the line is the moment total for cargo items and finally, the total area used.

(2) The second subtotal line shows the number of passengers in the aircraft and their total weight. In C-5 aircraft loads only, "1741" is entered under "CG-STA" and is multiplied by the passenger weight total, generating an additional moment. Fuselage station 1741 marks the approximate center of the C-5 passenger compartment, and the additional computation is pertinent, since the passenger weight is concentrated in one area. In the C-141 and C-130 aircraft, however, the passengers are seated along the sides of the aircraft, and their weight is more uniformly distributed along the entire cargo compartment. Therefore, no passenger moment is computed for those aircraft.

(3) The total line shows the total weight of cargo and passengers, for all types of aircraft. In C-5 aircraft loads, the passenger moment is added to the total cargo moment for a total load moment, which is then divided by the total weight of cargo and passengers to determine the final load center of gravity. (The final load center of gravity must be within certain limits to insure safety of flight. For a C-5 load, as shown in Figure 4-14, when the load weight is between 80,000 and 120,000 pounds, the desired CG is station 1240, plus or minus 40 inches. Balanced at 1248, this load is safe to fly.) On loads for the C-141 and C-130 aircraft, the total line shows the total weight of passengers and cargo, and both the load center of gravity and total moment are the same as those entries on the cargo subtotal line.

e. Provision for authentication completes the format. Use of the signature spaces identified on the format will be in accordance with agreements between major unit commanders and the supporting Air Force carrier command.

4-13. PASSENGER MANIFEST. Figure 4-15 shows a sample of the passenger manifest. This format is used to list passengers, whether accompanying an equipment load or in an all-passenger load.

a. The entry in "LINE#" is computer generated, for ease of reference by the user. Other entries are taken directly from validated input, with one infrequent exception. The entry in "BUMP#" will be the input equipment link, unless in a previous load, it was not possible to include all passengers linked to cargo items in that load. In such a case, the program takes the following actions:

(1) Preceding the passenger manifest for the earlier load will be a remark like that shown in Figure 4-16, advising that some number of required passengers could not be accommodated.

(2) The chalk number of the earlier load is substituted for the equipment link in the record of each required passenger not loaded in the proper aircraft.

(3) When those passengers are placed into another aircraft, the entry at "BUMP#" in the passenger manifest will be the chalk number of the aircraft to which they should have been assigned.

b. Authentication provisions are the same as those on the cargo manifest, plus the "anti-hijacking" certificate required by the Air Force, which is signed by the senior passenger on each aircraft.

SAMPLE RUN -JR USERS MANUAL

***** AIRCRAFT DATA ***** DESTINATION MISSION NUMBER ***** AREA ***** DEPART AFLO ***** CHALK NJ ***** PAGE-NJ *****
 *** CARRIER TO *** HQC MOD ***
 *** *** -S *** * 209.000 * 2.560 * * 1 * 3 *

PASSENGER MANIFEST

LIVE#	RANK	NAME	SSAN	WEIGHT	JVIT	BUMPH
1	PASSENGER			240		CATGS
2	PASSENGER			240		CATGS
TOTALS						
				480		

***** LEAD PLANNED BY ***** AIR MOVEMENT PLANNING SYSTEM *****

***** DATE ***** 09/11/78 *****

***** 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 TROOP COMMANDER *****

***** DATE *****

Figure 4-15. Passenger manifest.

4-14. CARGO/PASSENGERS NOT LOADED. This information is sorted to facilitate review by the user, and the sorted data is shown in two formats, both of which appear in Figure 4-17. Both of these samples are extracts from an actual run using live data; therefore, to prevent identification of units and individuals, portions of the UIC, Name, and SSAN fields have been blanked out.

a. The upper format on Figure 17 lists "available" (not linked to a cargo item) passengers who were not loaded. Subparagraphs below are keyed to reference numbers on the format, and they explain data contents of the field indicated by the reference numbers.

(1) The number in this field refers to the "SEQ-NO" column of the cargo data format (Figure 4-9, above), where the complete identification is presented.

(2) Unit Identification.

(3) Rank.

(4) Name.

(5) SSAN.

(6) A numeric value assigned by the program to the cargo code "PX."

(7) Weight, from input or default value, as applicable.

b. The lower format on Figure 4-17 lists cargo items not loaded, together with any passengers linked to those items. This information is especially valuable as a source of fillers for loads determined by review to need improvement. Also, these items not loaded may establish a requirement for additional, or larger, aircraft, when some of the items are outsize to aircraft offered or when the items cannot be accommodated by adjusting the planned loads. Subparagraphs below are keyed to reference numbers on the lower format in Figure 17, and they explain contents of fields indicated by those reference numbers. Entries for passengers linked to equipment items follow the format described in subparagraph a above, and the equipment link is printed between the SSAN and cargo code fields.

(1) Same as subparagraph 2(1) above.

(2) Unit Identification.

(3) The first 17 characters of the "nomenclature" field of the cargo data format (Figure 4-9 above).

(4) Trailer overlap or SSAN, as appropriate.

(5) Equipment link.

(6) Cargo code, connected to a numerical code used by AMPS-LOAD. Listed below are cargo codes with their numerical values:

<u>CGO</u> <u>CODE</u>	<u>NUMBER</u> <u>VALUE</u>	<u>CGO</u> <u>CODE</u>	<u>NUMBER</u> <u>VALUE</u>	<u>CGO</u> <u>CODE</u>	<u>NUMBER</u> <u>VALUE</u>
PX	02	JP	07	05	12
PA	03	HT	08	AH	13
BU	04	PM	09	UH	14
TR	05	TK	10	CH	15
ST	06	06	11		

(7) Dimensions (length, width, height).

(8) Weight.

(9) Center of gravity.

4-15. AIRCRAFT NOT USED.

a. This output will appear only infrequently. Generally, the aircraft provided will accept all the cargo and personnel only after manual adjustment of the planned loads, if at all. Also, when the "GENERATE" option is selected, this format will not appear, even though one of each type aircraft in the selected mix appears in the final recap statistics. Listings of both aircraft not used and cargo/passengers not loaded will occur only in one of three circumstances, or any combination of them:

(1) When the "not loaded" list contains only passengers and the aircraft are C-5s.

(2) When cargo items not loaded are outside to the aircraft not used.

(3) When the aircraft are assigned to units and all cargo and passengers for those units were loaded into other assigned aircraft.

b. Figure 4-18 illustrates this output format. Subparagraphs below are keyed to reference numbers on Figure 4-18, and they explain contents of the fields indicated by the reference numbers.

- (1) USAF command furnishing the aircraft.
- (2) Aircraft type.
- (3) Identification of unit to which the aircraft is assigned, if any.
- (4) Mission identifier.
- (5) ICAO code of departure airfield.
- (6) ICAO code of arrival airfield.
- (7) ACL.
- (8) Maximum number of passengers, all passenger load.

Section III. HELI-MAINT

4-16. GENERAL. For each update, HELI-MAINT output provides a listing of all input transactions, annotated with reasons for rejection of any transaction card, and a load list, which is a print of the entire HELI-FILE after updating.

4-17. TRANSACTIONS LISTING. Figure 4-19 illustrates the transactions listing for two loads added to the HELI-FILE.

a. In each load, the first line of print shows only a line of dots, one dot for each card column, with numbers at each tenth column. This line is for convenience in counting columns for cross-referencing with the input cards.

b. The second line of each load is an exact duplication of the type 1 card for that load. (See paragraph 3-3, above, for contents of the type 1 card.)

c. The third and (not illustrated) subsequent lines depict the type 2 card(s) in the input. (See paragraph 3-4, above, for contents of type 2 cards.)

***** SAMPLE RUN FOR USERS MANUAL *****

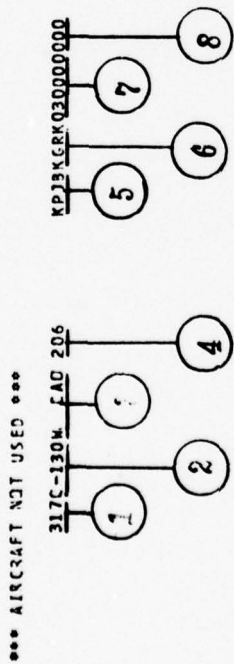


Figure 4-18. Aircraft not used.

8/08/17 AMPS HELICOPTER TYPE LOAD CARD TRANSACTIONS LISTING

```
.....1.....2.....3.....4.....5.....6.....7.....8
1241100100300005298016932000419012
2 110010 110419072511095912651115011807
.....1.....2.....3.....4.....5.....6.....7.....8
12411002002302064389816932000419012
2 110020 1104190725130980115413103013801115011807
.....1.....2.....3.....4.....5.....6.....7.....8
```

Figure 4-19. HELI-MAINT transactions listing.

d. Following the lines showing the input cards, and beginning in column 36, messages will be printed to flag any errors detected by the edit routine of HELI-MAINT. Any such message means that the entire load was rejected, and the input must be corrected and resubmitted. The following messages may be encountered:

(1) "Number of cards in this set not = number of cards given on type 1 card."

(2) "Number of helicopters given exceeds 16."

(3) "Sequence number of first card in this set not = 1."

(4) "Sequence number of second card in this set not = 2."

(5) "Sequence number of third card in this set not = 3."

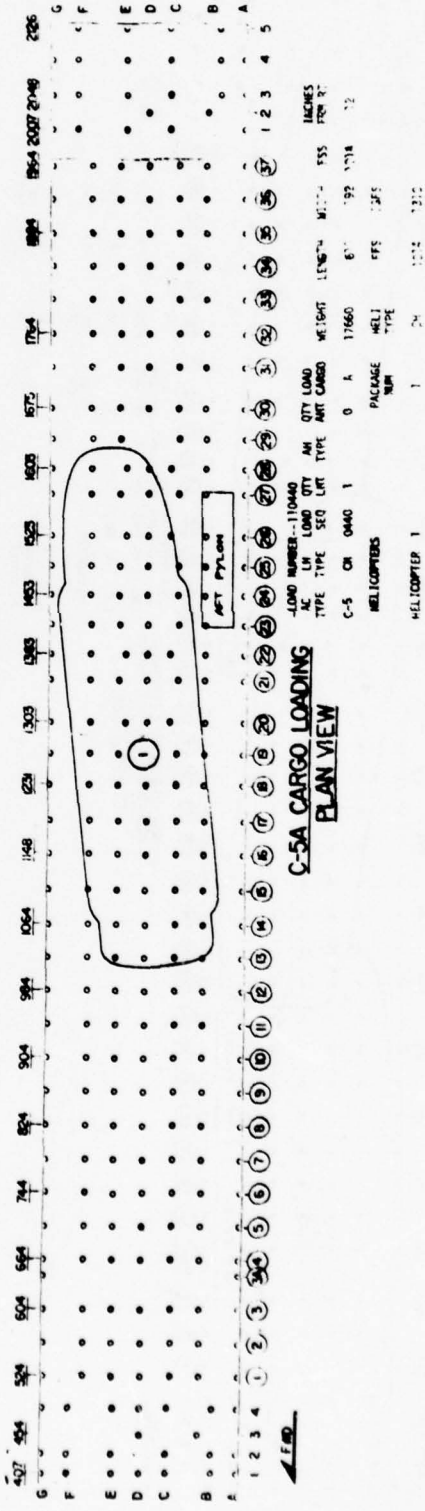
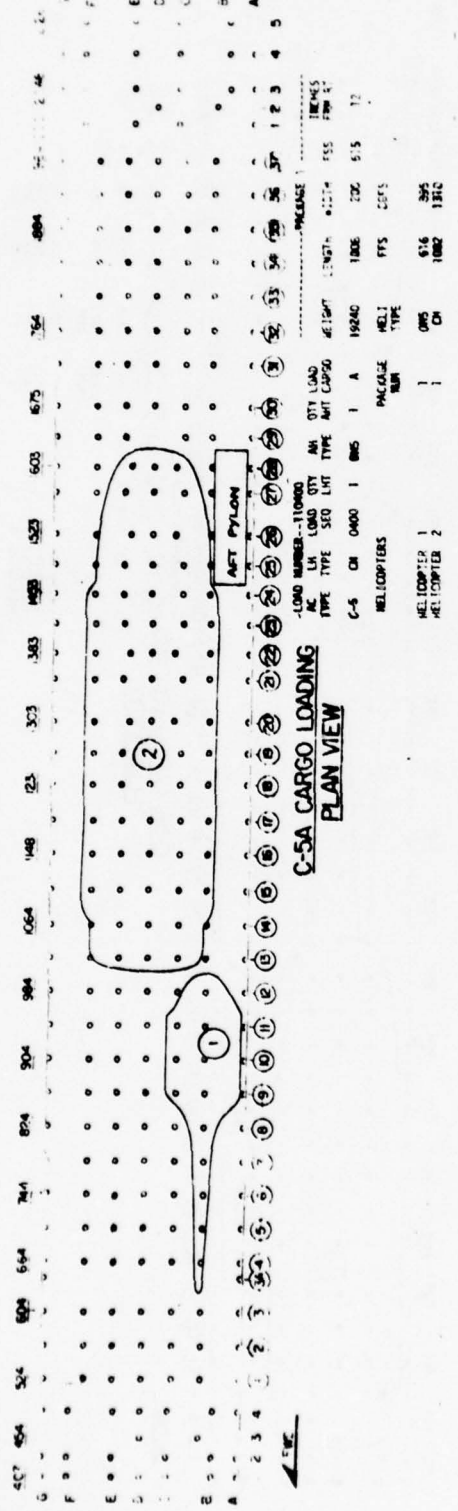
(6) "Sequence number of fourth card in this set not = 4."

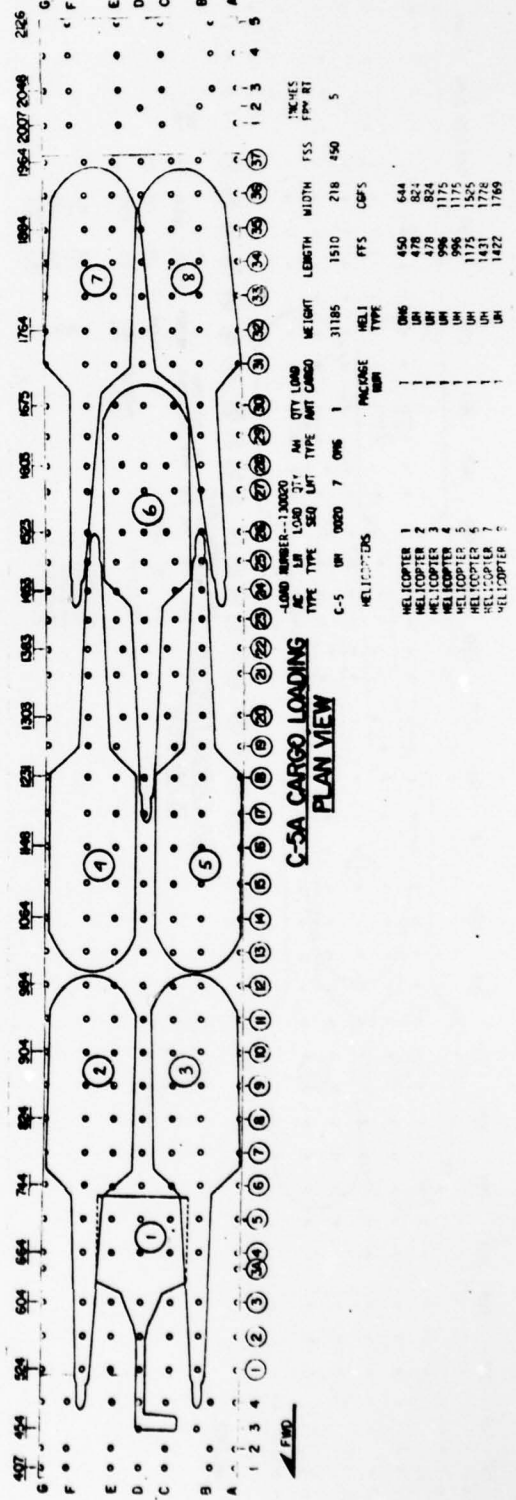
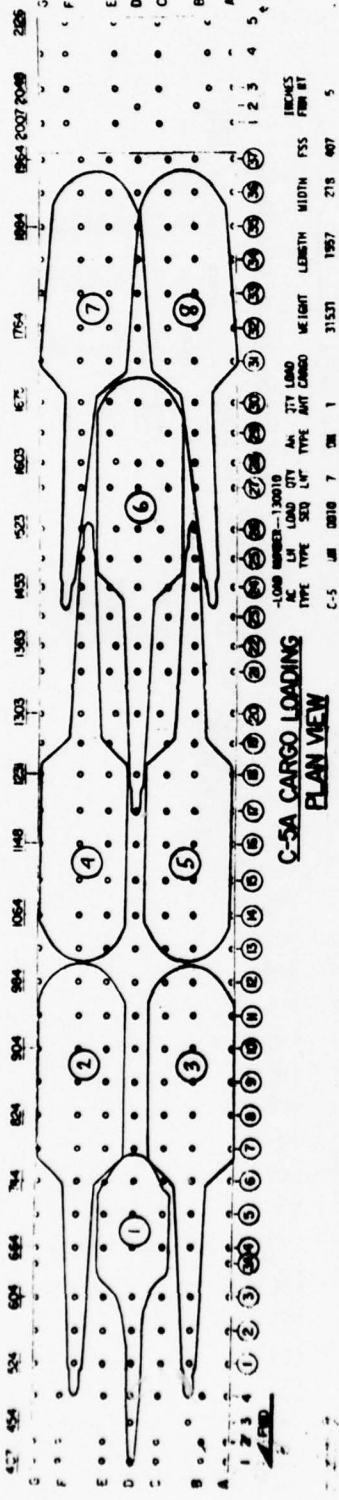
(7) "Number of helicopters given on type 1 card does not = number of helicopters described."

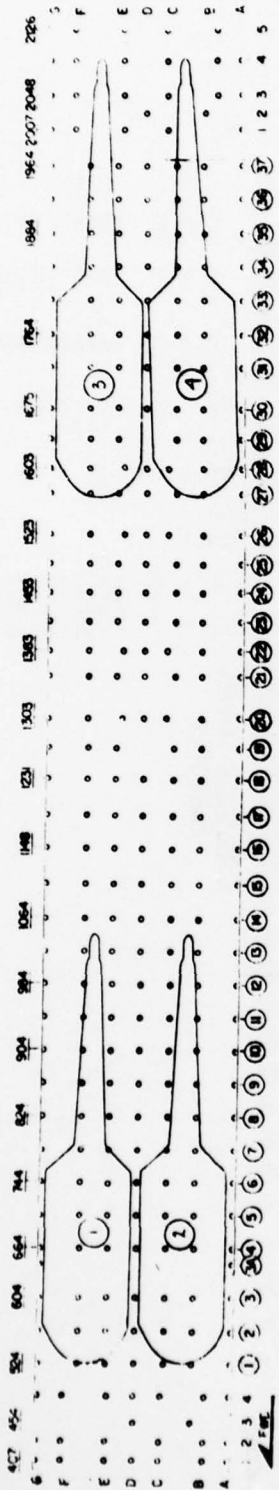
4-18. LOAD LIST. Figure 4-20 illustrates the information given in the load list for the same two loads shown in Figure 4-19, with the data arranged under column headings for greater readability. (For a better understanding of the source and application of these data, compare Figure 4-20 with the diagrams of these loads, which are the first two loads shown in Appendix A.)

a. The first set of column headings and the line of data following pertain to the data in the type 1 input card for this load. Control entries, such as card sequence numbers and action codes, have been omitted. Note that the "load number" is divided into its three components: aircraft type, large helicopter type, and sequence number. Thus, the input entry for load number 110010 is shown in this format as "C-5," for the first digit (aircraft type); "CH," for the second digit (large helicopter type); and "0010," the sequence number.

b. The second set of column headings and the lines of data following pertain to individual helicopter data entered in type 2 cards for this load. Again, control entries are omitted.

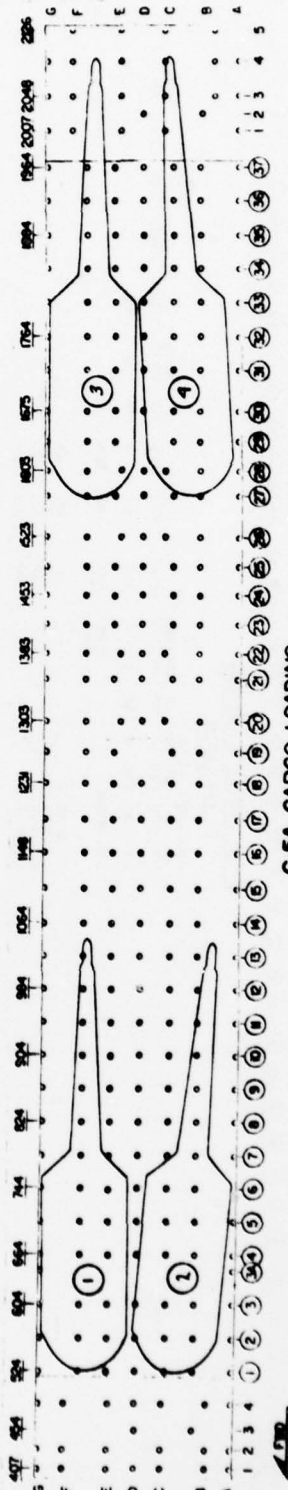






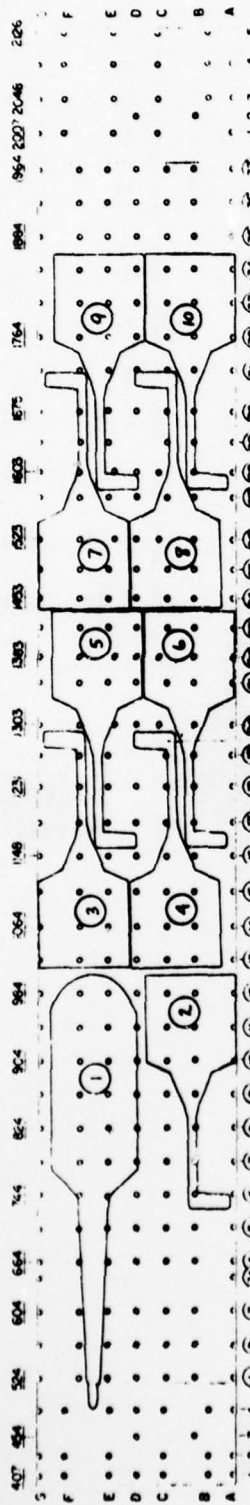
C-5A CARGO LOADING PLAN VIEW

LOAD NUMBER	AC	LN	LOAD	QTY	AMT	TYPE	SEC	UNIT	PKGS	WGT	LEN	HT	WID	FS	PKGS	WGT	LEN	HT	WID	FS	
1-20330																					
1																					
2																					
3																					
4																					



C-5A CARGO LOADING PLAN VIEW

LOAD NUMBER	AC	LN	LOAD	QTY	AMT	TYPE	SEC	UNIT	PKGS	WGT	LEN	HT	WID	FS	PKGS	WGT	LEN	HT	WID	FS	
1-20330																					
1																					
2																					
3																					
4																					

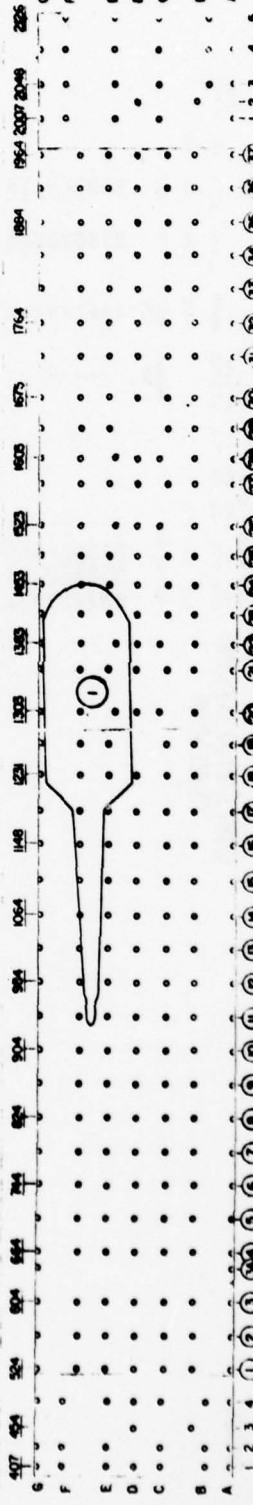


C-5A CARGO LOADING PLAN VIEW

INCHES	1764	1623	1523	1403	1303	1203	1103	1003	904	804	704	604	504	404	304	204	104	206
F																		
E																		
D																		
C																		
B																		
A																		

LOAD NUMBER	AC	LN	LOAD	QTY	LT	SEQ	HT	AM	TYPE	HT	TYPE	HT	TYPE	HT	TYPE	HT	TYPE	HT
1	C-5	UH	0910	1	346	9	12747	1370	224	949	2							

HELICOPTERS	PACKAGE	HT	TYPE	HT
HELICOPTER 1	0MS	494	636	
HELICOPTER 2	0MS	914	914	
HELICOPTER 3	0MS	1074	1100	
HELICOPTER 4	0MS	1014	1100	
HELICOPTER 5	0MS	1155	1340	
HELICOPTER 6	0MS	1155	1340	
HELICOPTER 7	0MS	1243	1543	
HELICOPTER 8	0MS	1243	1543	
HELICOPTER 9	0MS	1525	1525	
HELICOPTER 10	0MS	1579	1775	

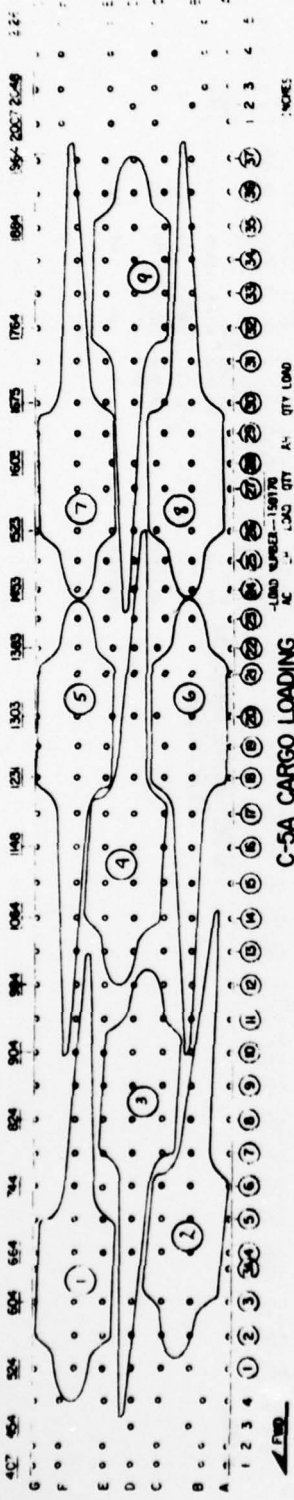


C-5A CARGO LOADING PLAN VIEW

INCHES	1764	1623	1523	1403	1303	1203	1103	1003	904	804	704	604	504	404	304	204	104	206
F																		
E																		
D																		
C																		
B																		
A																		

LOAD NUMBER	AC	LN	LOAD	QTY	LT	SEQ	HT	AM	TYPE	HT	TYPE	HT	TYPE	HT	TYPE	HT	TYPE	HT
1	C-5	UH	1110	1	0	A	4299	513	103	934	2							

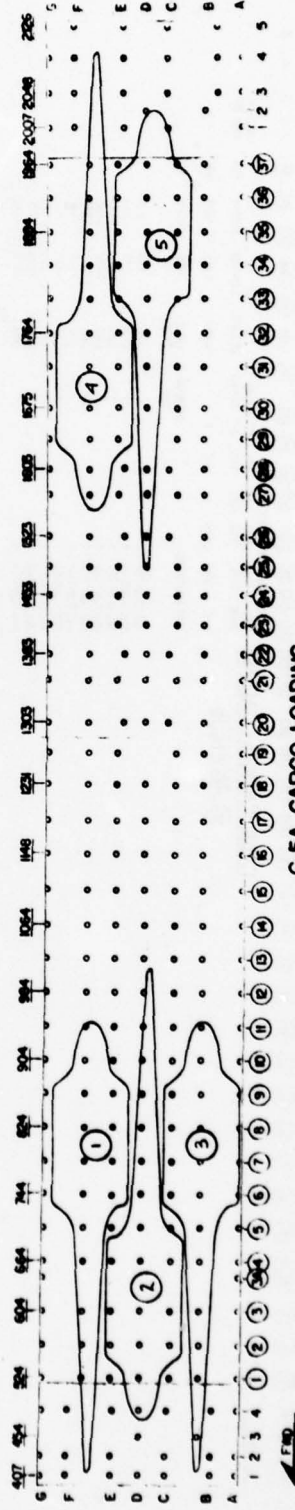
HELICOPTERS	PACKAGE	HT	TYPE	HT
HELICOPTER 1	1	UN	934	1540



C-5A CARGO LOADING PLAN VIEW

LOAD NUMBER	AC	LT	LOAD QTY	SEC	LT	TYPE	HT	WT	MT	CDG	HEIGHT	LENGTH	WIDTH	FFS	CGFS	INCHES
C-5	AM	0710	5	0	15492	A	4	46476	1563	220	485					

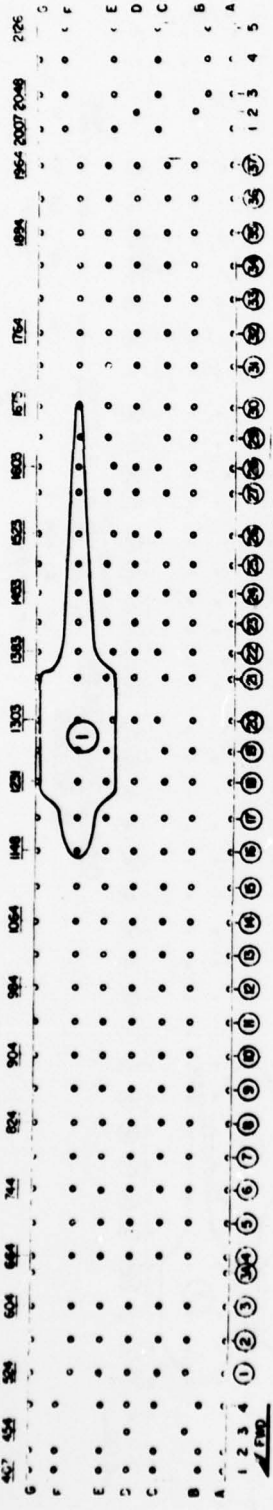
HELICOPTERS	PACKAGE	HT	WT	MT	CDG	HEIGHT	LENGTH	WIDTH	FFS	CGFS
HELICOPTER 1										
HELICOPTER 2										
HELICOPTER 3										
HELICOPTER 4										
HELICOPTER 5										
HELICOPTER 6										
HELICOPTER 7										
HELICOPTER 8										
HELICOPTER 9										



C-5A CARGO LOADING PLAN VIEW

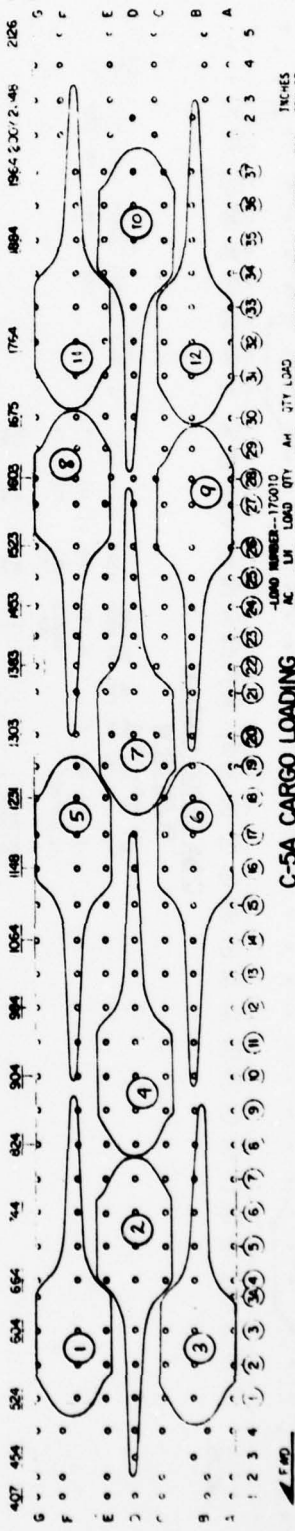
LOAD NUMBER	AC	LT	LOAD QTY	SEC	LT	TYPE	HT	WT	MT	CDG	HEIGHT	LENGTH	WIDTH	FFS	CGFS	INCHES
C-5	AM	0710	5	0	15492	A	4	46476	1563	220	485					

HELICOPTERS	PACKAGE	HT	WT	MT	CDG	HEIGHT	LENGTH	WIDTH	FFS	CGFS
HELICOPTER 1										
HELICOPTER 2										
HELICOPTER 3										
HELICOPTER 4										
HELICOPTER 5										



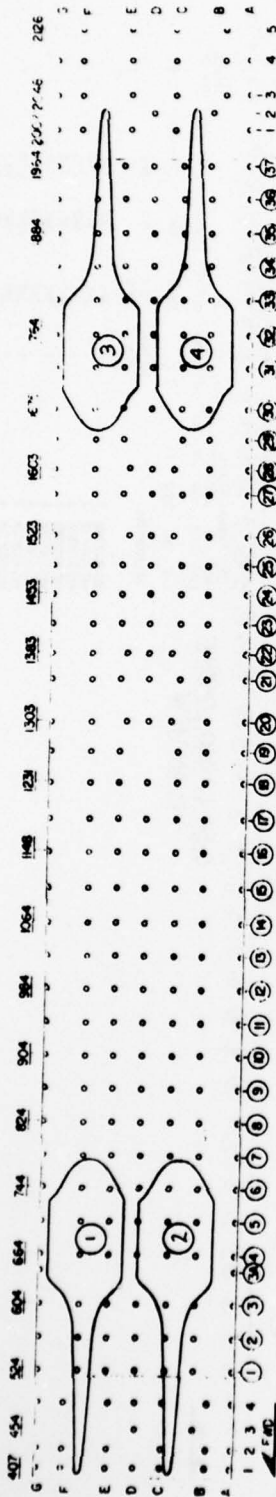
C-5A CARGO LOADING PLAN VIEW

-LOAD NUMBER--15190
 AC LN LOAD QTY AM QTY LOAD INL-45
 TYPE SEQ LIT TYPE AMT CARGO WEIGHT LENGTH WGT FSS FPM 27
 C-5 AM 1590 1 C A 5164 544 06 1742 2



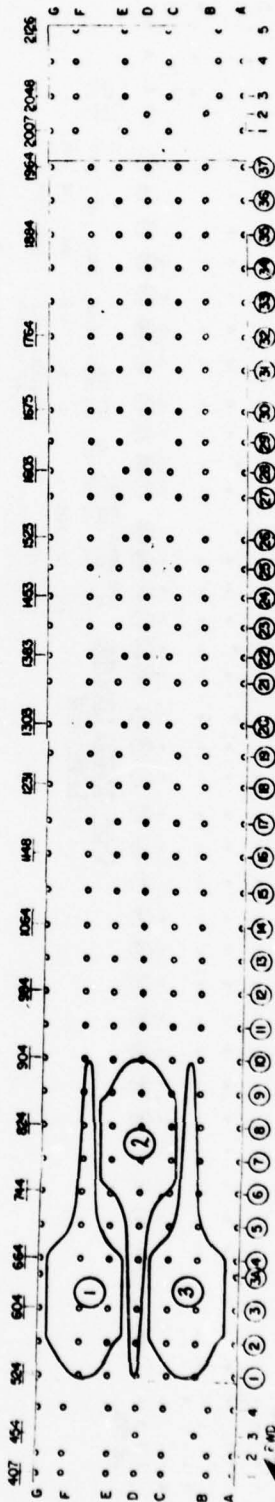
C-5A CARGO LOADING PLAN VIEW

-LOAD NUMBER--17010
 AC LN LOAD QTY AM QTY LOAD INL-45
 TYPE SEQ LIT TYPE AMT CARGO WEIGHT LENGTH WIDTH FSS TRM RY
 C-5 0M 0010 12 C 5164 544 06 1742 2



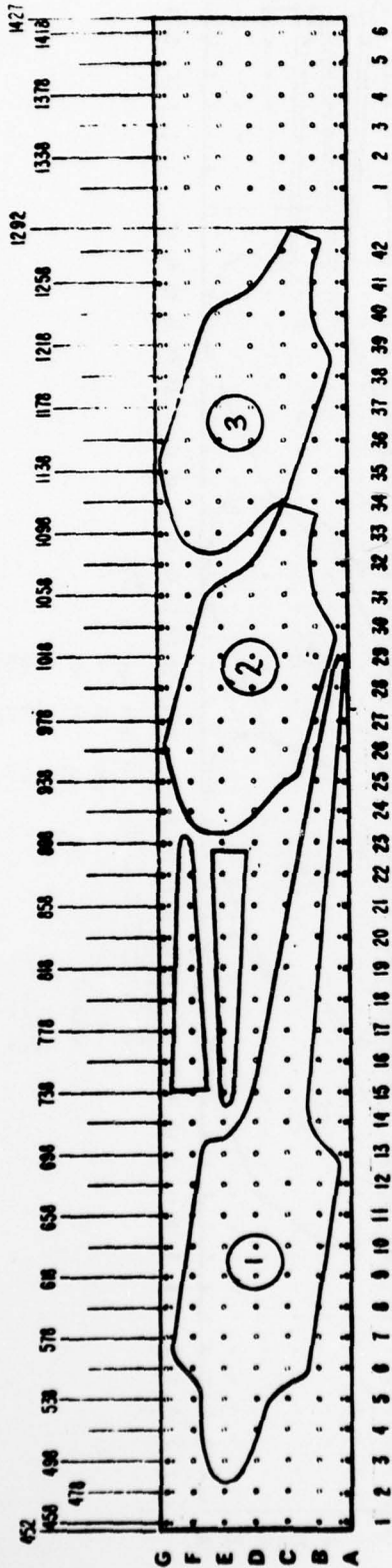
C-5A CARGO LOADING PLAN VIEW

AC	LN	LOAD	QTY	HT	WGT	LEN	WID	HT	LEN	WID	HT	LEN	WID	HT
TYPE	NO	TYPE	NO	TYPE	NO	TYPE	NO	TYPE	NO	TYPE	NO	TYPE	NO	TYPE
C-5	08	0840	4	0	A	3160	384	176	1655	12				
HELICOPTERS HELICOPTER 1 0MS 407 665 HELICOPTER 2 0MS 407 665 HELICOPTER 3 0MS 1862 1762 HELICOPTER 4 0MS 1862 1762														

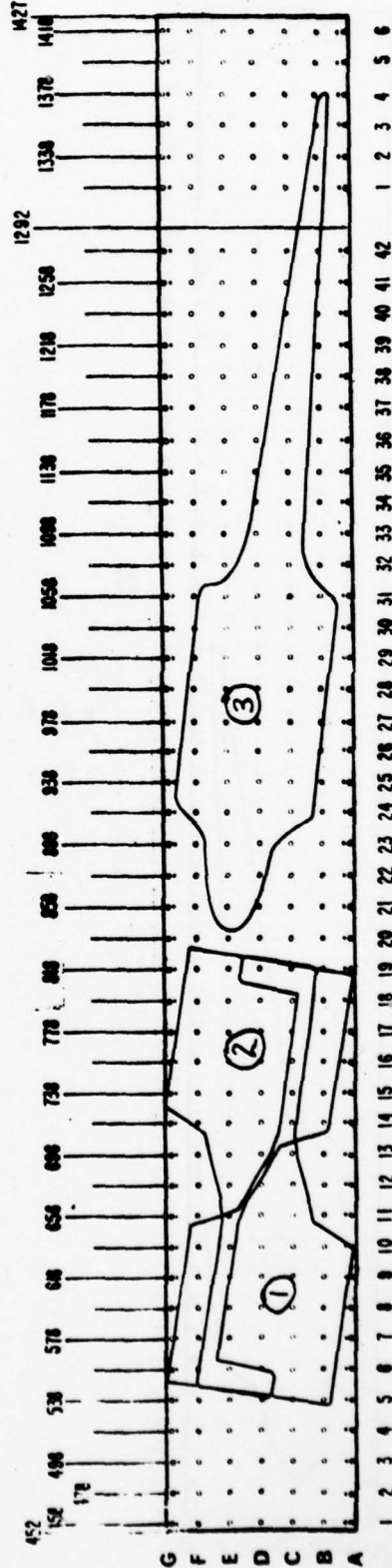


C-5A CARGO LOADING PLAN VIEW

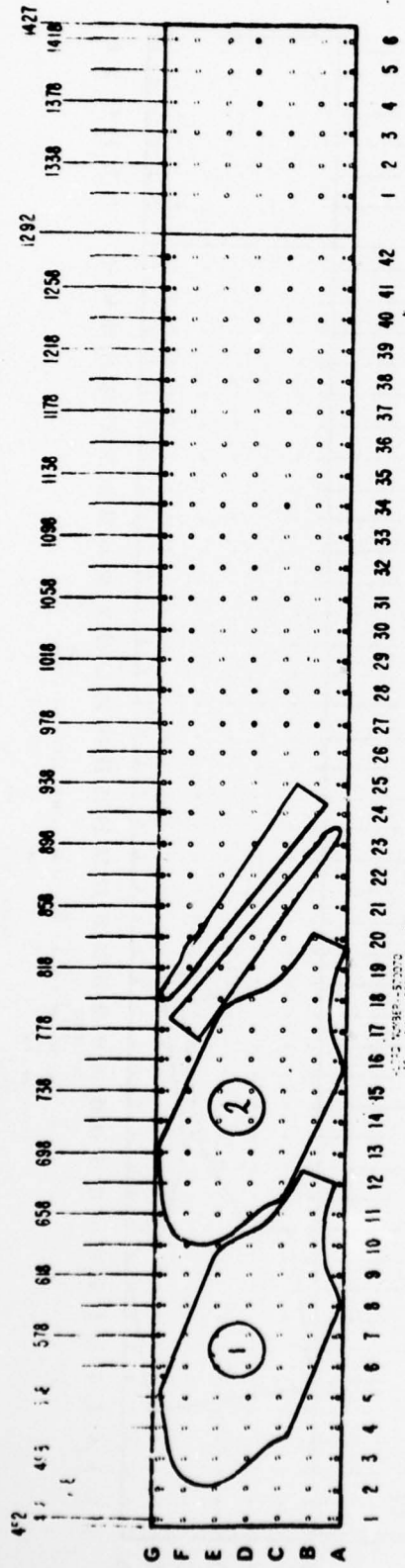
AC	LN	LOAD	QTY	HT	WGT	LEN	WID	HT	LEN	WID	HT	LEN	WID	HT
TYPE	NO	TYPE	NO	TYPE	NO	TYPE	NO	TYPE	NO	TYPE	NO	TYPE	NO	TYPE
C-5	08	0870	3	0	A	4740	384	208	524	10				
HELICOPTERS HELICOPTER 1 0MS 524 634 HELICOPTER 2 0MS 524 634 HELICOPTER 3 0MS 524 634														



-LOAD NUMBER-50000
 UN LUM QTY AM GET LOAD
 TYPE TYPE SEQ LIT TYPE AMT CARDO HEIGHT LENGTH WIDTH FSS LUMPS
 5-141 AM 0800 1 OM 2 PACKAGE 7200 805 120 435 2
 MIN
 HELICOPTERS
 HELICOPTER 1 406 658
 HELICOPTER 2 910 1318
 HELICOPTER 3 1790 1178

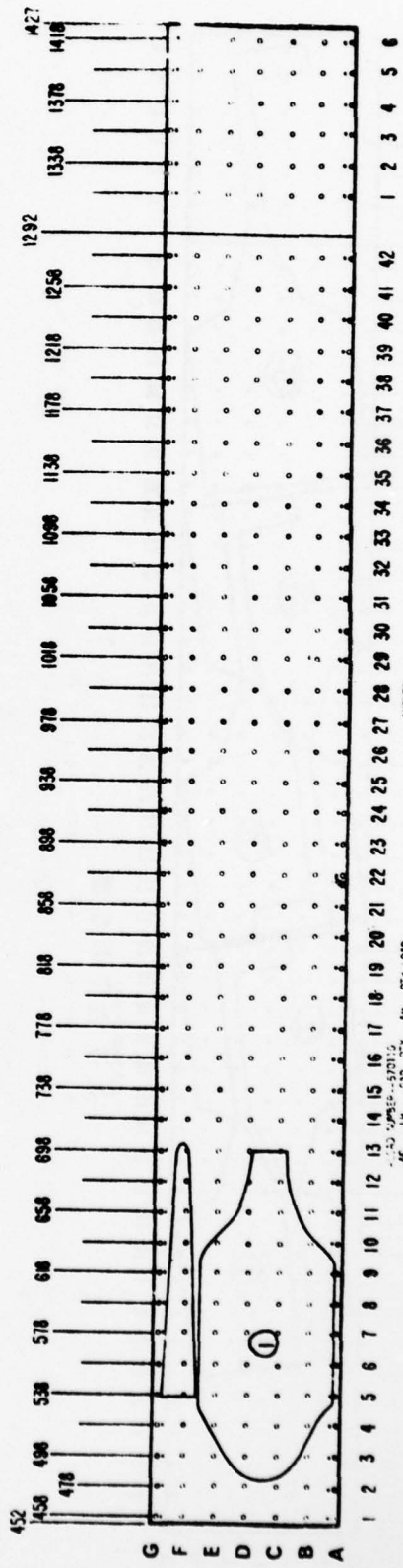


-LOAD NUMBER-50000
 UN LUM QTY AM GET LOAD
 TYPE TYPE SEQ LIT TYPE AMT CARDO HEIGHT LENGTH WIDTH FSS LUMPS
 5-141 AM 2040 1 7MS 2 PACKAGE 7485 296 132 532
 MIN
 HELICOPTERS
 HELICOPTER 1 706 542 117
 HELICOPTER 2 530 530 116
 HELICOPTER 3 1225 920 113



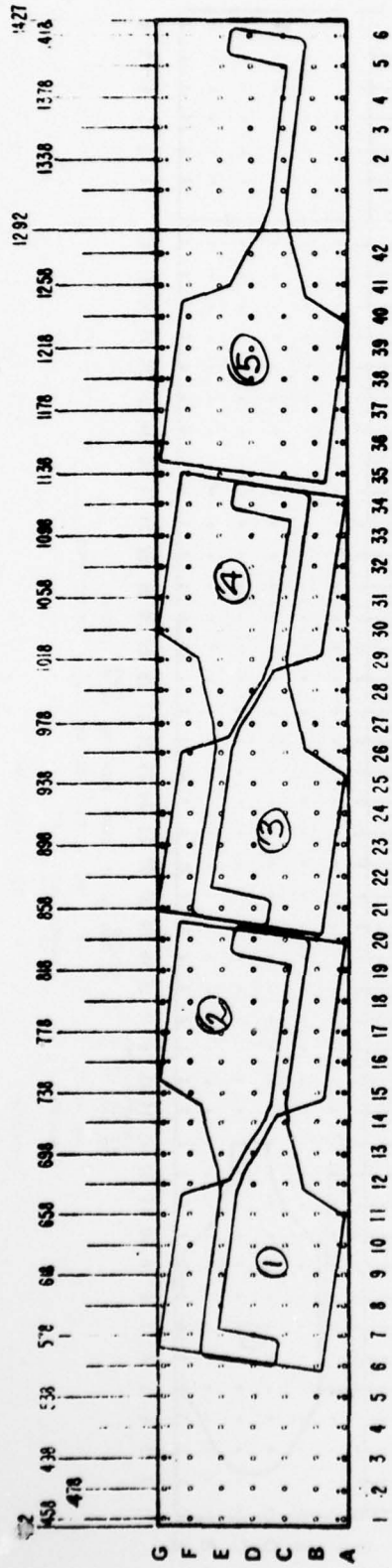
427
 1418
 1416
 1414
 1412
 1410
 1398
 1386
 1374
 1362
 1350
 1338
 1326
 1314
 1302
 1290
 1278
 1266
 1254
 1242
 1230
 1218
 1206
 1194
 1182
 1170
 1158
 1146
 1134
 1122
 1110
 1098
 1086
 1074
 1062
 1050
 1038
 1026
 1014
 1002
 990
 978
 966
 954
 942
 930
 918
 906
 894
 882
 870
 858
 846
 834
 822
 810
 798
 786
 774
 762
 750
 738
 726
 714
 702
 690
 678
 666
 654
 642
 630
 618
 606
 594
 582
 570
 558
 546
 534
 522
 510
 498
 486
 474
 462
 450
 438
 426
 414
 402
 390
 378
 366
 354
 342
 330
 318
 306
 294
 282
 270
 258
 246
 234
 222
 210
 198
 186
 174
 162
 150
 138
 126
 114
 102
 90
 78
 66
 54
 42
 30
 18
 6
 1
 2
 3
 4
 5
 6

427
 1418
 1416
 1414
 1412
 1410
 1398
 1386
 1374
 1362
 1350
 1338
 1326
 1314
 1302
 1290
 1278
 1266
 1254
 1242
 1230
 1218
 1206
 1194
 1182
 1170
 1158
 1146
 1134
 1122
 1110
 1098
 1086
 1074
 1062
 1050
 1038
 1026
 1014
 1002
 990
 978
 966
 954
 942
 930
 918
 906
 894
 882
 870
 858
 846
 834
 822
 810
 798
 786
 774
 762
 750
 738
 726
 714
 702
 690
 678
 666
 654
 642
 630
 618
 606
 594
 582
 570
 558
 546
 534
 522
 510
 498
 486
 474
 462
 450
 438
 426
 414
 402
 390
 378
 366
 354
 342
 330
 318
 306
 294
 282
 270
 258
 246
 234
 222
 210
 198
 186
 174
 162
 150
 138
 126
 114
 102
 90
 78
 66
 54
 42
 30
 18
 6
 1
 2
 3
 4
 5
 6



452
 1418
 1416
 1414
 1412
 1410
 1398
 1386
 1374
 1362
 1350
 1338
 1326
 1314
 1302
 1290
 1278
 1266
 1254
 1242
 1230
 1218
 1206
 1194
 1182
 1170
 1158
 1146
 1134
 1122
 1110
 1098
 1086
 1074
 1062
 1050
 1038
 1026
 1014
 1002
 990
 978
 966
 954
 942
 930
 918
 906
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 882
 870
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 786
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 714
 702
 690
 678
 666
 654
 642
 630
 618
 606
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 582
 570
 558
 546
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 522
 510
 498
 486
 474
 462
 450
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 426
 414
 402
 390
 378
 366
 354
 342
 330
 318
 306
 294
 282
 270
 258
 246
 234
 222
 210
 198
 186
 174
 162
 150
 138
 126
 114
 102
 90
 78
 66
 54
 42
 30
 18
 6
 1
 2
 3
 4
 5
 6

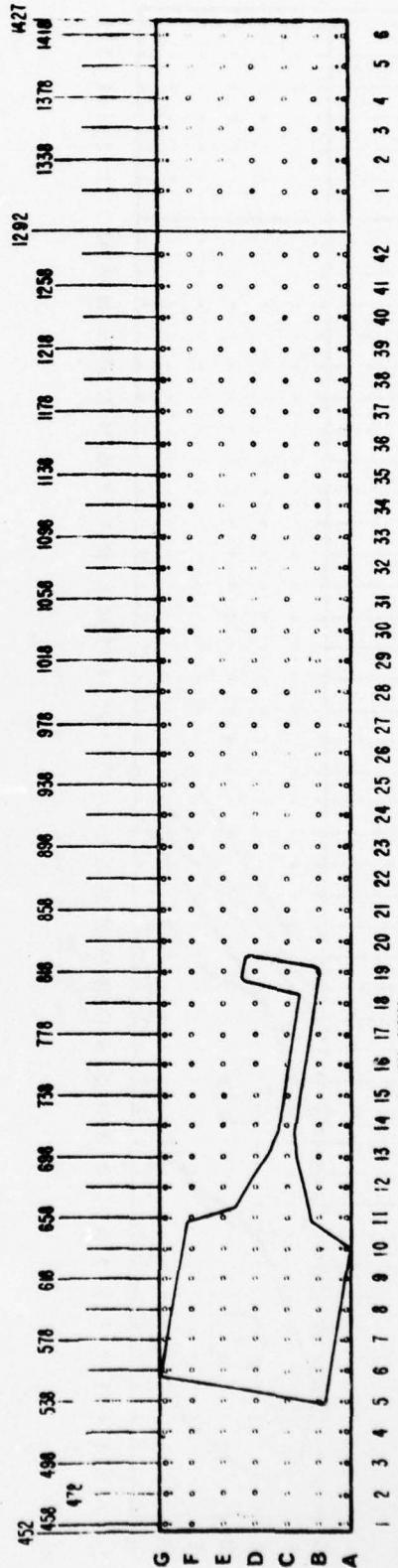
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 1098
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 1050
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 1026
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 990
 978
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 810
 798
 786
 774
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 750
 738
 726
 714
 702
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 666
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 606
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 510
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 402
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 306
 294
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 270
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 174
 162
 150
 138
 126
 114
 102
 90
 78
 66
 54
 42
 30
 18
 6
 1
 2
 3
 4
 5
 6



LOAD NUMBER-550010
 ALTITUDE-550010
 TYPE TYPE SEC UNIT TYPE AMT CARNO WEIGHT LENGTH WIDTH HPS
 5-141 04 3010 5 0 5810 154 122 554

HELICOPTERS
 HELICOPTER 1
 HELICOPTER 2
 HELICOPTER 3
 HELICOPTER 4
 HELICOPTER 5

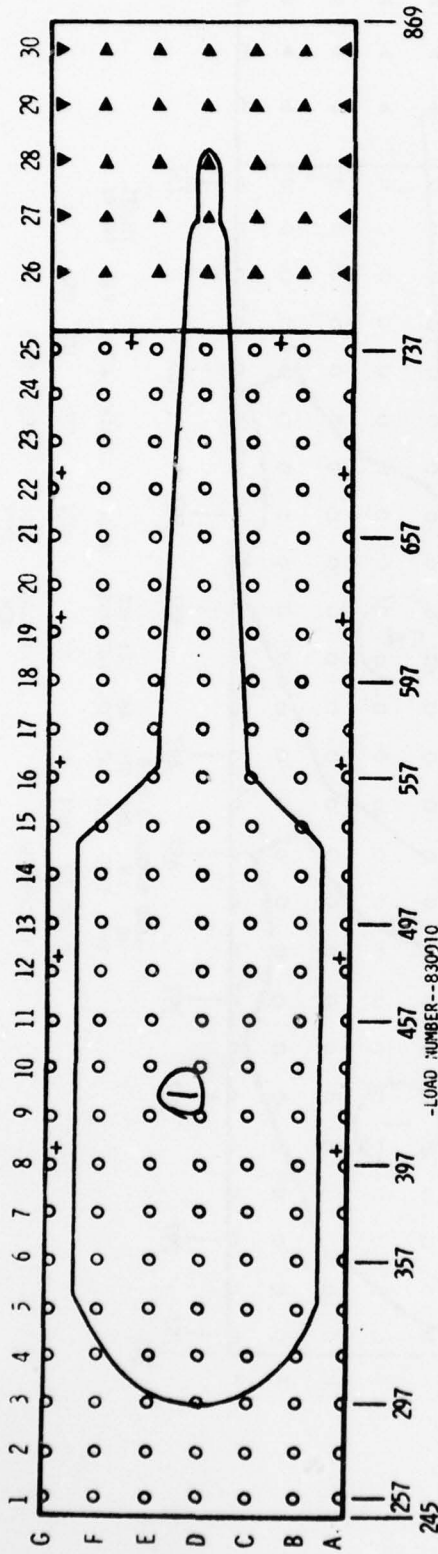
PACKAGE TYPE
 C-6 548
 C-6 758
 C-6 930
 C-6 1136
 C-6 1336



LOAD NUMBER-550010
 ALTITUDE-550010
 TYPE TYPE SEC UNIT TYPE AMT CARNO WEIGHT LENGTH WIDTH HPS
 5-141 04 3090 1 0 A 1162 170 103 536

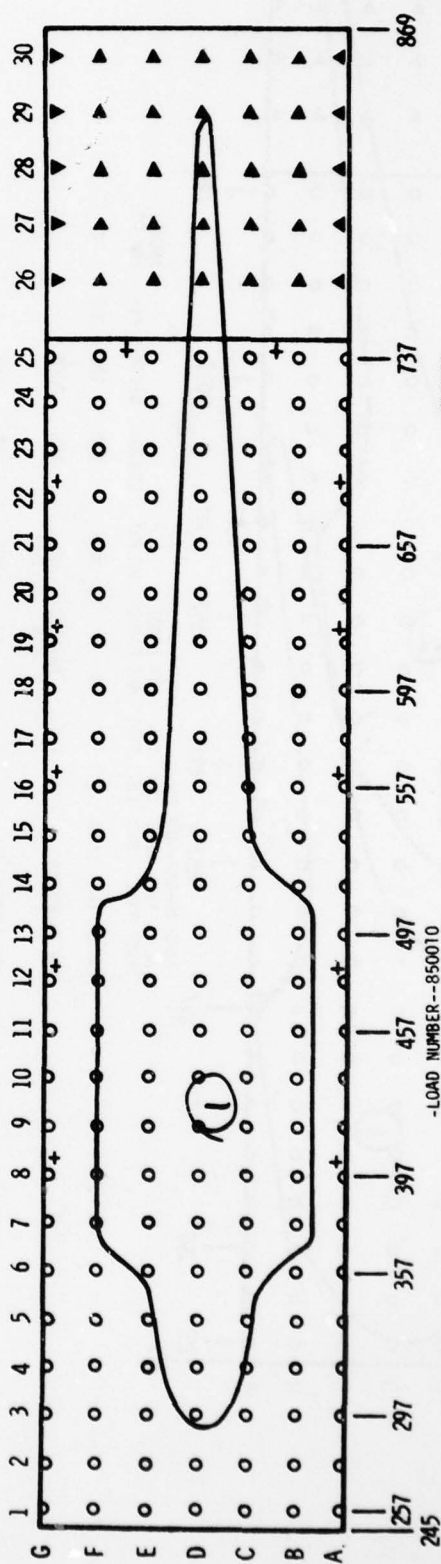
HELICOPTERS
 HELICOPTER 1

PACKAGE TYPE
 C-6 548



-LOAD NUMBER--830010
 AC LH LOAD QTY AH QTY LOAD
 TYPE SEQ LHT TYPE AHT CARGO WEIGHT HELI TYPE
 C-130 UH 0010 1 0 4289 513 103 295 10

HELICOPTERS
 HELICOPTER 1 UH 295 470



-LOAD NUMBER--850010
 AC LH LOAD QTY AH QTY LOAD
 TYPE SEQ LHT TYPE AHT CARGO WEIGHT HELI TYPE
 C-130 AH 0010 1 0 5164 544 86 293 15

HELICOPTERS
 HELICOPTER 1 AH 293 467

AD-A066 987

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AIR MOVEMENT PLANNING SYSTEM (AMPS). VOLUME II. USERS GUIDE.(U)
NOV 78 R S SAUNDERS, J E FREEMAN

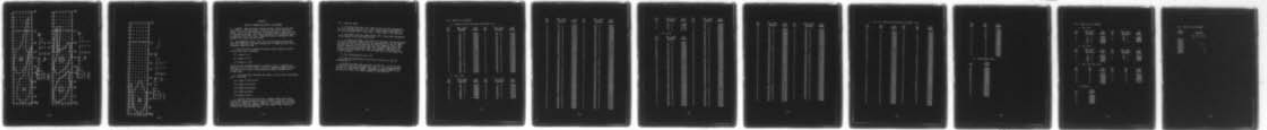
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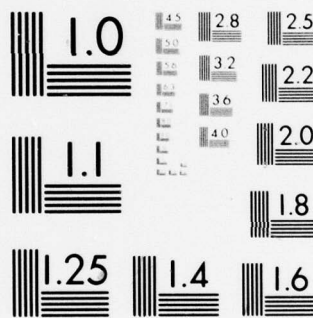
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2 of 2

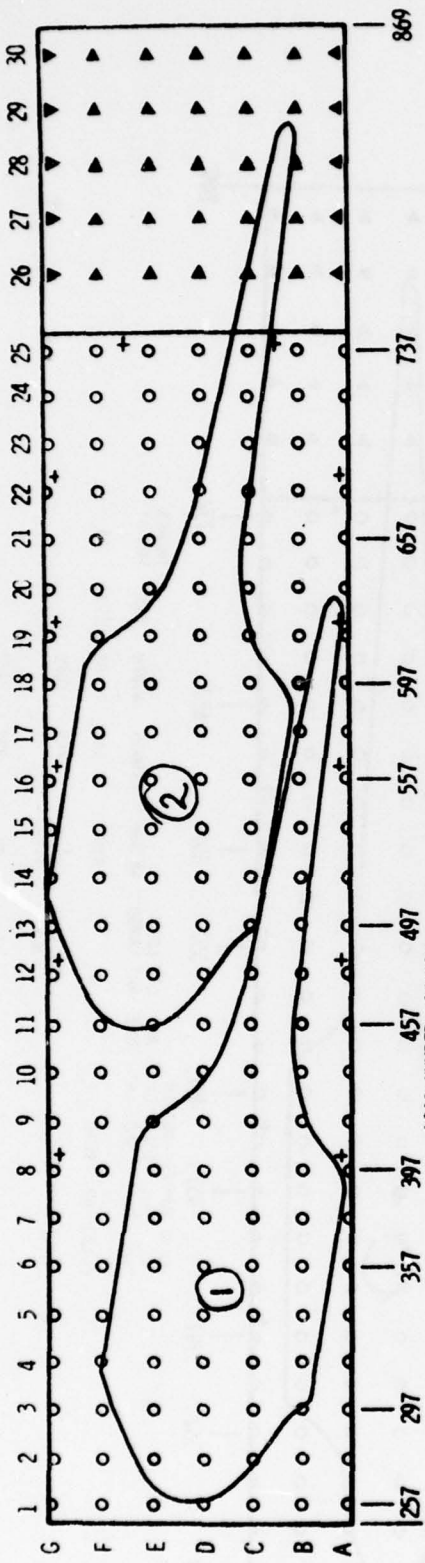
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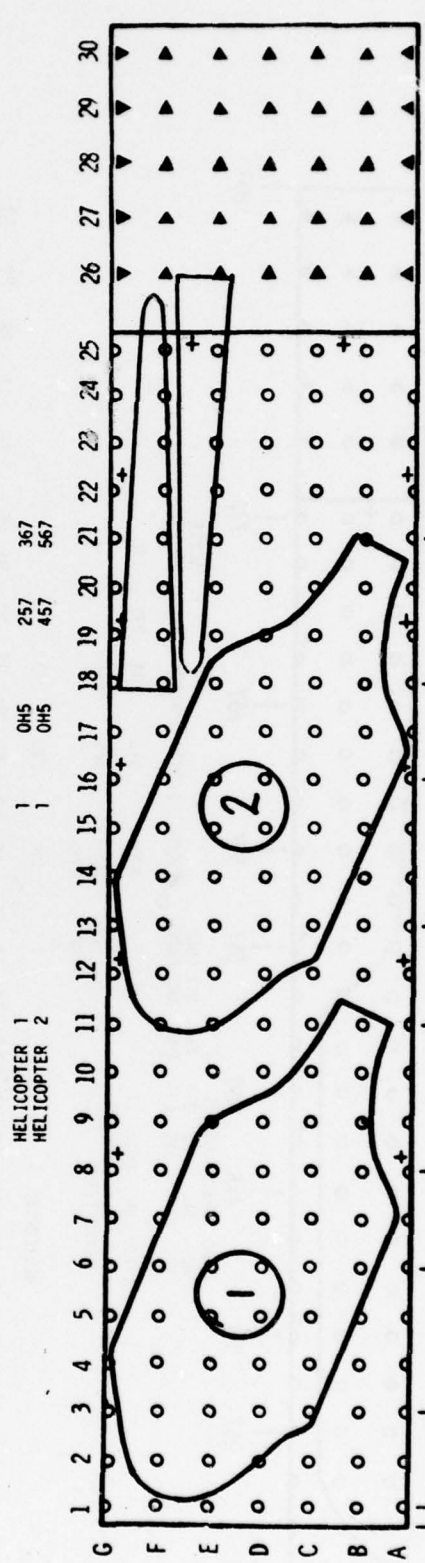


MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963 A



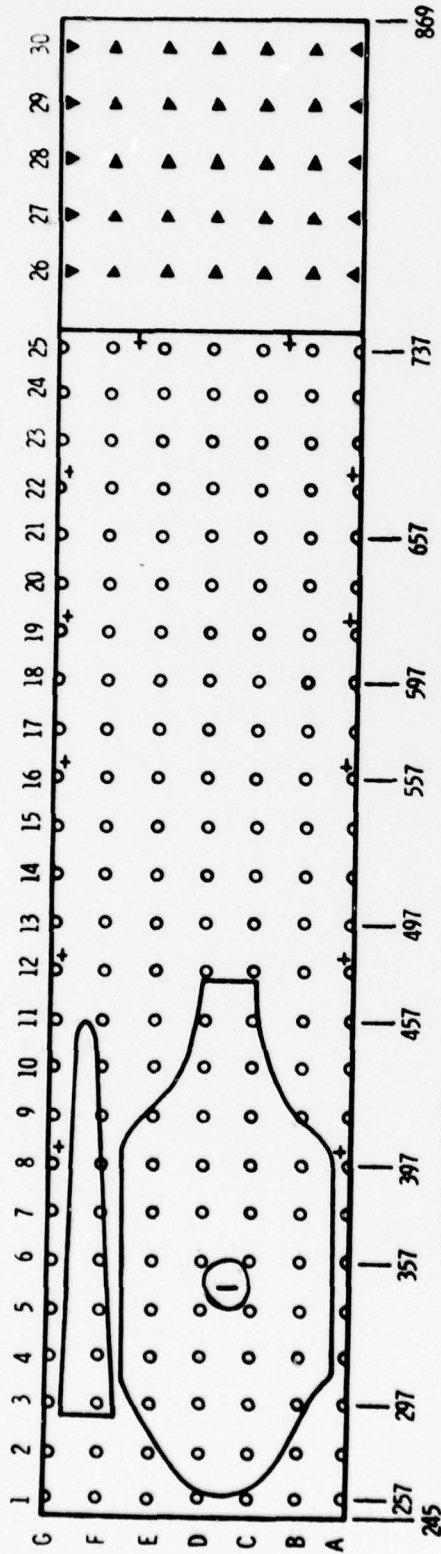
245

INCHES FROM RT	257	297	357	397	457	497	557	597	657	737	869
AC											
LH											
LOAD											
TYPE											
SEQ											
LHT											
QTY											
AHT											
CARGO											
WEIGHT											
LENGTH											
WIDTH											
FSS											
CGFS											
HELICOPTERS											
HELICOPTER 1											
HELICOPTER 2											



245

INCHES FROM RT	257	297	357	397	457	497	557	597	657	737	869
AC											
LH											
LOAD											
TYPE											
SEQ											
LHT											
QTY											
AHT											
CARGO											
WEIGHT											
LENGTH											
WIDTH											
FSS											
CGFS											
HELICOPTERS											
HELICOPTER 1											
HELICOPTER 2											



LOAD NUMBER--870030	AC	LH	LOAD	QTY	AH	QTY	LOAD	AMT	WEIGHT	LENGTH	WIDTH	FSS	INCHES	REMARKS
F/PE	TYPE	SEQ	LHT	TYPE	AMT	CARGO	TYPE	TYPE	TYPE	TYPE	TYPE	TYPE	FRM	RT
C-130	OH5	0030	1	0	A	1508	218	120	257	2	TAIL BOOM REMOVED			
HELICOPTERS														
-HELICOPTER 1														

APPENDIX B

INDEX TO STANDARD HELICOPTER LOAD NUMBERS

B-1. PURPOSE. AMPS helicopter loading routines search the HELI-FILE sequentially, within the group of loads for the aircraft type being loaded. The first load found that is matched by data in the cargo file is selected and printed. The loads in the HELI-FILE, therefore, must be in sequence of load efficiency. Numbering loads as indicated in this appendix will insure that efficiency.

B-2. LOAD NUMBERING SYSTEM. The six-digit load number provides the index for selection by the AMPS program, and it summarizes the critical information about the load.

a. The first digit indicates the type of USAF transport aircraft for which the load is designed.

(1) 1 means a C-5.

(2) 5 means a C-141.

(3) 8 means a C-130.

Therefore, when the AMPS program is loading a C-141, it bypasses all loads with a "1" in first digit. Also, this numbering allows inclusion of future aircraft types, or modifications, without renumbering all current loads.

b. The second digit indicates the larger, or only, type of helicopter (LHT) in the load.

(1) 1 means a CH-47 series.

(2) 3 means a UH series.

(3) 5 means an AH series.

(4) 7 means an OH-58.

(5) 9 means an OH-6.

c. The next three digits provide a sequence number within each aircraft/LHT group, and the last digit is used as a decimal, to enable insertion of additional loads, if desired. For example, the first two loads in the index are numbered 110010 and 110020; 110011-110019 are available for inserting new loads.

B-3. USING THE INDEX.

a. Paragraph B-4 below, lists loads for C-5 aircraft; paragraph B-5 for C-141, and paragraph B-6 for C-130. Subparagraphs group loads by the type helicopter that is the larger, or only, type in the load (LHT).

b. Helicopter types are identified by their "cargo code" designators (see paragraph 2-11d, basic publication).

c. To locate the number to be used for a new load, find the paragraph for the aircraft being loaded, then the subparagraph for the LHT, then read down the left of the column for the correct quantity of LHT, then the next column for the correct additional helicopter type (AHT), and finally, the correct quantity of AHT. For example, a new load is to include 2 OH-6 helicopters and 1 UH helicopter and is to be loaded into a C-141 aircraft:

(1) Turn to paragraph B-5 for C-141.

(2) Find the subparagraph listing loads in which UH is the LHT (subparagraph a).

(3) Within the loads that indicate 1 UH (QTY LHT = 1), find a load in which the additional helicopter type (AHT) is "06" and the quantity for AHT is 2, load number 530040. Assignment of number 530040 to the new load will place it in proper sequence in the HELI-FILE.

B-4. LOADS IN C-5 AIRCRAFT.

a. Larger (or only) helicopter type (LHT) is CH.

<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>	<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>
3	0 0	110010	1	06 8	110230
2	UH 2	110020	1	UH 2	110240
2	AH 2	110030	1	AH 4	110250
2	06 5	110040	1	05 7	110260
2	05 4	110050	1	06 7	110270
2	UH 1	110060	1	UH 1	110280
2	AH 1	110070	1	AH 3	110290
2	06 4	110080	1	05 6	110300
2	05 3	110090	1	06 6	110310
2	06 3	110100	1	05 5	110320
2	05 2	110110	1	06 5	110330
2	06 2	110120	1	AH 2	110340
2	05 1	110130	1	05 4	110350
2	06 1	110140	1	06 4	110360
2	0 0	110150	1	05 3	110370
1	UH 4	110160	1	06 3	110380
1	AH 6	110170	1	AH 1	110390
1	06 10	110180	1	05 2	110400
1	UH 3	110190	1	06 2	110410
1	AH 5	110200	1	05 1	110420
1	06 9	110210	1	06 1	110430
1	05 8	110220	1	0 0	110440

b. LHT is UH.

<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>	<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>
7	05 1	130010	6	0 0	130090
7	06 1	130020	5	AH 2	130100
7	0 0	130030	5	06 4	130110
6	05 2	130040	5	05 3	130120
6	06 2	130050	5	06 3	130130
6	AH 1	130060	5	05 2	130140
6	05 1	130070	5	AH 1	130150
6	06 1	130080	5	06 2	130160

<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>	<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>
5	05 1	130170	2	05 8	130620
5	06 1	130180	2	AH 3	130630
5	0 0	130190	2	05 7	130640
4	AH 3	130200	6	06 7	130650
4	05 6	130210	2	05 6	130660
4	05 5	130215	2	06 6	130670
4	06 5	130220	2	05 5	130680
4	05 4	130230	2	AH 2	130690
4	AH 2	130240	2	05 4	130700
4	06 4	130250	2	06 5	130710
4	05 3	130260	2	06 4	130720
4	06 3	130270	2	05 3	130730
4	05 2	130280	2	06 3	130740
4	AH 1	130290	2	05 2	130750
4	05 1	130300	2	AH 1	130760
4	06 2	130310	2	06 2	130770
5	06 1	130320	2	05 1	130780
4	0 0	130330	2	06 1	130790
3	AH 4	130340	2	0 0	130800
3	OH 9	130350	1	AH 6	130810
3	06 8	130360	1	06 13	130820
3	05 7	130370	1	06 12	130830
3	AH 3	130380	1	AH 5	130840
3	06 7	130390	1	05 11	130850
3	05 6	130400	1	06 11	130860
3	06 6	130410	1	05 10	130870
3	05 5	130420	1	06 10	130880
3	AH 2	130430	1	AH 4	130890
3	06 5	130440	1	05 9	130900
3	05 4	130450	1	06 9	130910
3	06 4	130460	1	05 8	130920
3	05 3	130470	1	06 8	130930
3	06 3	130480	1	05 7	130940
3	AH 1	130490	1	06 7	130950
3	05 2	130500	1	AH 3	130960
3	06 2	130510	1	05 6	130970
3	05 1	130520	1	06 6	130980
3	06 1	130530	1	05 5	130990
3	0 0	130540	1	06 5	131000
2	AH 5	130550	1	05 4	131010
2	06 11	130560	1	AH 2	131020
2	06 10	130570	1	06 4	131030
2	AH 4	130580	1	05 3	131040
2	05 9	130590	1	06 3	131050
2	06 9	130600	1	AH 1	131060
2	06 8	130610	1	05 2	131070

<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>	<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>
1	06 2	131080	7	06 2	150360
1	05 1	131090	7	05 1	150370
1	06 1	131100	7	06 1	150380
1	0 0	131110	7	0 0	150390

c. LHT is AH.

<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>	<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>
12	0 0	150010	6	06 8	150400
11	05 1	150020	6	06 7	150410
11	06 1	150030	6	05 6	150420
11	0 0	150040	6	06 6	150430
10	05 2	150050	6	05 5	150440
10	06 2	150060	6	06 5	150450
10	05 1	150070	6	05 4	150460
10	06 1	150080	6	06 4	150470
10	0 0	150090	6	05 3	150480
9	06 4	150100	6	06 3	150490
9	05 3	150110	6	05 2	150500
9	06 3	150120	6	06 2	150510
9	05 2	150130	6	05 1	150520
9	06 2	150140	6	06 1	150530
9	05 1	150150	6	0 0	150540
9	06 1	150160	5	06 9	150550
9	0 0	150170	5	06 8	150560
8	06 5	150180	5	05 7	150570
8	06 4	150190	5	06 7	150580
8	06 4	150200	5	05 6	150590
8	05 3	150210	5	06 6	150600
8	06 3	150220	5	05 5	150610
8	05 2	150230	5	06 5	150620
8	06 2	150240	5	05 4	150630
8	05 1	150250	5	06 4	150640
8	06 1	150260	5	05 3	150650
8	0 0	150270	5	06 3	150660
7	06 6	150280	5	05 2	150670
7	05 5	150290	5	06 2	150680
7	06 5	150300	5	05 1	150690
7	05 4	150310	5	06 1	150700
7	06 4	150320	5	0 0	150710
7	05 3	150330	4	06 10	150720
7	06 3	150340	4	06 9	150730
7	05 2	150350	4	05 8	150740
			4	06 8	150750
			4	05 7	150760
			4	06 7	150770
			4	05 6	150780
			4	06 6	150790
			4	05 5	150800

<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>	<u>LHT Qty</u>	<u>Add'l Hcptr Type/Qty</u>	<u>Load Number</u>
4	06 5	150810	2	06 7	151210
4	05 4	150820	2	05 6	151220
4	06 4	150830	2	06 6	151230
4	05 3	150840	2	05 5	151240
4	06 3	150850	2	06 5	151250
4	05 2	150860	2	05 4	151260
4	06 2	150870	2	06 4	151270
4	05 1	150880	2	05 3	151280
4	06 1	150890	2	06 3	151290
4	0 0	150900	2	05 2	151300
3	06 11	150910	2	06 2	151310
3	06 10	150920	2	05 1	151320
3	05 9	150930	2	06 1	151330
3	06 9	150940	2	0 0	151340
3	05 8	150950	1	06 13	151350
3	06 8	150960	1	06 12	151360
3	05 7	150970	1	05 11	151370
3	06 7	150980	1	06 11	151380
3	05 6	150990	1	05 10	151390
3	06 6	151000	1	06 10	151400
3	05 5	151010	1	05 9	151410
3	06 5	151020	1	06 9	151420
3	05 4	151030	1	05 8	151430
3	06 4	151040	1	06 8	151440
3	05 3	151050	1	05 7	151450
3	06 3	151060	1	06 7	151460
3	05 2	151070	1	05 6	151470
3	06 2	151080	1	06 6	151480
3	05 1	151090	1	05 5	151490
3	06 1	151100	1	06 5	151500
3	0 0	151110	1	05 4	151510
2	06 12	151120	1	06 4	151520
2	06 11	151130	1	05 3	151530
2	05 10	151140	1	06 3	151540
2	06 10	151150	1	05 2	151550
2	05 9	151160	1	06 2	151560
2	06 9	151170	1	05 1	151570
2	05 8	151180	1	06 1	151580
2	06 8	151190	1	0 0	151590
2	05 7	151200			

d. LHT is 05; additional helicopter type (AHT) is 06.

<u>Qty</u> <u>LHT</u>	<u>Qty</u> <u>AHT</u>	<u>Load</u> <u>Number</u>	<u>Qty</u> <u>LHT</u>	<u>Qty</u> <u>AHT</u>	<u>Load</u> <u>Number</u>
12	0	170010	5	2	170410
11	1	170020	5	1	170420
11	0	170030	5	0	170430
10	2	170040	4	10	170440
10	1	170050	4	9	170450
10	0	170060	4	8	170460
9	4	170070	4	7	170470
9	3	170080	4	6	170480
9	2	170090	4	5	170490
9	1	170100	4	4	170500
9	0	170110	4	3	170510
8	5	170120	4	2	170520
8	4	170130	4	1	170530
8	3	170140	4	0	170540
8	2	170150	3	12	170550
8	1	170160	3	11	170560
8	0	170170	3	10	170570
7	6	170180	3	9	170580
7	5	170190	3	8	170590
7	4	170200	3	7	170600
7	3	170210	3	6	170610
7	2	170220	3	5	170620
7	1	170230	3	4	170630
7	0	170240	3	3	170640
6	8	170250	3	2	170650
6	7	170260	3	1	170660
6	6	170270	3	0	170670
6	5	170280	2	13	170680
6	4	170290	2	12	170690
6	3	170300	2	11	170700
6	2	170310	2	10	170710
6	1	170320	2	9	170720
6	0	170330	2	8	170730
5	9	170340	2	7	170740
5	8	170350	2	6	170750
5	7	170360	2	5	170760
5	6	170370	2	4	170770
5	5	170380	2	3	170780
5	4	170390	2	2	170790
5	3	170400	2	1	170800

<u>Qty</u> <u>LHT</u>	<u>Qty</u> <u>AHT</u>	<u>Load</u> <u>Number</u>
2	0	170810
1	13	170820
1	12	170830
1	11	170840
1	10	170850
1	9	170860
1	8	170870
1	7	170880
1	6	170890
1	5	170900
1	4	170910
1	3	170920
1	2	170930
1	1	170940
1	0	170950

e. 06 helicopters only.

<u>Qty</u>	<u>Load</u> <u>Number</u>
16	190010
15	190020
14	190030
13	190040
12	190050
11	190060
10	190070
9	190080
8	190090
7	190100
6	190110
5	190120
4	190130
3	190140
2	190150
1	190160

B-5. LOADS IN C-141 AIRCRAFT.

a. LHT is UH.

<u>Qty</u> <u>LHT</u>	<u>Add'l Hcptr</u> <u>Type/Qty</u>	<u>Load</u> <u>Number</u>	<u>Qty</u> <u>LHT</u>	<u>Add'l Hcptr</u> <u>Type/Qty</u>	<u>Load</u> <u>Number</u>
2	0 0	530010	1	05 1	530050
1	AH 1	530020	1	06 1	530060
1	05 2	530030	1	0 0	530070
1	06 2	530040			

b. LHT is AH.

<u>Qty</u> <u>LHT</u>	<u>Add'l Hcptr</u> <u>Type/Qty</u>	<u>Load</u> <u>Number</u>	<u>Qty</u> <u>LHT</u>	<u>Add'l Hcptr</u> <u>Type/Qty</u>	<u>Load</u> <u>Number</u>
2	0 0	550010	1	05 1	550050
1	06 3	550020	1	06 1	550060
1	05 2	550030	1	0 0	550070
1	06 2	550040			

c. LHT is 05; AHT is 06.

<u>Qty</u> <u>LHT</u>	<u>Qty</u> <u>AHT</u>	<u>Load</u> <u>Number</u>	<u>Qty</u> <u>LHT</u>	<u>Qty</u> <u>AHT</u>	<u>Load</u> <u>Number</u>
4	0	570010	2	0	570070
3	1	570020	1	3	570080
3	0	570030	1	2	570090
2	3	570040	1	1	570100
2	2	570050	1	0	570110
2	1	570060			

d. 06 Only.

<u>Qty</u>	<u>Load</u> <u>Number</u>
5	590010
4	590020
3	590030
2	590040
1	590050

B-6. LOADS IN C-130 AIRCRAFT.

<u>Load Number</u>	<u>Quantity</u>			
	UH	AH	05	06
830010	1			
850010		1		
870010			2	
870020			1	1
870030			1	
890010				3
890020				2
890030				1

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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 the most types of cargo under various conditions. AMPS provides the user with an air movement mission and 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.			

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