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TECHNICAL REPORT

For The

Cargo Movement Operations System (CMOS)

Training Log (Recurring)

22 April 1991

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Prepared for

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## SECTION I.

### INTRODUCTION.

The purpose of this Technical Report is to provide a Training Log (Recurring) for Program Office information and use. This log details our efforts in assisting the MAJCOM Training Team with the development and implementation of pertinent CMOS training packages.

SUMMARY. Not Used.

CONCLUSION. Not Used.

25) \* Training materials,  
\* Software engineering,  
\* Computer programs,  
CMOS (Camp Movements  
Operations System). ↗

SECTION II.

RESULTS.

Our fourth input is presented in the attached report.

## CMOS TRAINING LOG

Introduction: The last two weeks have been positive and productive. Our primary focus was on the tasks of reviewing and making recommendations to the training packages. These efforts were somewhat compounded by a new release of Increment I software, but overall, our accuracy checks and update actions were completed in a timely manner and without major difficulty.

Week of 1 - 5 APR 91: As this week progressed, we spent a great deal of time standardizing the formats and improving the contents of each training package. Because of these endeavors, we noted a marked improvement in both the quality and appearance of these packages. During this same period, we also reviewed the latest version of Increment I software to ensure that each package was fully compatible with recent changes and/or enhancements. In our review process, we found a number of procedural and menu structure changes. For instance, the handling of DD Forms 1387-2 was reworked and will require an update action. Due to the extensive nature of this change, we opted not to make the appropriate modifications until a later date. No major impacts are expected with this delay.

Week of 8 - 15 APR 91: We continued to review and update the various training packages. As in the previous week, we found several other menu options that required refinement. Since some of these options had no direct impact on the daily operation of a typical freight function, we delayed taking corrective action on every one of the noted deficiencies. However, we devised firm plans to correct these shortcomings in our follow-on versions to the aforementioned packages. Although we delayed several corrective actions, we made major recommendations to the table of contents, index, and associated appendices. A rough draft of the packages was provided to a local Field Training Detachment member for his review and comment. In the end, his comments were objective and very positive. He felt that the packages were on-target and would be of great benefit in the implementation process.

Conclusion: As these two weeks concluded, it was apparent to us that when the final training packages are produced and provided to the Government, they will prove to be very effective training tools. In the interim, we will continue to fine-tune their contents and to evaluate them in several live-environment tests. The first of these tests will be conducted during the week of 22 April at Maxwell AFB, AL. The second one will be held at Tyndall AFB, FL during the

ensuing two weeks. We look forward to being part of the evaluation team that assesses the effectiveness of the subject training packages.