

APPENDIX B

GLOSSARY

Containerized Tactical Operations System: A Containerized Tactical Operations Center or CTOC is a containerized communications system consisting of 40 ruggedized cases situated on two 463L pallets or 8 standard pallets for rapid deployment OCONUS. Cases 1 through 29 of the CTOC contain a fax machine, handheld GPS, universal power system, video camera, copy machine, printer, satellite phone system, VOIP phones, Verilink, Netbuilder, HF antenna, VHF handheld radios and chargers, cellular phone, system server, laptop computers, repeater with antenna, digital cameras, a wireless access port/bridge and a diesel or gasoline-operated generator. Cases 30 through 40 of the CTOC contain the components of a VSAT satellite system and a diesel or gasoline-operated generator. There are two CTOCs and an additional containerized VSAT satellite system. One CTOC and the containerized VSAT satellite system are located in Irvington, AL for use in Puerto Rico and the U.S. Virgin islands, and the remaining CTOC is in Honolulu, HI. The CTOC weighs 2723 pounds when palletized, and 2368 pounds when not palletized.

Custodial Division/District: USACE Divisions, Districts and/or Readiness Offices to which a DTOS asset has been issued on sub-hand receipt. There are seven custodial divisions (NAD, SAD, SWD, SPD, NWD, MVD, and POD). There are six RRV custodial districts (NAB, MVS, LRN, SWF, SPL, and NWP). There are two CTOC custodial districts (SAM and POH). There are two DTOS custodial districts (SAM and SPK). Thirty-eight USACE districts with civil works missions are custodians of a FAK.

Deployable Tactical Operations Center: The DTOS consists of a lead vehicle, four emergency response vehicles, one trailer-mounted VSAT satellite system, two trailer-mounted 40 kVA generators, and a chase vehicle. The DTOS mission is to establish an interim operational field office with full communications for command and control in locations where office space is not available. This condition frequently occurs at major disaster locations or in rural parts of the country where available office space is insufficient. The DTOS requires approximately one hour for set up, and directly supports 34 personnel. The DTOS emergency response vehicles are as follows: 1) one Emergency Command and Control Vehicle (ECCV); 2) two Pull Vehicles (PV) and Emergency Tactical Operations Centers (ETOC); and, 3) one Emergency Support Vehicle (ESV). These vehicles are described in more detail below.

Deployable Tactical Operations System: A multi-level national emergency response system strategically located within USACE Divisions to provide timely tactical support for CONUS and OCONUS emergency response operations. The system consists of two distinct sets of equipment: 1) the centrally based Deployable Tactical Operations Center (DTC) consisting of three four-vehicle sets; and, 2) the regionally based Rapid Response Vehicle (RRV) consisting of one vehicle at each of six locations. The system is an asset of UOC that resides in the USACE, South Atlantic Division, Mobile District (CESAM). CESAM is Headquarters for the RSC and DTOS. A four person DTOS Management Team manages the DTOS.

Deployment Team: An emergency response team composed of Government and Government Contract personnel that is assigned to the DTOS asset and deploys with the DTOS asset. The team requires representation by the following disciplines: communications and/or information management, logistics management, and emergency and/or operations management. The teams are assembled using personnel from within the custodial division. All districts within the custodial division may be called upon to provide support for the DTOS mission. A primary team and an alternate Deployment Team are required to accommodate deployments of long duration. Three persons are typically required to deploy with an RRV, six persons with a DTC.

Emergency Command and Control Vehicle (ECCV): The ECCV is a self-propelled single unit truck that provides communications connectivity with the district headquarters and field operating elements. The ECCV standard equipment includes satellite communications; commercial television reception; computer work stations; a HF/single side band radio, VHF transmitters, repeaters, and hand held units; cellular and hardwired phones, copy/fax/scanner/printer capability; and a generator trailer for power self-sufficiency. The vehicle is an RV-type vehicle that is 38 feet long, 10 feet wide and 12.5 feet high. The Gross Vehicle Weight Rating is 28,000 pounds. The driver of the vehicle is required to retain at least a Class "B" commercial driver license. While in convoy, this vehicle pulls one of the two trailer-mounted 40 kVA generators or a trailer-mounted VSAT satellite system. There are three ECCVs. Two are located in Irvington, AL, and one is located in Sacramento, CA.

Emergency Support Vehicle (ESV): The ESV is a combination passenger-type truck and "Gooseneck" trailer that provides operational supplies (e.g., field rations, water, batteries, tents, sleeping bags) and administrative supplies (computer and office supplies) to support the DTC. There are three ESVs. Two are located in Irvington, AL, and one is located in Sacramento, CA.

Emergency Tactical Operations Center (ETOC): The ETOC is a custom-built 39-foot long trailer pulled by a commercial tractor. The ETOC provides pre-configured workspace for mission and operations personnel. The workstations are fully equipped and networked. A fax and copy machine is also included. The ETOC has a length of 39 feet, a width of 10 feet, a height of 12 feet 6 inches, and a gross vehicle weight rating of 20,000 pounds. The total length of the ETOC and the PV is 57 feet.

Fly Away Kit (FAK): The Fly Away Kit (FAK) is an emergency communication kit located at thirty-eight CONUS District Headquarters. The FAK consists of a rugged case containing 1 laptop computer, 1 digital camera, 1 satellite phone, and 1 GPS unit.

DTOS Management Team: A four-person team consisting of a Lead Emergency Management Specialist (GS-0301-13) and three Emergency Management Specialists (GS-0301-12). (Grade levels are subject to change.) A Lead Emergency Management Specialist serves as the DTOS Team Leader and three Emergency Management Specialists serve as the DTOS Communications Manager, Logistics Manager, and Operations Manager.

Pull Vehicle (PV): The PV is a commercial tractor with sleeper equipped with a DDC 50, 8.5-liter, 320-horsepower diesel engine that is used to pull the ETOC. The PV weighs 23,000 pounds and has a gross vehicle weight rating of 35,000 pounds. The vehicle has a length of 23 feet 6 inches, a width of 9 feet 6 inches, and a height of 12 feet 6 inches. The combined length of the PV and the ETOC is 57 feet.

Rapid Response Vehicle (RRV): The RRV is a self-propelled single unit truck that provides communications connectivity with the district headquarters and field operating elements. The RRV standard equipment includes satellite communications; commercial television reception; computer work stations; a High Frequency/Single Side Band (HF/SSB) radio, VHF transmitters, repeaters, and hand held units; cellular and hardwired phones, copy/fax/scanner/printer capability; and a generator trailer for power self-sufficiency. The vehicle is a recreational-type vehicle (RV) that is 37 feet long, 10 feet wide and 12.5 feet high. The Gross Vehicle Weight Rating is 28,000 pounds. The driver of the vehicle is required to retain at least a Class "B" commercial driver's license. The RRV has an onboard 15 kW generator. There are six RRVs, one each in Baltimore, St. Louis, Nashville, Ft. Worth, Los Angeles, and Portland. The RRV exterior is comparable to the ECCV. The RRV differs from the ECCV only in some minor interior design.

Standard Operating Procedure (SOP): A set of instructions covering those features of operations that lends themselves to a definite or standardized procedure without loss of effectiveness. The procedure is applicable unless otherwise ordered.

ER 500-1-30
31 May 2006

463L Pallet: The 463L pallet is part of the 463L cargo system. The system includes the pallets, nets, material handling equipment, and aircraft rail/roller systems. The pallet is made of aluminum skin with a wood or fiberglass core and is framed on all sides by aluminum rails. Cargo nets are used to hold the containers in position. The overall dimensions of the pallet are 88-inches by 108-inches, with usable dimensions of 84-inches by 104-inches. This allows two inches around the load to attach straps, nets, or other restraint devices. An empty 463L pallet weighs 290 pounds and 355 pounds with nets.