ITV Operations and Training Newsletter

Check out the PM J-AIT website at the new URL: **http://www.ait.army.mil**
to view the latest PM J-AIT contract(s) for AIT and Radio
Frequency Identification (RFID) hardware, software,
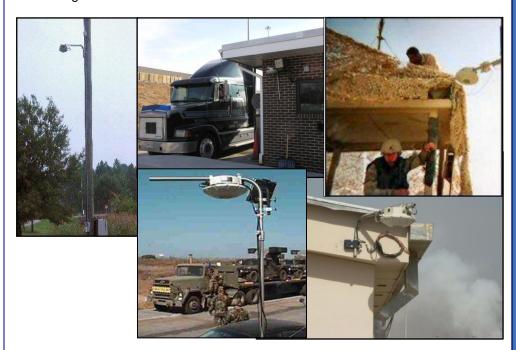technical engineering services, and maintenance.

Conducting a Site Survey

From time to time, we hear of excess Radio Frequency In-Transit Visibility (RF-ITV) equipment sitting at a site because it was purchased only to find out later it was not needed. To ensure that you don't needlessly spend money and wind up with excess equipment, define your business process **first** by conducting a site survey.

When to Conduct a Site Survey

If there has been a change in your RF-ITV infrastructure or requirements, for any reason (e.g. gate closures, newly established gates, new traffic patterns, change in security measures, etc.), you'll need to review your business process. Since no two sites are alike, the business process and operational situation will dictate site configuration.

Note: It's a good idea to review your business process periodically to make sure that you are maintaining In-Transit Visibility (ITV) of all your shipments entering and exiting your site or facility.

For questions or comments, please contact one of the following:

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RF-ITV Training: RF-ITV Global Help Desk
help.rfitv@us.army.mil
1 (800) 877-7925   DSN 94 wait for dial tone then dial 1 (800) 877-7925

If you identify that a new *Read* interrogator should be installed at your site or facility, the following information is provided to assist you with that process.

For Army sites, depending on your particular funding situation, an Operational Needs Statement (ONS) may need to be prepared in accordance with Army Regulation 71-9 (Dec 09) and submitted for validation through the Headquarters, Department of the Army (HQDA), G-3. If funding is not an issue for the requesting activity, a Military Interdepartmental Purchase Request (MIPR) may need to be submitted to PM J-AIT. If you have questions regarding the need to submit an ONS or a MIPR, feel free to discuss the matter with the appropriate PM J-AIT Liaison Officer listed in blue Points of Contact (POC) block on Page One.

Once the ONS (if required) has been approved by the Army G3/5/7 or the MIPR is completed, an RF-ITV site survey can be scheduled. A PM J-AIT Field Service Engineer (FSE) will contact the site POC to coordinate a visit to conduct the site survey. During the survey, the site's business process will be reviewed, the best locations for interrogator installation will be determined, and necessary site preparations will be specified.

For your consideration during your Site Survey: Strategically placed in the distribution pipeline, a robust RF-ITV infrastructure can assist Commanders and Soldiers by enhancing ITV of units, materiel, and improve operational capability for deploying and sustaining the Force. Interrogators should be placed at critical locations along the route to interrogate and report in-transit shipments. Interrogators may be set up at choke points, key railheads, crossroads, bridges, supply points, staging areas, entry/exit points or wherever units may separate or detach and take separate routes.

- Ensure the interrogator range (300 feet) covers the route for continuous monitoring

- Check the location of other interrogators to prevent overlapping, gaps, and interference sources

- Consider the use of mobile RF-ITV capabilities such as Portable Deployment Kits (PDKs) or Early Entry Deployment Support Kits (EEDSKs) for temporary locations and routes and fixed interrogators for more permanent sites/routes. For locations that see only a few shipments per year, consider use of mobile capabilities rather than installing a fixed site.

- Consider vehicle speed when being interrogated. Look for slow down points (e.g., gates or entry points, intersections, stop lights and signs). Maximum speed of cargo should be no more than 15 MPH.

- Consider raising the height of the interrogator to extend the range of interrogation.

Since equipment, software, facilities, power, communication, and security requirements need to be determined, coordination will need to be made with various installation POCs (e.g., Directorate of Information Management (DOIM), Directorate of Public Works (DPW), and Directorate of Logistics (DOL)).

Radio Frequency Identification (RFID) is a powerful tool providing source data that makes ITV a reality for deployment and sustainment operations. PM J-AIT's focus is on maintaining and operating the RF-ITV Infrastructure in a high state of readiness to support your operation. Doing this requires close and frequent coordination with RF-ITV users worldwide. PM J-AIT LNOs (*contact information on front page*) are in place to provide that coordination. Here's what we need from you:

- Forecast your requirements as early and as completely as possible

- Inform your LNO of any unforeseen or expected changes (e.g., route changes, new gate established, and gate closure)

- Keep your Site POC information updated at all times

- Re-register your Read interrogator any time site details change.

- If you have a site that is no longer required, contact the RF-ITV Global Help Desk to de-activate the site and remove it from the RF-ITV Tracking Portal database.

Ordering procedures for RFID products and services can be found at:
http://www.ait.army.mil/Contracts/rfidiii/RFID-III_Post-Award.Brief.pdf

Site Analysis: BAGRAMW206, Bagram, Afghanistan

For this month's analysis we looked at RF-ITV Write site, Device ID TB8AC6F37A042, Device Name BAGRAMW206. The focus of our analysis was on the data quality and movement of RFID tags being written at site BAGRAMW206. Using the **Site Activity** query, we looked at the tag writing workload of this site from January 1-11, 2012.

The **Site Activity** query identified 72 tags that were written during that period. The results of these data analysis are as follows:

- By comparing the Consignee Department of Defense Activity Address Code (DODAAC), Port of Debarkation (POD) on the RFID tag to the Read events of the tag, and Last Reported Interrogator Name, it was determined 29 tags reached final destination. Out of the 29 tags, seven tags generated a transportation closeout (TK_). Transportation closeouts are created when the Consignee DODAAC written to the tag matches a Supported DODAAC entered on the Read interrogator's registration page.

- Four tags were written and have no further read events. The remaining 39 tags were last read at various points in the logistics pipeline. Four final destinations (MAZAR E SHARIF, AFGHANISTAN; SELFRIDGE ANGB MI U; MOODY AFB GA; N LONGVIEW ST KILGORE TX) are not instrumented and therefore we could not determine if 18 tags made it to final destination. As of the conclusion of our analysis period, we have not been able to determine if the remaining 21 tags reached final destination based on **RF-ITV Tracking Portal** data.

- Of the 72 tags we analyzed, 64 contained valid Consignee DODAACs and the remaining eight tags had invalid DODAACs which made it difficult to determine if shipments made it to final destination.

- All 72 Consignor DODAACs (listed in the **RF-ITV Tracking Portal** database) and the 64 Consignee DODAACs were used properly.

- All of the 72 tags contained valid Port of Embarkation (POE) and POD codes that were used properly.

- By using the *Archive* data selection on the **RF-ITV Tracking Portal**, it was determined that 60 out of the 72 tags had been used previously which is an excellent re-use of tags by keeping them in the distribution pipeline.

- Forty-two (42) of the 72 tags had commodity data while 30 tags had no commodity data. We know that Global Air Transportation Execution System (GATES) software will only populate supply/commodity data (e.g., National Stock Number (NSN), Nomenclature, Requisition Number, etc.) if the shipper provides that data in an Advance Transportation Control and Movement Document (ATCMD) record sent to GATES or if the content level detail is available in the **Defense Logistics Agency Web On-Line Tracking System**. However, complete commodity data allows users more options for query searches and provides more complete data sharing with other ITV systems.

For and From the Field

Tag Return

From time to time, we get reports from people in or returning from the field that they have seen scores and even hundreds of RFID tags laying around at various airfields, ports, supply points, and other locations—often times with no concern shown by facility operators that these tags are costing the taxpayer money and may be direly needed at some other location. Others have reported that they have observed tags being removed from shipments and thrown in the trash.

While this may be only anecdotal evidence of waste, we take such reports seriously. We emphasize to all RFID tag users, especially those at receiving locations, that tags that are in excess of your needs are to be turned in or returned to one of the designated tag return locations (see page 5). It's your tax money, so please help us keep RFID tags in the inventory and remember to deactivate them by turning the battery around when not being used!

Certificate of Networthiness (CoN) and Authorization to Operate (ATO)

If you need the CoN for TIPS Read 4.3 or the ATO to operate RF-ITV, they can be downloaded from the CASCOM ITV website (look under **Policies and News**) at: http://www.cascom.army.mil/organizations/cdi/esd/itv/policiesnews.aspx

The Regional Training Team's (RTT's) Tips and Tricks

<u>Signal Strength with the Iridium Modem</u>

When fielding a remote RFID site, Local Area Network (LAN) connectivity may not be available. In this case, you will have to use the Iridium (satellite) modem. Technically referred to as the A3LA-IG, it is an L-Band transceiver manufactured by Motorola.

To get the best possible satellite connectivity with the Iridium modem, keep in mind that nearby buildings and trees are not your friend.
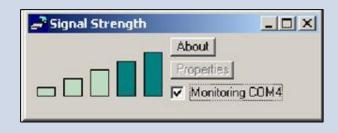
In order to initiate and maintain a connection with the Iridium satellite, a clear, unobstructed view from horizon to horizon is best. Why? Unlike the Global Positioning System (GPS), whose satellites are in a high geosynchronous orbit (always in the same position above the earth), low orbiting Iridium satellites are not. Having a clear, unobstructed view of the horizon will ensure your modem's antenna will always be able to "see" a satellite.

Your Iridium modem will most likely be supplied with a "hockey puck-type" antenna as seen in Portable Deployment Kits (PDKs). Older Early Entry Deployment Support Kits (EEDSKs) were shipped with a "stick" antenna. Either way, remember that nearby buildings and trees are still not your friends!

Fortunately, the handy Iridium Signal Strength application is there to help. Located on the desktop of your PDK's laptop computer, it will clearly indicate when you have the best possible signal strength.

There are 2 versions of the software—either is fine. Both visually indicate reception bars, not unlike what you see on your cell phone. The key here is to have *constant 4 or 5 bars.* Give it at least a full minute of monitoring before deciding to relocate your antenna.

For detailed instructions on connecting and configuring your Iridium modem, visit the user training section of the ***RF-ITV Tracking Portal***:

https://national.rfitv.army.mil/Tutorial/Presentation/PDK_Overview_and_Setup/index.html

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RF-ITV Global Help Desk (GHD)

Toll Free: 1 (800) 877-7925, **DSN**: Dial 94 plus (800) 877-7925,
AKO Instant Messenger Username: help.rfitv
Force Tracker/Lotus Sametime Group Name: PEO EIS-PM J-AIT-GHD
Help available 24hours/7 days a week
Email: help.rfitv@us.army.mil

The RFID GHD should be contacted before any attempt to reach an FSE in your area.

If you would like to subscribe to the newsletter or if you have a noteworthy RF-ITV story, lesson-learned, or short article for publication in the newsletter, please submit to Jerry Rodgers, PM J-AIT, jerry.d.rodgers.ctr@mail.mil.

RFID Tag Return

pmJ-AIT
PRODUCT MANAGER
JOINT-AUTOMATIC IDENTIFICATION TECHNOLOGY

Send unneeded or excess RFID tags back to the Supply Support Activity (SSA) or return them to the following:

For unneeded or excess tags in **CONUS**, return tags to either:

SW3100
Transportation Officer
Def Distribution Depot Susquehanna
New Cumberland Facility
Building Mission Door 113-134
New Cumberland, PA 17070-5002

or

SW3224
Def Distribution Depot San Joaquin
Rec Whse 22
25600 South Chrisman Road
Tracy, CA 95376-5000

May also call 1 (877) DLA-CALL/ 1 (877) 352-2255

For unneeded or excess tags in **SWA**, return tags to:

Kuwait:

GS Multi-Class SSA (RIC: W7A)
DSN (318) 430 -6071/7191/4227
Zone 2 - Building 532
Camp Arifjan, Kuwait 09366

USA Afghanistan:

Bagram Multi-Class Whse
(RIC: W8G), Bldg 310
DSN: (318) 431-3425
APO AE 09354

or

Kandahar Multi-Class Whse
(RIC: W8D), Bldg 501F
DSN: (318) 841-1326
APO AE 09355

USMC Afghanistan:

MAGTF Material Distro Ctr
DODAAC MMX805
DSN: (318) 357-6922/6453
Camp Leatherneck, AF

For excess tags in **EUCOM only**, return tags to:

Commercial:
US DLA DIST GERMERSHEIM
TCSP-E
BLDG 7976 F-WHS
TEL: +49-7274-965455
DSN: (314) 378-5032
Vorwerk Friedrich Str.
Lingenfeld DE 67360

APO Address:
Theater Consol and Ship Point
Europe
CMR 425 Box 708
APO AE 09095-0700

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To provide uninterrupted support to the war fighter, return unneeded or excess tags!

Or turn in excess tags to ANY DLA Disposition Services (DDS) location worldwide.

As of 13 February 2012