pm J-AIT PRODUCT MANAGER JOINT-AUTOMATIC IDENTIFICATION TECHNOLOGY

May 2012

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.

Tracking Unit Movements Using the RF-ITV Tracking Portal

For the Operations portion of this issue, we will be looking at how two units wrote RFID tags, and we will track the shipments from start to end.

Operation #1: The first operation we looked at was a redeployment mission of the 25th Infantry Division Headquarters Detachment from Bagram, Afghanistan back to Hawaii. We chose the *Operation Name, 3BCT_SI_2012* for which *86* tags were written. These tagged shipments traveled via air from Port of Embarkation (POE) OA1, Bagram, Afghanistan to Port of Debarkation (POD) HIK, Joint Base Pearl Harbor Hickam, Honolulu.

Based on the data from the ***RF-ITV Tracking Portal***, the results of our data analysis are:

- Of the 86 tagged shipments we checked, 81 tags (94%) were read at Hickam AFB, and 61 tags (71%) were read at final destination at Schofield Barracks.
- Five tags were written in Bagram but showed no further movement. We cannot determine why these tags, written in March 2012, showed no further movement.
- The average time from write date, through transit, to completion of the trip was approximately 25 days--from Afghanistan to Hawaii.
- Tag data was excellent which allowed us to track this mission from beginning to end.

The 25th Infantry's operation was fairly straightforward and had excellent reads throughout. Now let's look at another operation.

Operation #2: For the second Operation, we chose the *Operation Name CG12(MAG36)BB_UD*. This Marine Air Group 36 mission was a container movement exercise for which 47 tags were written using this Operation code. These tagged shipments traveled via sea from POE UB1, Naha, Okinawa (Military Terminal), Ryukyu Island to POD RA7, Chuk Samet, Thailand.

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1 (800) 877-7925 DSN 94 wait for dial tone
then dial 1 (800) 877-7925

Based on the data on the ***RF-ITV Tracking Portal***, the results of our data analysis are:

- Of the 47 tagged shipments written in support of Cobra Gold 2012, 39 tags (83%) were read in CHUK SAMET YARD (CHUKR22) (2 weeks to complete) and reached final destination. We noticed in the tag read events that some of the reads on 22 February were done by Handheld Interrogator (HHI) SUBICNCT1R1 which had not been re-registered in Thailand. The operator realized this and re-registered and renamed the HHI to CHUKSAMETR1 to reflect the new location on 25 February.

- The remaining eight tagged shipments were all last read at various read sites in Okinawa and showed no onward movement to Thailand.

- After the completion of the exercise (about 45 days later), 32 of the 39 tagged shipments returned to Okinawa and were read at Marine Corps Air Station (MCAS) in Futenma, Okinawa, Japan. Five remained in Chuk Samet, Thailand and two tagged shipments appeared to move from Chuk Samet, Thailand to Subic Bay (PALAWANR1 PIER HHI) based on data from the ***RF-ITV Tracking Portal***.

- Eighteen of the 32 tagged shipments that arrived back at MCAS in Futenma, Okinawa, Japan showed onward movement to Subic Bay (PALAWANR1 PIER HHI) in Palawan, Philippines without being re-written. However, based on limited/sporadic reads, we are not certain if these shipments actually moved to Subic Bay or if this resulted from a re-naming/re-registering of an HHI similar to what was mentioned above.

- Tag data contained no Consignee or Consignor Department of Defense Activity Address Code (DoDAAC) making it difficult to determine who these shipments were going to or shipping from.

- We were able to track 83% of the tagged shipments from tag write to arrival for the exercise and 71% of the tagged shipments back to home station, providing in-transit visibility over a 2 month period.

It was noted that during this analysis, we found some anomalies that can serve as lessons learned:

ISSUE: Some reads were by mobile interrogators that were obviously not renamed or re-registered when they were used in new locations. For example, two tagged shipments were read by EUSTIS1204 EUSTISOPSCHECKTEST and one tagged shipment was read by 690RPOE (R-FWD1) which is also Fort Eustis, Virginia, then were read the same day in Chuk Samet, Thailand. Had these tagged shipments not been read in Chuk Samet, Thailand the same day, the data would have given the false impression that these shipments were in Virginia.

LESSON LEARNED: To avoid confusion and reflect actual location, always take the time to rename and reregister your mobile interrogators (Portable Deployment Kit [PDK], Early Entry Deployment Support Kit [EEDSK], or HHI) to reflect the current location. This will allow the correct name and location to be registered and uploaded so that it can be correctly identified on the ***RF-ITV Tracking Portal*** and in mapping applications.

ISSUE: Tagged shipments showed follow-on movement without being re-written.

LESSON LEARNED: Turn the battery around when a tag reaches final destination. Re-write tags for the next mission so that the data on the tag contains accurate information about the current shipment which is important for maintaining in-transit visibility of your cargo. Be sure to verify that the batteries are activated or in the "ON" position when your shipment is ready for movement.

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
Green 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.

Site Analysis: DLA DISTRIBUTION SUSQUEHANNA PA

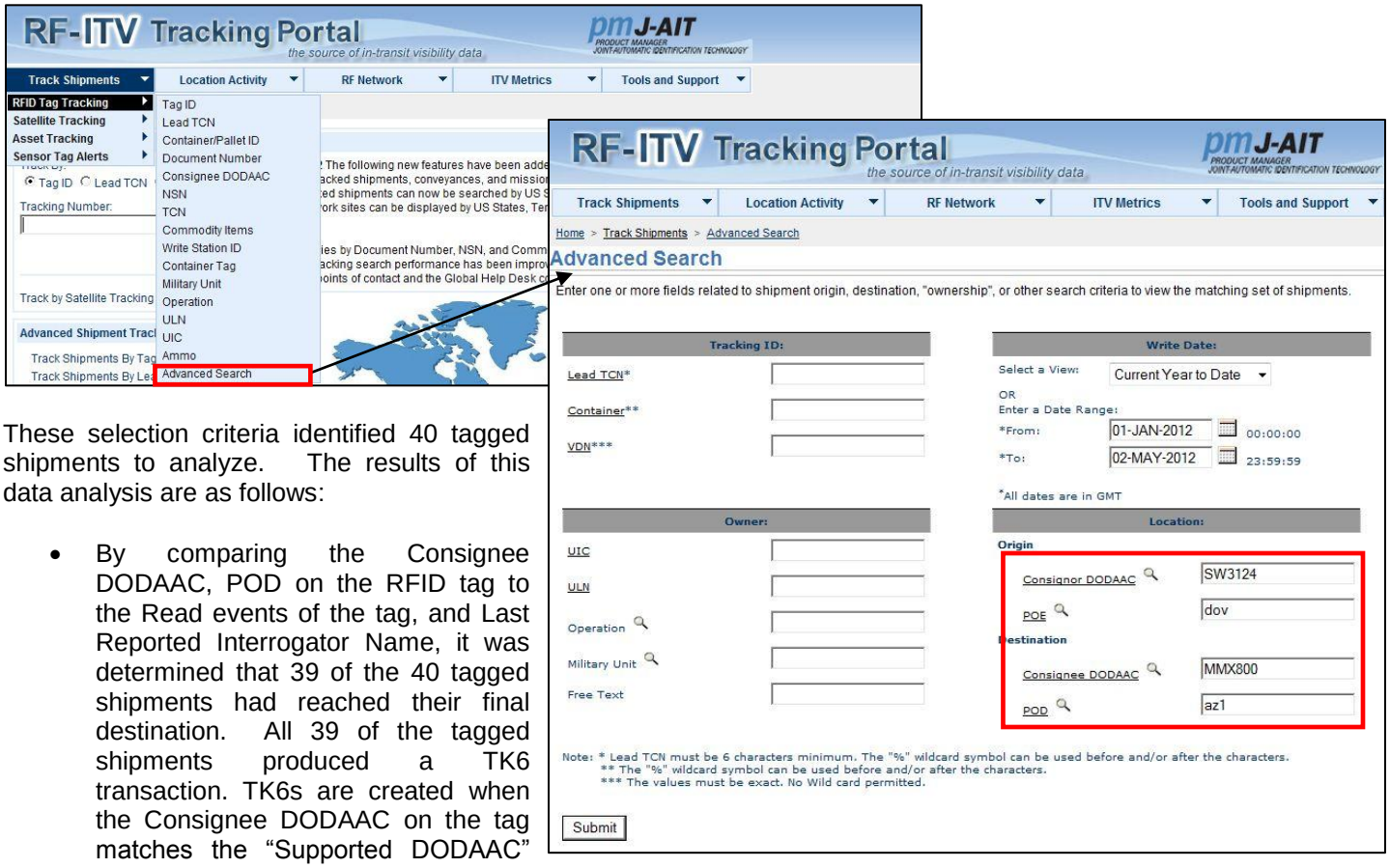
For this month's analysis we looked at RF-ITV Write site, Device ID TDDSP0000001, Device name NEWCUMBERLANDDSSW1. The focus of our analysis was on the data quality and movement of RFID tags being written at site TDDSP0000001 during the period of 1 Jan 12 to 2 May 12.

We extracted the data from the ***RF-ITV Tracking Portal*** by using the query ***Track Shipments*** > ***Advanced Search***. The ***Advanced Search*** query is one way to narrow down the results by using several data elements when you run a query. The data elements we used were:

Consignor (sender): DODAAC SW3124 (DLA DISTRIBUTION SUSQUEHANNA PA: TRANSPORTATION OFFICER NEW CUMBERLAND PA)

Consignee (receiver): DODAAC MMX800 (USMC MDC LEATHERNECK: OEF M/F MMX800 CAMP LEATHERNECK, AFGHANISTAN)

POE: DOV (DOVER AFB) **POD:** AZ1 (CAMP BASTION LZ)



These selection criteria identified 40 tagged shipments to analyze. The results of this data analysis are as follows:

- By comparing the Consignee DODAAC, POD on the RFID tag to the Read events of the tag, and Last Reported Interrogator Name, it was determined that 39 of the 40 tagged shipments had reached their final destination. All 39 of the tagged shipments produced a TK6 transaction. TK6s are created when the Consignee DODAAC on the tag matches the "Supported DODAAC" listed on the read interrogator's registration page.
- The average ship time from write date to receipt was seven days—these were shipments by air.
- The one remaining tagged shipment (tag #18717467557623/TCN SW31232041D434XXX) that did not reach final destination was last read at the Kandahar ATOC Cargo Yard on 22 February.
- Overall, commodity data was excellent. Complete commodity data allows users more options for query searches and provides more complete data sharing with other ITV systems.
- The information provided on the site registration page was found to be correct.

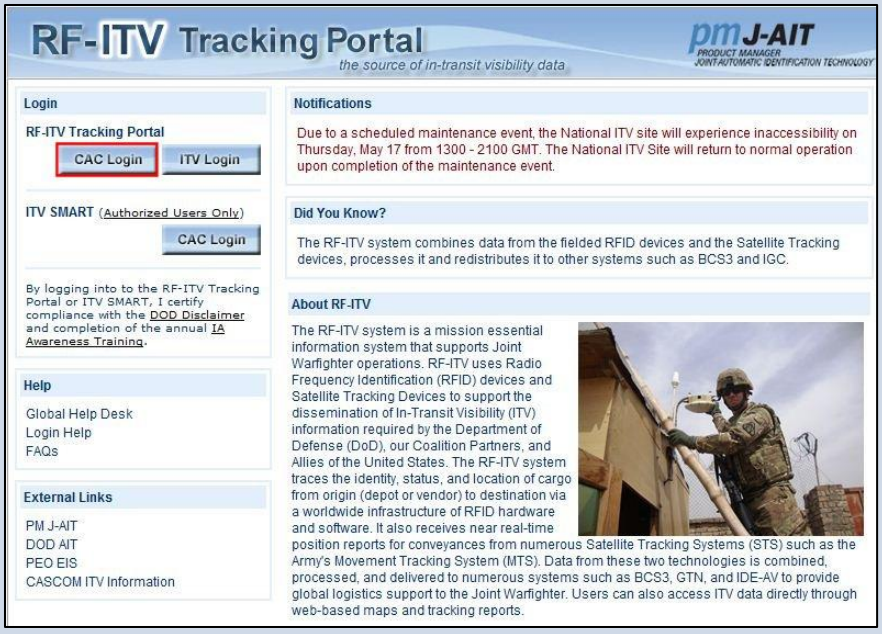
The Regional Training Team's (RTT's) Tips and Tricks

What Kind of Equipment Do I Have?

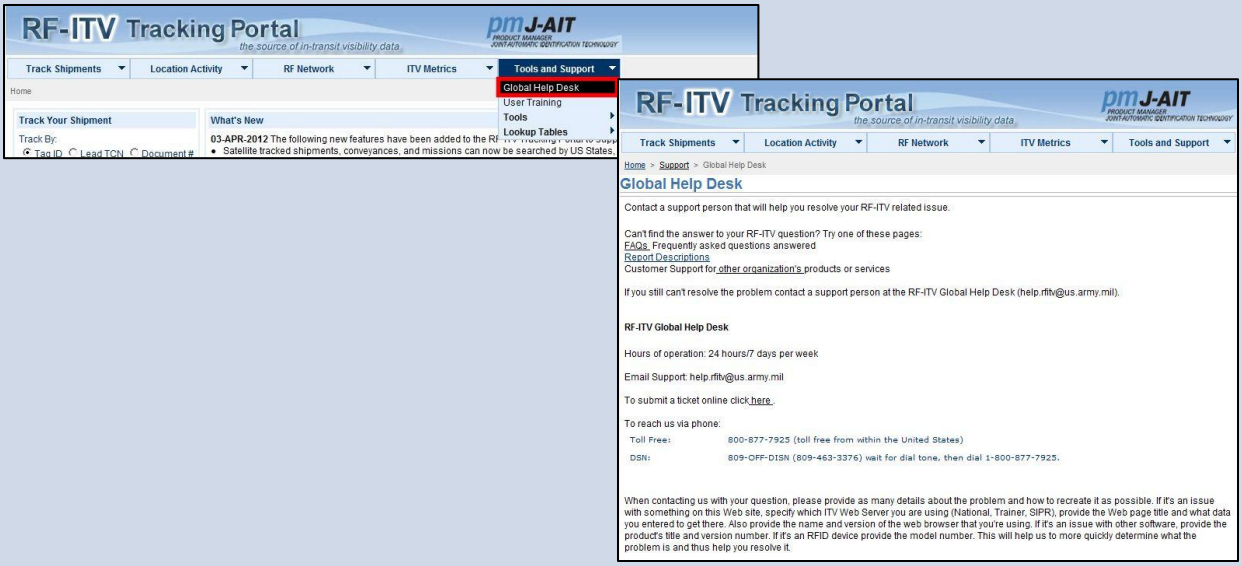
Have you ever found a piece of RFID equipment in your office or unit storage area and had no idea what you were holding? Maybe you have a tag that does not have a battery cap and need a National Stock Number (NSN) to order a replacement, or perhaps your leader tasks you with verifying the model of interrogator in the Early Entry Deployment Support Kit (EEDSK). There are many reasons for needing such information. Don't panic!—we are here to help. The tips below will help you find the answers you need:

1. The RF-ITV Global Help Desk is open 24/7, and you can find its contact information on the ***RF-ITV Tracking Portal***. https://national.rfitv.army.mil. Login using your CAC (Common Access Card).

   b. Login using your CAC.



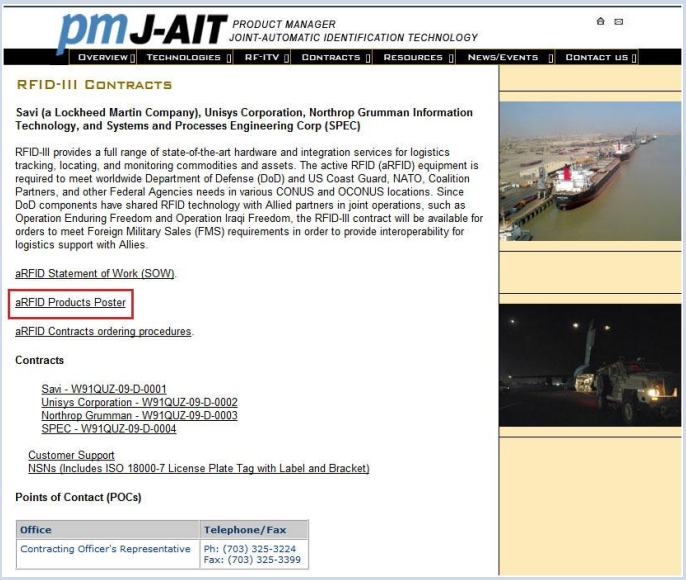
Select ***Tools and Support > Global Help Desk***.



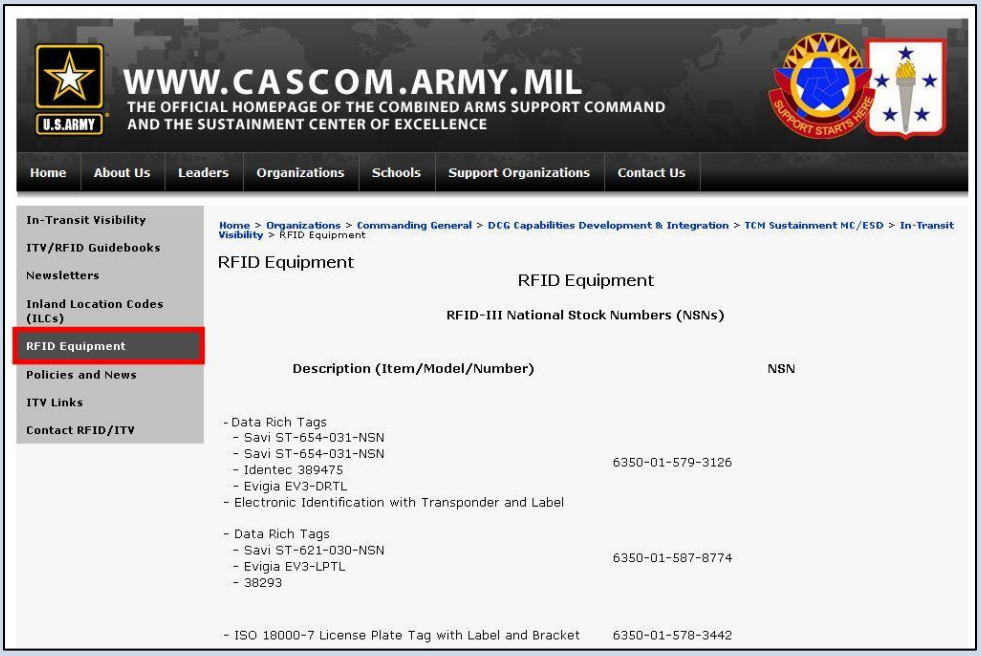
The Regional Training Team's (RTT's) Tips and Tricks

What Kind of Equipment Do I Have? (continued)

2. For a chart of RFID equipment go to the PM J-AIT website at: http://www.ait.army.mil/Contracts/rfidiii/rfidiii.html



3. If you need an NSN to order items such as tags, batteries, and battery caps, you can go to the Combined Arms Support Command (CASCOM) site at: http://www.cascom.army.mil/organizations/cdi/esd/itv/equipment.aspx where this information is available.



For and From the Field

Reminder

If you have a *Read* or *Write* site that is no longer active or required to support your business processes, please contact the RF-ITV Global Help Desk (GHD) at help.rfitv@us.army.mil or 1 (800) 877-7925 to have it removed from the ***RF-ITV Tracking Portal*** database.