pm J-AIT
PRODUCT MANAGER
JOINT-AUTOMATIC IDENTIFICATION TECHNOLOGY

PM J-AIT ITV Operations and Training Newsletter

Check out the PM J-AIT Web site 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.

Establishing an RF-ITV Read Capability

In the Radio Frequency In-transit Visibility (RF-ITV) Infrastructure, things change for any number of reasons (e.g., newly established gates, gate closures, change in security measures, new traffic patterns); therefore it's a good idea to continually review your business process to make sure you are maintaining In-transit Visibility (ITV) of all your shipments entering and departing your site or facility. 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 Point of Contact (POC) block to the right.

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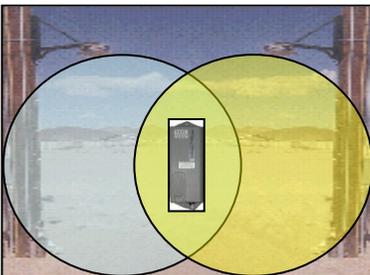
- Ensure the interrogator range (300 feet) covers the route for continuous monitoring.

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

- Consider the use of Portable Deployment Kits (PDKs) or Early Entry Deployment Support Kits (EEDSKs) for temporary routes and fixed interrogators for more permanent sites/routes.

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

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help.rfitv@us.army.mil
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- 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 installation POCs (e.g., Directorate of Information Management (DOIM), Directorate of Public Works (DPW), and Directorate of Logistics (DOL)).
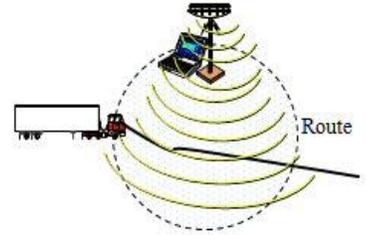
Radio Frequency Identification (RFID) is a powerful tool providing source data that makes ITV a reality for deployment and sustainment operations. PM J-AIT's focus is on maintaining and operating the RF-ITV Infrastructure in a high state of readiness to support your operation. Doing this requires close 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 correct at all times

- Re-register your Read interrogator any time site details change.
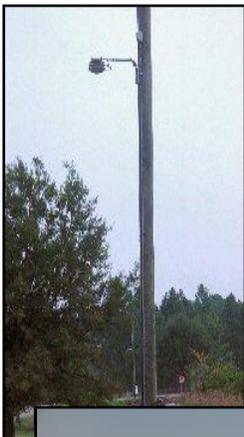
There will never be any two sites alike. The business process and operational situation will dictate site configuration.

Site Analysis: Anniston Army Depot, TDDAA0000001, Annistondssw1

For this month's analysis we looked at the data quality of RFID tags being written by the Anniston Army Depot maintenance facility Write site ANNISTONDSSW1, DDAAAW1 DLA DSS JAMS. Using the *Site Activity* query, we looked at the tag writing workload for the period of 1 March – 11 April 2011. The query identified 67 tags and the following are the results of our data analysis:

- By comparing the Consignee Department of Defense Activity Address Code (DODAAC)/Foreign Military Sales (FMS) Code and Point of Debarkation (POD) on the tag to the "Read" events of the tag and Last Reported Interrogator Name, it was determined that 36 of 67 tags (54%) had reached final destination. Of the remaining 31 tags, seven tags were never read after the write event, one tag was last read at Anniston but hasn't been read since, and 21 tags are still being read at various nodal stations. We cannot determine if the remaining two tags reached final destination as these tags correspond to FMS shipments.

- Only one tag created a "TK6" transaction. TK6s are created when the Consignee DODAAC written to the tag matches the "Supported DODAAC" entered on the Read interrogator's registration page. It is worth noting that as of the date of publication of the newsletter, the majority of US Central Command (CENTCOM) Standard Army Retail Supply System (SARSS) Read interrogators (see *For and From the Field*) have not been updated with latest version of SmartChain 6.0, which allows Read interrogators to read International Organization for Standardization (ISO) RFID tags. Sixty-six of the 67 tags were ISO tags.

- Fifty-two out of 67 tags (78%) contained valid Consignee DODAACs The 15 remaining tags contained Military Assistance Program Address Codes (MAPACs) which are used specifically for FMS, per conversation with transportation department personnel in Anniston.   MAPACs are not listed in the *RF-ITV Tracking Portal* database.

- Fifty-four tags (81%) contained valid Port of Embarkation (POE) and POD codes; however, in 13 instances both POE and POD codes were blank. The 13 codes that were left blank were FMS shipments and per the Anniston POC, POE/POD codes are not used for FMS shipments due to their unique shipping and billing requirements.

- Using the Archive data selection on the portal, it was determined that two out of the 67 tags had been previously used in the last year. The other 65 tags were ISO tags which were used for the first time.

- All 67 tags contained content level VI data detail in the Commodity records. Complete commodity data allows users more options for query searches and provides more complete data sharing with other ITV systems

- Based on email delivery confirmation and plotting latitude and longitude in Google Earth, the registration page information (naming convention, point of contact information, latitude/longitude) was correct.

- During our analysis, we noticed 75% of the tags being written at this location are not being read leaving Anniston. We have contacted the Site POC and suggested a site survey be conducted to analyze their business process so in transit visibility (ITV) of their tags can be maintained from the shipment's origin to final destination.

RF-ITV Global Help Desk (GHD)

Toll Free: 1 (800) 877-7925, **DSN**: Dial 94 plus (800) 877-7925,
Commercial: (703) 579-2834
AKO Instant Messenger Username: help.rfitv
Green Force Tracker/Lotus Sametime Group Name: PEO EIS-PM J-AIT-GHD
(4 AM – 9 PM EST)
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@us.army.mil.

For and From the Field

Upgrade to SmartChain 6.0

With the conversion from American National Standards Institute (ANSI) tags to the International Organization for Standardization (ISO) tags, it is critical that all Standard Army Retail Supply System (SARSS) Read sites upgrade to SmartChain 6.0. The current SARSS software cannot read ISO tags without this upgrade; therefore upgrading your software is critical in order to maintain visibility of your shipments. We've notified Sustainment Automation Support Management Office (SASMO) Action Officers of the need to upgrade to SmartChain 6.0 in SARSS Interim Change Package (ICP) L1Y-05-03 and some sites have been upgraded.

Based on the information on the *RF-ITV Tracking Portal*, as of 19 May 11, the following percentages of sites have been upgraded. Hopefully by the time the newsletter has been distributed these figures will have increased.

COCOM	Number of Sites	Completed Upgrade	Percentage
NORTHCOM	145	40	28%
CENTCOM	37	13	35%
PACOM	31	24	77%
EUCOM	26	13	50%
SOUTHCOM	1	1	100%
AFRICOM	1	0	0%
TOTAL	241	91	38%

If your site has not been upgraded, contact your SASMO to ensure your site is upgraded with the latest version. Once your site has been upgraded, don't forget to re-register your interrogator and then log on to the *RF-ITV Tracking Portal* to make sure the update has been uploaded.

New Inland Location Code (ILC) for CENTCOM

A new inland location code has been added for Amara, Iraq.

ILC	FORT / CAMP / POST / BASE / SITE	CITY
86M	AMARA, IRAQ	MAYSAN PROVINCE, IRAQ

Current lists for all COCOMs can be downloaded at:

http://www.cascom.lee.army.mil/Automation/ITV/
(Click on *"Inland Location Codes"*)

If you identify a location that shipments will be moving by ground transportation (either starting or stopping at the site), you can request an ILC be established for the location.

If you have a request to establish a new ILC or have a suggestion for an ILC to be deleted, send an email to leeerfiditv@conus.army.mil with "ILC Addition/Deletion" in the subject line. You will need to provide the following information:

Name:
Rank/Grade:
Phone Number:
Email:
ILC Location (Country):
Fort/Camp/Base/Post/Site/FOB:
Nearest City:
Units/Organizations to be supported (if known):

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

How to access Query Builder on the _RF-ITV Tracking Portal_ - Query Builder is a web application located on the **RF-ITV Tracking Portal** that allows users to track cargo in vehicles equipped with a Satellite Tracking System (STS). It also provides the location of RFID tagged shipments. The entire RF-ITV Tag database is included in the Query Builder database. RFID Tags read by STS-RFID (MTS) systems are also included in the Query Builder database.

Login to the **RF-ITV Tracking Portal** at: https://national.rfitv.army.mil.

Note: Users of Query Builder require "Enhanced Access". For more information on Enhanced Access, see Login Help on the RF-ITV Tracking Portal Login page.

Select the _Track Shipments_ menu then select _Satellite Tracking_. Once highlighted, select the _Advanced Search (Query Builder)_ tab and the Query Builder will open.

Query Builder has three hierarchical related query groups: Mission, Carrier, and Shipment. A fourth group, Mobile Site, allows users to track all Missions, Carriers, and Shipments originating from a specific PDK.

Need more information on Query Builder? The full training material is available online under the _User Training_ tab on **the RF-ITV Tracking Portal**.