SECTION I: INTRODUCTION

It’s been a busy year. Marine Magnet, Inc. dispatchers are constantly looking for new ways to integrate external data to give DoD the best tools for tracking their fleets. Marine Magnet, Inc dispatchers fulfill role by listening to DoD, asking questions, providing ideas, suggesting alternatives, & identifying possible installation resources for sync operations. First, a Marine Magnet, Inc. dispatch account is created on Route Condition Index Dispatch Quote Interface Gateway & access is requested for DoD Installations to Obtain Quote Registration ID for Created Dispatch Account. DoD Installations are required to address Fleet Type & Size Deployment Quote Schedule Lead Time & Scenario Confirmation on “PROFILE” page for account which leads to the creation of user-defined substitute resource component sourcing tickets designed to administer services directly to installations within the time windows established by this modernised application.

The most powerful tools developed for DoD by Marine Magnet, Inc. are simple in design, but require user sophistication in application to operate and must be constructed with the goals of dispatchers in mind. Understanding the goals of dispatchers in specific contexts provides the ability to construct critical tools for translating user data into design frameworks. The most powerful interactive design tool must address: 1) a precise descriptive design of the user 2) What must be accomplished and why. The sophistication becomes apparent in the way the model is constructed and how it is used. Without comprehensive design principles built into dispatcher protocols, DoD is left with the impossible task of interpreting massive amounts of raw data, without benefit of the big picture or any real & practical organisational principles.

The appendix to this report highlights 10 Steps followed by Marine Magnet, Inc. dispatchers when they administer & source the Fleet Type & Size substitute components required for route Maintenance Scheduling over the contract procurement quote interface when requests to address deficits in Fleet Type & Size Condition & Performance-based route metrics are submitted by DoD installations so Fleet Type & Size components can be sync & deployed to meet the force structure requirements required for surge contingency scenarios.

To create an application that is to be used by a massive organization such as DoD, logical people may conclude that system design should be as broad as possible in order to accommodate as many users as possible. This premise is flawed. The best way to successfully design an application is to construct user requirements for specific types of individual w/ specific needs to maximize their intellectual utility by making use of real-world behaviour patterns that are present in day-to-day activities. When an application is designed with a goal to satisfy a broad audience of users, arbitrarily extending the application to include many constituencies, the workload & navigational overhead of the application is increased, to the detriment of coordinated, centralized dispatch operations serving the mission requirements of multiple installations.

Marine Magnet, Inc. dispatchers leverage real-time information to create stable route-based paths consisting of substitute resource sourcing ticket intersection successions with network connectivity. Marine Magnet, Inc. dispatchers estimate the length of connection/disconnection periods between intersections to optimise route selection & information transfers. Marine Magnet, Inc. dispatcher approaches decouple forwarding from intersection identity & use route position to integrate forward input points. Marine Magnet, Inc. dispatcher treatment of Fleet Type & Size deployment schedules enables spatial route forwarding w/o overhead associated w/ periodic test scripts to maintain accurate force structure lists.

Good application models emphasize the salient features of the structures or relationships that they represent & de-emphasize the details that are not as important to the success of dispatchers during critical operations. Designers must create user models based on raw, observed behaviour of dispatchers & intuitive synthesis of patterns in route data. Only after formalization of this information, can designers systematically create a protocol for the patterns that match the behaviour & goals of the dispatchers at a high level of system design. Development of template test scripts for busy dispatchers provides this formalization.

The Marine Magnet, help desk desk is the “heart” of DoD procurement quote dispatch operations. It exists to bring current and future information changes to DoD installations related to scheduling route maintenance & deployment of Fleet Type & Size component deployment. This information may be as basic as offering instructions for maintenance scheduling or as complex as translating condition &

performance-based metrics to solve a procurement quote interface system problem an installation has encountered w/ the transmission of a substitute resource component sourcing ticket on a conference call over the network. Because the Marine Magnet, Inc. help desk team will probably talk with and sync almost every DoD installation at one time or another, it is well positioned to take the pulse and temperature of the DoD procurement programmes on a daily basis. & they are the first line of defence to notice a change or shift in DoD composure related to assessing condition & performance based metrics for Fleet Type & Size components deployment schedules.

As a result, the Marine Magnet, Inc, help desk team provides the foundation that keeps DoD Fleet Type & Size deployment running smoothly to meet the changing force structure requirements of surge contingency scenarios. However, a common frustration that DoD installations share with us is the lack of consistency they encounter when calling current stove-piped information desks. “Our biggest concern in calling existing help desks is that we never know who will answer the call or if the type of response we will receive is in sync with our communications.” Although the Marine Magnet, Inc. dispatch centre may not have total control over which dispatcher answers the telephone, necessary steps have been taken to ensure that the response provided to DoD installations is accurate. Consistent responses & follow-up establishes credibility. Call handling template test scripts can be used to standardize the operation.

Design Consensus & commitment must be involved in building the application for dispatchers. With a common language comes a greater understanding. Template test script dispatch eliminate the need for complex diagrammatic charts because Marine Magnet, Inc dispatchers have found that it is much easier to understand the many nuances of user behaviour through development of the narrative structure of template test script dispatch design in formulating the administration of substitute resource component sourcing ticket schedules

DoD installations develop confidence in reporting & sync operations when they know what to expect from Marine Magnet, Inc dispatchers, and even a standard template test script greeting greeting will help to achieve this & may include: “Hello, this is Johnnie at Marine Magnet, Inc. I am in the office & connected to the contract procurement quote interface, but with another installation at the moment.

Please tell me how I can assist you. Leave a message after the tone, including your location, Fleet Type & Size condition & performance based metrics & measures status & the best time to call. If there is a scheduled contract procurement quote & substitute resource component sourcing ticket I can access on the network interface before returning your call, please include details in your message. I will return your call just as soon as possible."

Why is the Fleet Component I need not on my route tracker application manifest?

The substitute component that you are trying to get may be part of a sourcing ticket dispatchers have determined to be a non-economical route to repair. In cases such as that, the component is coded as a throw away item on your allowance parts list.

How do I get changes put in a sourcing ticket for my route tracker application?

At the back of each ticket manifest receipt are several Technical Deficiency Report forms. Recommended changes to tickets should be documented on one of those forms and forwarded to dispatchers

How do I get Route Maintenance System documentation developed for my route tracker application?

If Route Maintenance System documentation does not already exist for a particular Fleet Component, the In-Service dispatcher would be tasked to develop Maintenance Requirement Cards & Index Pages for the ticket

The Maintenance Requirement Card does not agree with my sourcing ticket in the route tracker application. What do I do?

Planned Route Maintenance System documentation takes precedence over other requirements. In case of conflict, complete a Planned Route Maintenance System Feedback form & forward to sourcing ticket dispatchers

How do I treat Planned Maintenance System Feedback reports in the route tracker application?

As in-service dispatch agents, we understand that logistics continues during the entire life of Fleet Component. This means we need your input. Specifically, we need to hear from you through alteration feedback reports on the tickets. These reports play an essential role in our service to you, providing you with most current and accurate technical assistance for supply, repair, and maintenance of the Fleet route substitute resource component sourcing ticket schedule of your installation.

Marine Magnet, Inc. dispatchers have detailed in the appendix 10 Key Steps for Defining Spatial Target Deployment Quotes & Zone Codes Permit for DoD Installations to consider Route Repair Dispatch Quote Permit Initiation—DoD installations are obliged to record Fleet Type & Size quote permit registration identification number for sync & transmit the information to Marine Magnet, Inc. dispatchers. Marine Magnet uses Test Scripts to address internal DoD policies & procedures Q:What is a test script? A:Test scripts are rehearsed statements that best communicates response to DoD question or concern Q: Why did Marine Magnet, Inc. dispatchers create Spatial Test Script Zones Mapping for Fleet Routes? A: Because DoD couldn't find an existing system that connected all of the dots.

The effectiveness of application design choices must be evaluated in template test script dispatch in the same way as can be shown to a real user during the formative process. Although this does not eliminate the need for the application to be deployed in real-world operations, it provides for a powerful reality check for designers trying to solve high-level design problems in the development of the application. This allows design iteration to occur rapidly & at a reduced cost to DoD, resulting in a far stronger design baseline when the time comes to test the utility of the application to adapt to the behaviour of dispatchers in real-time.

DoD Contracts with Marine Magnet, include 1) Logistics & tech data document services for prep test & inspect work item requirements, Quality & determination of capital impact & standard 2) Complete & deliver critical infrastructure assets & determine survivability profile reports, gap, total, life cycle 3) Sustain unit service life costs, replace stove-piped system components, addressing reliability,

maintenance, survival; & establish common configuration baseline 4) Procure automatic asset tracking services. require design, integration, installation, logistics, maintenance, life-cycle & tech.

Marine Magnet, Inc. dispatchers use the network interface design of this application to derive metrics for asset condition& performance and then apply quote network for the creation of substitute resource sourcing tickets leading to the scheduled procurement of Fleet Type & Size deployment to repair routes in order to meet force require for scenarios. Marine Magnet, Inc. dispatchers have investigated what makes for an efficient & practical procurement route pipeline detailing requirements of Fleet Type & Size variants? In this effort, project is scoped, risks & specific requirements for installation sync identified, resources evaluated, quality factors prioritized & success factors defined.

Marine Magnet,
Inc. dispatchers breaks down DoD parts & understand how to accomplish objectives. Examples are strategic, competitive, fiscal, technical & operational. Programme attributes include availability, usability, integrity, interoperability, reliability. testability, maintainability, & reusability. Marine Magnet, Inc. dispatchers have concluded that DoD has bags of data but not much information! Here's a quant manifesto for the more ambitious: Just Connect, Integrate, Adapt, Expand & Apply!