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AN ANALYSIS OF THE 1977 AD/AR TARSLL. ✓
by
James Wiley Hargrove, Jr.
September 1980
Thesis Advisor F. R. Richards

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An Analysis of the 1977 AD/AR TARSL

by

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Submitted in partial fulfillment of the
requirements for the degree of

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ABSTRACT

→ The industrial mission of Destroyer Tenders (AD) and Repair Ships (AR) is to provide intermediate level maintenance and repair for supported ships. The Tender and Repair Ship Load List for these ships (AD/AR TARSSL) designates the range (number) and depth (quantity) of repair parts to be carried to support this industrial mission. This thesis details the logical reasoning and mathematical theory used to develop the 1977 AD/AR TARSSL, including an analysis of the data development, the mathematical inventory model and procedures used, and various assumptions and constraints applied during the process. Actual demand history for the six AD/AR's in the Atlantic fleet for a two year period from 1977 to 1979 was used to evaluate the effectiveness of the load list. The effects of certain assumptions in the model on the load list were analyzed. The proposed changes for the 1980 TARSSL were incorporated in the 1977 TARSSL and evaluated. Also, alternative models and methods of load list development were proposed and evaluated. ↗

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I. GENERAL BACKGROUND AND INTRODUCTION

A. DEFINITION AND PURPOSE OF THE TARSSL

The industrial mission of Destroyer Tenders (AD) and Repair Ships (AR) is to provide intermediate level maintenance and repair for supported ships. The Tender and Repair Ship Load List for these ships (AD/AR TARSSL) designates the range (number) and depth (quantity) of repair parts to be carried to support this industrial mission for a specific period of time. A separate load list is developed for the Atlantic and Pacific fleets. Each Destroyer Tender or Repair Ship in the same fleet carries the same load of items. This load has been designated as Prepositioned War Reserve Stock (PWRS) by the Chief of Naval Operations (CNO) and as such is not only to be responsive to peacetime demands but also to satisfy wartime requirements. The normal support period is therefore specified as ninety (90) days since this is considered the required support period for a wartime environment without resupply. The CNO has also set an 85 percent net requisition effectiveness goal for the AD/AR TARSSL. This means that 85 percent of all of the requisitions submitted in a 90 day period for items carried by the TARSSL should be completely filled from stock. This excludes requisitions from supported ships for resupply of their stock since the TARSSL is not designed to support this. A new TARSSL is produced about every three years. Prior to 1979 the Fleet Material Support Office (FMSO) was responsible for development of the TARSSL model and production of the actual load list. The production function is now the responsibility of the Ship's Parts Control Center (SPCC).

B. PROBLEMS WITH THE 1977 AD/AR TARSSL

The AD/AR TARSSL developed in 1977 for the Atlantic fleet had a per ship range of about 13,000 different line items and a per ship value over \$750,000. In August 1979 the Commander Naval Surface Force Atlantic Fleet (the type commander for Atlantic fleet tenders and repair ships) criticized the 1977 AD/AR TARSSL for not being responsive to fleet needs. In particular he claimed that over 9000 of the load list items had no demand for two years. The current model is about 16 years old and has not undergone a complete analytic review since inception, although there have been several interim changes to correct apparent deficiencies. Some people involved in the development of the 1980 TARSSL at SPCC have recommended several changes in the methodology and parameters used in the model prior to development of the 1980 TARSSL. The more important changes concern the criteria for determining the range of items to be carried, the essentiality of items, and the average quarterly demand for items without a demand history. FMSO has been tasked by the Naval Supply Systems Command (NAVSUP) to review the AD/AR TARSSL development process and recommend procedural changes for the 1980 load list.

C. THESIS PURPOSE

The purpose of this thesis is to detail the logical reasoning and mathematical theory used to develop the 1977 AD/AR TARSSL, including an analysis of the data development, the mathematical inventory model and procedures used, and various assumptions and constraints applied during the process. Actual demand history for the six AD/AR's in the Atlantic fleet for a two year period from 1977 to 1979 will be used to evaluate the effectiveness of the load list. The effects of certain assumptions in the model on the load list will be analyzed. The proposed changes for the 1980 TARSSL

will be incorporated in the 1977 TARSSL and evaluated. Also, alternative models and methods of load list development will be proposed and evaluated. The scope of this thesis has been coordinated with FMSO to support their efforts in improving the 1980 AD/AR TARSSL.

II. GENERAL DESCRIPTION OF TARSSL DEVELOPMENT

A. GENERAL DESCRIPTION OF THE INVENTORY

There are two distinct categories of items considered in the development of the TARSSL. The first category is equipment related (ER) items which are load list candidates based on their identification to an equipment or component to be supported by the tender's repair capability. The other category is non-equipment related (NER) items which are load list candidates based on demand. If an item does not meet the criteria to be an ER candidate, but does have industrial demand reported in the last two years by a tender or repair ship to be supported by the load list, then this item is designated an NER candidate.

B. EQUIPMENT SUPPORT DETERMINATION

The first step in determining the ER candidate items is to list the ships by hull type and number to be supported by the tenders and repair ships of each fleet. This is called the hull mix. Once it is established, SPCC retrieves from its master files all Allowance Parts Lists (APL's) applicable to the hull mix. These APL's are then filtered through a component cut which basically eliminates from further consideration any APL's that are not applicable to at least seven ships in the hull mix. Of course the type commander can override the component cut for any APL. The repair parts appearing on the candidate APL's are then screened to eliminate those items that cannot be installed at the tender or repair ship level. The remaining items, plus any other identified by the type commander, become the ER candidate repair parts. During this last screening, the total quantity of each item installed in the supported ships is accumulated along with the lowest level at which the item

can be installed, i.e. either the load activity or the supported ship. Once the ER candidate items are identified, the SPCC master data files are entered to obtain additional information about the item, including price, minimum replacement quantity, and Best Replacement Factor (BRF). The meaning and use of the BRF will be explained later.

C. INPUT DEVELOPMENT

The next step is the retrieval of the historical demand data for these items. Destroyer Tenders and Repair Ships are a part of the Mobile Logistic Support Force (MLSF) and as such are required to report their parts demand monthly to SPCC. SPCC retains this data for 24 months on the MLSF demand file. In the retrieval process the 24 months of demand history for each item is summarized as eight quarters of demand quantity (number of units demanded) and demand frequency (number of times demanded). Only those demands identified for use in support of the tender or repair ship's industrial mission are extracted from the MLSF demand file. Additionally those items on the demand file that did not qualify as ER candidates are classified as NER candidates and their demand history is summarized as was done for the ER candidates.

D. RANGE AND DEPTH DETERMINATION

To determine the variety of items to be stocked, the model applies a range cut; that is, any item that has anticipated demand in the next two years greater than a specific level (the range cut parameter) will be stocked, and any item with anticipated demand less than the range cut parameter will not be stocked, subject of course to individual item quantity overrides. The range cut really determines the line items to be carried on the TARSL, while all other calculations only determine the depth to be stocked. The range cut criterion is applied to each item as

it is being considered by the model. If an item does not pass the range cut, and is not forced on the load list by an override, the total demand quantity and total frequency of demand are accumulated, and then the next candidate is considered. If an item passes the range cut, it proceeds to the depth calculation. The model that is used for depth determination is a variable-protection-level, single-period-constrained, inventory model. The objective function is to minimize the total essentiality-weighted cost of the load, subject to the constraint that requisition effectiveness be at least 85 percent. Essentiality-weighted cost is used in the objective function to provide increased depth for more essential items in a wartime environment. The problem is solved by an iterative process based on a Lagrange multiplier approach. The variable input risk parameter (the Lagrange multiplier) is set and the essentiality-weighted cost equation is solved for the risk factor. The stock level for each item is set by using the risk factor to adjust the predicted demand, which is assumed to be normally distributed, subject to various constraints. After these preliminary stock levels are set, a prediction routine is run to estimate the net requisition effectiveness. If the desired 85 percent effectiveness is achieved, then the TARSLL is set. If the desired effectiveness is not achieved, then a new risk parameter is input and the process is repeated.

E. TARSLL IMPLEMENTATION

Once the load list has been determined by the computer model, a series of listings are output for review by SPCC. These listings allow an analyst to review the load list in several different forms to determine if additional items should be deleted from the TARSLL based on quantity, price, or demand frequency. After these "post model" changes have been made, the financial statistics for the final TARSLL are

forwarded to NAVSUP for approval. Upon approval, a tape with the load list items and all data necessary for requisitioning is provided to each load list carrying activity. There it is merged with other "ship's stock" to determine the quantity to be ordered. Throughout the life of the TARSL, adjustments can be made by individual ships based on actual demand. Additional items may be stocked if there are four demands in 12 months and additional quantities of a stocked item may be carried if certain quantity and frequency of demand criteria are met.

III. DESCRIPTION OF THE INVENTORY MODEL

The procedure described in this chapter is not the result of the rigorous application of inventory theory. Instead, it has evolved over time through the process of trial and error. There have been many patches made to correct apparent deficiencies in the model, as evidenced by the many overrides and constraints. Consequently, there is no theoretical discussion of the inventory model in the basic documentation for the process. The mathematical model presented later in this chapter, therefore, is necessarily the result of reverse derivation from the mechanics of the procedure. The model was derived to provide some insight into the objectives and basic constraints of the procedure, and should be viewed from this perspective.

A. FORECASTING EXPECTED DEMAND

The first steps toward the determination of the range and depth of items to be carried on the TARSLL are the computations of the average quarterly demand (AQD), the standard deviation of demand (SIGMA), and the average requisition size (A). For items with demand history, AQD is the straight average of the eight quarters of demand. For items without any demand history, the Best Replacement Factor (BRF) for the item and its installed population are used to estimate the average quarterly demand. The BRF for each item is the expected number of times an item will require replacement in one year. Since the BRF is developed based on all usages of the item, it may not reflect the expected replacement rate in the equipments supported by the TARSLL. The following formula is used to determine the average quarterly demand:

$$AQD = 1/4 BRF [(POPs \times K2) + (POPt \times K3)]$$

POPs is the fleet population of the item that is installable at the organizational (shipboard) level;

POPt is the fleet population of the item that is installable at no lower than the tender level;

K2 is the fraction of the item's population installable at the organizational level that is to be supported by the tender;

K3 is the fraction of the item's population that can be installed at the tender level that is to be supported by the tender.

K2 and K3 indicate the probability that the tender or repair ship will see a demand for parts installable at the different levels of maintenance. The value of K2 is set to be 0.1. This means that a tender or repair ship should replace a part installable at the organizational level only 10 percent of the time the part fails. The value of K3 is set at .33 which means that a tender or repair ship should replace a part installable at no lower than the tender level 33 percent of the time. If AQD computes to zero then a value of 0.001 is used. The standard deviation for items with demand history is computed as follows:

$$\text{SIGMA} = \sqrt{\frac{\sum_{i=1}^n (D_i - \text{AQD})^2}{n}} \quad , \text{where}$$

D_i is the demand for quarter i .

For items with no demand history SIGMA is taken to be $1.6 \times \text{AQD}$ if AQD is greater than or equal to 1.0 and $2.1 \times \text{AQD}$ otherwise. If AQD was forced to be 0.001 then SIGMA is forced to be 0.0001. The average quarterly demand and the standard deviation are then supposed to be factored by the number of ships using the TARSLL to reduce demand data from an ocean level to an individual ship level. In the development of the 1977 TARSLL, however, there was no factoring of either AQD or SIGMA. For items with demand history, the average requisition size, A , is equal to the total demand quantity divided by the total demand frequency. For all other items, A is set to one.

B. RANGE CUT PROCESS

Once the AQD has been predicted, the range of items to be carried can be determined. This is done by the range cut process which is distinct from the depth determination process. If an item has a predicted two-year demand (8xAQD) greater than or equal to the range cut value, the item is stocked. Otherwise, it is not stocked. An item passing the range cut then goes to the depth computation. However, should the computed depth be less than one, the range cut process forces the load-list quantity to be one.

C. DETERMINING ESSENTIALITY

To determine the depth of an item, its essentiality must first be computed. For items without demand history, i.e. demand was estimated by the BRP method, the essentiality factor E is computed by the following equation:

$$E = \frac{\text{POPs} \times K_s \times e^{-(116-\text{MECs})\text{ALPHS}} + \text{POPt} \times K_t \times e^{-(58-\text{MECt})\text{ALPHt}}}{\text{POPs} + \text{POPt}}$$

POPs is the fleet population of the item that is installable at the organizational level;

POPt is the fleet population of the item that is installable at no lower than the tender level;

Ks is a parameter used to weight the applications installable at the organizational level (value ≤ 1);

Kt is a parameter used to weight the applications installable at no lower than the tender level (value ≤ 1);

MECs is the military essentiality code of those items installable at the organizational level (maximum value is 116);

MECt is the military essentiality code for those items installable at no lower than the tender level (maximum value is 58);

ALPHS is a parameter used to control the range of essentiality for items installable at the organizational level (equals .12);

ALPHt is a parameter used to control the range of essentiality for items installable at no lower than the tender level (equals .12).

Ks and Kt indicate the relative essentiality of parts

installable at the different levels of maintenance. The current values of K_s and K_t are .67 and 1.0 respectively, indicating that parts installable at no lower than the tender level are 50 percent more essential to the tender's repair mission than are parts installable at the organizational level. It should be noted that, in all cases, the value of E computed by the above equation will be less than one. Should E compute to zero, then a default value, which is currently unity, is used. For items that have average quarterly demand estimated from historical data, AQD is used as the measure of essentiality (i.e. $E=AQD$). This is designed to increase the depth of items with historical demand, since the range cut forces the AQD to be greater than one.

D. COMPUTING LOAD LIST QUANTITIES

Once these variables have been determined, they become inputs to the depth computation, which is the only place where the mathematics of the single period constrained inventory model is used. The assumed model is :

$$\begin{aligned} & \text{minimize} && \sum_{i=1}^n C_i \times Z_i / E_i \\ & \text{subject to} && \frac{\sum_{i=1}^n \frac{(U_i - V_i)}{A_i}}{U_i/A_i} \geq .85 \end{aligned}$$

C_i is the unit cost for item i ;

E_i is the essentiality for item i ;

Z_i is the quantity stocked of item i ;

U_i is the average quarterly demand for item i ;

V_i is the average quarterly units short for item i ;

A_i is the average requisition size for item i .

The solution of this model is by the Lagrange multiplier method. Assuming a normal distribution for demand, the following equations are obtained:

$$1. \quad Z_i = U_i + S_i \times \frac{1}{\sigma} \left(\frac{C_i \cdot A_i}{E_i \cdot \theta} \right) \quad i=1,2,3,\dots,n$$

$$2. \quad .15 \sum_{i=1}^n \frac{U_i}{A_i} = \sum_{i=1}^n S_i \left[\phi \left(\frac{Z_i - U_i}{S_i} \right) - \left(\frac{Z_i - U_i}{S_i} \right) \Phi \left(\frac{Z_i - U_i}{S_i} \right) \right], \text{ where}$$

θ is the Lagrange multiplier

S_i is the standard deviation for item i ;

ϕ is the density of the normal distribution;

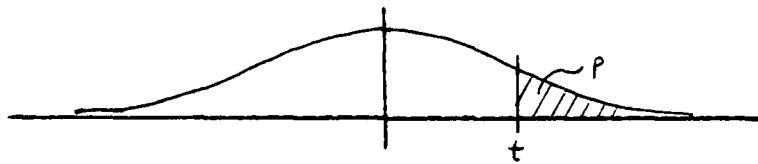
Φ is the cumulative distribution function of the normal distribution.

Equations 1. and 2. must be solved simultaneously for Z_i and θ . The iterative approach is used for solution. The Lagrange multiplier is fixed, the quantities Z_i are computed for each item using equation 1, and then equation 2 is solved to determine effectiveness. The Lagrange multiplier is changed and new Z_i are computed until constraint equation 2 is satisfied.

The controlling term in the solution of the model is the Lagrange multiplier. In the TARSLI computations, the risk parameter λ is defined as $1/\theta$ and the following is called the risk equation:

$$p = \lambda CA/E \quad \text{where } p \text{ is the "risk"}$$

A quick look at the term $\Phi^{-1} \left(\frac{C \cdot A}{E \cdot \theta} \right) = \Phi^{-1}(p)$ will explain why p is referred to as the risk. The risk is the probability that demand will be greater than the value $t = \Phi^{-1}(p)$ as determined from a normal distribution.



Since p is a probability, it must be greater than zero but less than one. The solution of the risk equation is the first step in determining the depth of an item. As mentioned earlier, the risk parameter is set for each iteration and the cost, average requisition size and essentiality are known constants for each item. However, there is no guarantee that the solution of the risk equation will result

in a number in this range. Therefore, the value of p is constrained to be between 0 and 1.

After the risk p is determined, the normal distribution is used to determine the number t such that the probability that demand is greater than t is the risk. That is, $t = \Phi^{-1}(p)$. The depth Z is determined from the equation

$$Z = AQD + SIGMA \times t$$

It should be noted that t can be either positive or negative. Thus depending on the risk allowed, t standard deviations of demand can either be added to or subtracted from the average quarterly demand in computing depth. This preliminary depth is then rounded and subjected to several restrictions to give the final load list quantity.

E. QUANTITY CONSTRAINTS

The primary constraint is the minimum quantity (one) specified by the range cut criterion. Other quantity restrictions are minimum, maximum, mandatory, and exclusion overrides applied to specific items. These are used to set upper or lower limits on the quantity to be carried or to specify a mandatory quantity. An exclusion override is a special case of the mandatory override in which the quantity is zero. Quantity overrides are usually identified prior to the running of the model. One of the more common overrides is a maximum quantity override specified by the fleet because of volume constraints. The next restriction is that no less than one dollar's worth of the item will be stocked. i.e. the quantity is increased such that the extended dollar value is greater than \$1.00. Another restriction is that the change in the load-list quantity must exceed 25 percent before the load list will be adjusted to the new quantity. This is to eliminate the handling costs associated with small quantity changes. The new load-list quantity must also be in even multiples of the item's minimum replacement unit (MRU). The MRU reflects the minimum number of units

required to perform a task and may vary among APL's. The MRU for any item is the maximum of the MRU's appearing on the applicable APL's. Finally, for items without historical demand, the load list quantity is constrained to be less than 50 units and have an extended value less than \$100. This constraint is designed to prevent the stocking of an excessive quantity or dollar value of an item based on an erroneous BRP estimate of demand.

F. EFFECTIVENESS PREDICTION

After the item quantity is determined, preliminary statistics concerning the item are accumulated. These statistics include a tally of the various overrides and restrictions applied, the method of estimating demand, and the extended dollar value of the item. The predicted quarterly demand quantity and frequency and the number of units and requisitions satisfied are also accumulated. These last statistics will be used to predict load list effectiveness after all candidate items have been processed. The number of units satisfied is estimated by assuming a normal distribution of demand to estimate the units short and subtracting this from the estimated average quarterly demand. The following formula is used to predict the units short:

$$\text{Units Short} = S \left[\Phi \left(\frac{Z-U}{S} \right) - \left(\frac{Z-U}{S} \right) \phi \left(\frac{Z-U}{S} \right) \right]$$

The predicted units short is constrained to be greater than zero, but less than or equal to the average quarterly demand, to prevent absurdities from entering the statistics. Similarly, requisitions satisfied is the difference between the quarterly demand frequency and the requisitions short. The requisitions short is computed by dividing the units short by the average requisition size.

After each candidate has been evaluated by the model to determine its load list quantity and the associated

statistics, a final computation of effectiveness is made. Net unit and requisition effectiveness are calculated by dividing the total units and requisitions satisfied by the total demand quantity and frequency, respectively, for load list items. Gross unit and requisition effectiveness are similarly computed except that non-load-list demands are also included. If the net requisition effectiveness meets the 85 percent goal then the optimal load list quantities have been determined. If requisition effectiveness is less than 85 percent then a new risk parameter smaller than the last λ is picked (i.e. less risk), and the model is rerun for all candidate items. If effectiveness is significantly more than 85 percent, then too much money is being spent for the desired effectiveness, and the load is reduced by picking a larger λ (i.e. more risk). Each successive run of the model is analyzed, and the risk parameter is changed until the predicted effectiveness is within tolerance of the desired effectiveness.

IV. ANALYSIS OF THE 1977 AD/AR TARSLI INVENTORY MODEL

A. THE BASIC TARSLI

The first step in analyzing the 1977 TARSLI was to develop the basic load list. A detailed flow chart of the TARSLI computer program obtained from FMSO was used to develop a FORTRAN program of the TARSLI model. In addition to the normal range, dollar value, and effectiveness statistics normally output, the program was modified to provide the distributions of essentiality, average quarterly demand (AQD), average requisition size (ARS), cost, and load list quantity. The input to this program was obtained from SPCC's files and included the parameter values and input tapes of the candidate items used to run the 1977 TARSLI. The results given in Appendix A were obtained from a run of the program. The load list range of 13,217 line items and value of \$760,671 are comparable to the final 1977 TARSLI that went to the fleet. Of interest is the fact that no quantity overrides were applied to any items. Also the 85 percent effectiveness criterion was not met (see Figure 1). This presented no problem for this analysis since this TARSLI serves only as a baseline of comparison for other models. Another interesting feature of the output is the observation that the distributions of AQD, ARS, cost, and depth all decayed at an exponential or greater rate. To accommodate this the logarithms of the quantities were used for graphing purposes (see Appendix A). Other aspects of the output statistics will be discussed as they apply to different changes in the model.

Figure 1
1977 TARSLI

Predicted	ER	NER	TOTAL	ACTUAL
Net Unit	84.50	68.84	78.66	78.63
Gross Unit	71.21	58.08	66.32	59.18
Net Reqn	57.82	41.15	42.72	61.61
Gross Reqn	38.77	38.92	38.90	34.04

B. ACTUAL EFFECTIVENESS COMPUTATIONS

To determine the true effectiveness of the 1977 TARSLI, and to evaluate the effects of various changes to the model, 24 months of demand history from the MLSF data file were retrieved. The data was for the period October 1977 to September 1979, and included all of the demand data for the 5 currently active AD's and the only currently active AR in the Atlantic fleet. For the effectiveness computations the 24 months of data were divided into 22 consecutive overlapping quarters, i.e. September, October, November 1977 was the first quarter; October, November, December 1977 was the second quarter; November, December 1977, January 1978 was the third quarter; etc. Each of the six load list ships carried the same load, and no allowance was made for demand-based changes to the load list. The load list was considered to be 100 percent on board at the beginning of each quarter and was not resupplied during the quarter. This was done to simulate the 90 day wartime environment. Net and gross unit effectiveness and net and gross requisition effectiveness were computed for each of the 22 quarters for each tender or repair ship. These were then averaged to give the fleet effectiveness by quarter. Unit effectiveness is the simple average of the number of units satisfied by a tender or repair ship in a three month period divided by the number of units demanded in the same period. For net effectiveness, only demands for items on the TARSLI are included in the computations, whereas for gross effectiveness all demands are counted. In computing requisition effectiveness, each data element is considered a requisition, and a requisition which is only partially filled is considered not filled. Requisition effectiveness is then computed as the ratio of requisitions filled divided by the total requisitions in a three month period.

The first item of interest to be examined in the output of the historical effectiveness computations (see Appendix B) was the relative effectiveness of the load list on the five tenders and one repair ship. No single tender was better or worse across all four measures of effectiveness than the other tenders. The repair ship, however, was worse in all measures than each tender, averaging about ten percent below the mean. Even so, the total variation in effectiveness was small. The standard deviation was less than 3 percent for net effectiveness and less than 5 percent for gross effectiveness. These results held for all effectiveness computations for all variations of the TARSL model. Therefore only the fleet-wide summary statistics will be used in subsequent comparisons of different models.

The effectiveness results were also examined to see if there was a serious degradation in effectiveness over time. It was obvious that some degradation was occurring over the two-year period, but the amount was less than 5 percent across all measures of effectiveness (see Appendix B). This indicates that the current policy of developing a new TARSL every 3 years is adequate to provide the desired performance.

The last analysis considered the interrelationships among the four measures of effectiveness, and the relationship between the predictions made by the TARSL program and the four actual measures of effectiveness. As expected, the net effectiveness measures were significantly higher than the gross effectiveness measures, and unit effectiveness was better than requisition effectiveness. All of the effectiveness measures were within 5 percentage points of the predicted values except net requisition effectiveness (see Figure 1). These results were not too surprising although the actual net unit effectiveness was closer to the predicted value than had been expected, based

on the type commander's comments. The closeness of the predicted and actual effectiveness measures indicates that the composition of the 1977-1979 data is similar to the two years (1975-1976) of data used to develop the TARSLL. The big surprise was the size of the difference between actual and predicted net requisition effectiveness. The difference of almost 20 percentage points indicates that net requisition effectiveness may not be a good goal for the model. This will be investigated further as different models are applied.

C. ESSENTIALITY DETERMINATION

The first change to the model to be investigated concerns the determination of essentiality. As described previously, the 1977 TARSLL used the AQD for essentiality for all items with a demand history and used an essentiality factor between 0 and 1 computed from the Military Essentiality Codes for all other items. The proposed change is to use the predicted AQD as the measure of essentiality for all items. Since the BRF method was not considered as reliable an estimate of future demand as historical data, a larger risk of stockout was allowed for items without historical demand. This was accomplished by using the smaller essentiality factor computed from the MEC's. Because essentiality appears in the denominator of the risk equation, a decrease in its value increases the risk of stockout. An analysis of the MLSF data (see Appendix C) reveals, however, that for the majority of the items, historical demand may be no better an estimate of future demand than the BRF computation. Almost half of the MLSF items appeared only once, and 77 percent appeared 3 times or less. This low demand frequency over a two year period makes the problem of predicting the number of demands in a period very difficult. With the increased confidence in the BRF recently shown by SPCC, the essentiality factor was changed

to the AQD for all candidate items for the 1980 TARSL. This increased the essentiality for items without historical demand from an average value of .67 (see Appendix A) to over 1.5 (forced by the range cut). The resulting decrease in risk will increase the depth of items with high predicted demand and reduce the number of maximum risk constrained items. The result should be increased net effectiveness. When this change is made to the model, the cost of ER items increases from \$375,744 to \$435,236, and the distribution of the depth of the load list items shifts upward (see Appendix D). The number of ER items with a maximum risk constraint decreased from 2778 to 1863, but the number of minimum risk constrained items increased from 1237 to 2899, confirming the general risk shift due to the essentiality change. A total of 22,792 units were added. The predicted unit effectiveness showed modest increases of 3 to 5 percent (see Figure 2). Requisition effectiveness, however, showed large gains, with net requisition effectiveness increasing dramatically. Of course the key question is whether the actual effectiveness showed a corresponding increase. Unfortunately this was not the case, as all four of the effectiveness measures increased only slightly. Thus the small increase in depth and dollar cost from this change does not significantly improve actual effectiveness. It does, however, bring the requisition effectiveness predictions much closer to the actual figures.

Figure 2

	1977 TARSL		E = AQD	
	Predicted	Actual	Predicted	Actual
Net Unit	78.66	78.63	83.77	78.69
Gross Unit	66.32	59.17	69.99	59.21
Net Reqn	42.72	61.61	71.78	62.05
Gross Reqn	38.90	34.02	62.31	34.25

D. IMPACT OF THE K3 FACTOR

The next change to be investigated was the change of the K3 factor from .33 to .6. K3 is used in the BRF method of computing AQD to indicate the percent of items installable

at no lower than the tender level that are likely to be installed by a tender or repair ship. The value of .33 was chosen when tenders and repair ships had separate load lists. Since tenders are one of three activities (tenders, repair ships, and shipyards) that can install the part, the likelihood is .33 that it would install the part. With the introduction to the fleet of larger and more capable tenders, most of the repair ships were decommissioned, and their share of the workload was split between the tenders and shipyards. The reduction in repair ships also brought about a merger of the AD and AR load lists. When this happened, though, the likelihood value of .33 was not changed. The new value of .6 for K3 is designed to represent this merger of the AD and AR TARSLL's and the new split in workload between tenders and shipyards. This change to the model, however, is more of a theoretical purification than an actual substantive change. The change resulted in a small increase in the number of units carried, and a corresponding increase of only \$6000 in total load list cost (see Appendix E). The predicted effectiveness dropped slightly across all measures of effectiveness, and actual effectiveness remained about the same (see Figure 3). This is due to the higher demand predicted for most ER items. Again, there was a large disparity of over 20 percentage points between predicted and actual net requisition effectiveness.

Figure 3

	1977 TARSLL		MODEL WITH K3=.6	
	Predicted	Actual	Predicted	Actual
Net Unit	78.66	78.63	77.66	78.63
Gross Unit	66.32	59.17	65.57	59.18
Net Regn	42.72	61.61	39.83	61.61
Gross Regn	38.90	34.02	36.56	34.04

E. RANGE DETERMINATION

The range cut had the greatest affect on the TARSLL. Without changing this factor there can be no change in the line items being carried. The Commander, Naval Surface Forces Atlantic Fleet has specified the number of line items

to be about 15,000. This number is derived based on past experience to provide an adequate balance between the range of items carried and the number of items that have no demand. This is also used to meet the volume constraints aboard the tenders and repair ships. The range-cut factor used in the development of the 1977 AD/AR TARSSL was 12. This means that an item had to have predicted demand of 12 units in eight quarters to be carried. This is equivalent to an AQD of 1.5. Less than 7 percent of the ER and 25 percent of the NER items satisfied this very restrictive criterion. The two options of interest are 1) a range cut of 4 (AQD=.5); and 2) no range cut. The range cut of 4 has been suggested for the 1980 TARSSL, and the "no-range-cut" option is used for FBM submarine tenders.

Because a range cut of 4 forces onto the load list any item with an AQD greater than 0.5, the number of line items carried nearly doubled to a total of 25,226 items, with 12,215 of these at a depth of one. The distribution of depth was essentially unchanged above 10 units, with the total number of units increasing only 7 percent (see Appendix F). The total cost of the load list also doubled to over \$1.5 million. Interestingly, over 85 percent of the increase in both line items and cost came from ER items, with two-thirds of those using the BRP method of predicting demand (see Appendix D). The results of the effectiveness predictions were interesting because net unit effectiveness decreased while net requisition effectiveness increased (see Figure 4), indicating that the unit effectiveness for the added items was less than for those in the base TARSSL, but that the average requisition sizes were smaller and yielded better requisition effectiveness. As was expected, both gross unit and gross requisition effectiveness increased slightly. Even more interesting were the results of the actual effectiveness computations. The gross effectiveness

measures both increased slightly but the net effectiveness measures both decreased slightly (see Figure 4). Therefore, this range cut does not seem justified.

Figure 4

	1977 TARSLL		RC = 4	
	Predicted	Actual	Predicted	Actual
Net Unit	78.66	78.63	77.65	77.28
Gross Unit	66.32	59.17	68.17	59.69
Net Reqn	42.72	61.61	45.07	38.01
Gross Reqn	38.90	34.02	36.56	34.04

There are two aspects of the no-range-cut option that affect the load list. The first is that items are not required to have a minimum predicted AQD to be considered by the model as candidates for inclusion in the load list. The second, and perhaps more important, fact is that no items are forced on the load list. The results of eliminating the range cut are startling. A total of 19,915 items are carried on this load list. The number of ER items nearly doubled, but the number of NER items dropped by over a third. The depth of the line items carried also showed a significant increase with less than half of the number of items stocked at the level of one. All other depths less than 10 had large increases, but above 10 units there was very little change. This resulted in only a 13 percent increase in the total number of units carried. The greatest change was in the cost of the load list. Despite the large increase in the number of items carried, the dollar value was half that of the base TARSLL (see Appendix G). The predicted effectiveness improved significantly with net requisition effectiveness nearly doubling. Actual effectiveness gains were not so dramatic. Net requisition effectiveness was the only measure which had an increase over 3 percentage points (see Figure 5). That net requisition effectiveness went from a value considerably below actual effectiveness in the base TARSLL to a value slightly above actual in the no-range-cut load list is particularly noteworthy. This again points to the unreliability of predicted net requisition effectiveness as

a measure of actual load list effectiveness. Thus, despite the large number of line items carried, the no-range-cut option deserves further investigation because it produces generally better effectiveness at a much lower cost.

Figure 5

	1977 TARSSL		MODEL WITH RC=0	
	Predicted	Actual	Predicted	Actual
Net Unit	78.66	78.63	90.86	81.37
Gross Unit	66.32	59.17	67.90	59.28
Net Reqn	42.72	61.61	80.69	76.14
Gross Reqn	38.90	34.02	65.55	32.40

A simple modification to the no-range-cut option would be the addition of a constraint that requires an item have an AQD of at least 0.5 in order to be carried. This is essentially equivalent to requiring a range cut of four except that no items would be forced on the load list, since the items with an AQD less than 0.5 would be the only items eliminated from consideration, the results of this modification should be a general reduction in the number of line items carried without a significant reduction in effectiveness. This is in fact what happens (see Appendix H). The number of line items drops to 13,477, just slightly more than the base TARSSL number. The greatest decrease is in the number of items with a depth of one or two from 4505 to 2251 line items. The total number of units also drops to only 5.3 percent above the base TARSSL. The total load-list cost drops only slightly to \$366,755, but is still less than half the cost of the base TARSSL. A quick look at the cost distributions for these two load lists explains the difference. The cost of about 72 percent of the items on the 1977 TARSSL was less than five dollars each, but the rest of the items ranged to a maximum of \$34,780, including 85 items over \$600 each. In contrast, over 97 percent of this modified no-range-cut load list had a cost of less than five dollars and no item cost more than \$286. In comparison to the no-range-cut option, the predicted effectiveness drops slightly but actual effectiveness remains about the same In

comparison to the basic TARSSL model with a range cut of 12, this load list has about the same number of line items and total units at less than half the cost, yet with generally better effectiveness (see Figure 6). Therefore this range cut modification appears to be a significant improvement over the current range cut procedure.

Figure 6

	1977 TARSSL		MODIFIED RC=0 MODEL	
	Predicted	Actual	Predicted	Actual
Net Unit	78.66	78.63	90.82	81.76
Gross Unit	66.32	59.17	67.34	59.11
Net Reqn	42.72	61.61	79.62	76.62
Gross Reqn	38.90	34.02	63.68	31.70

F. EFFECTIVENESS CRITERIA

As noted previously, the predicted net requisition effectiveness can fluctuate widely without corresponding fluctuations in the actual net requisition effectiveness. A similar but more stable measure of effectiveness is the net unit effectiveness. This measure did not vary as much throughout the many changes, and its predicted and actual values were fairly close. Net unit effectiveness also has an intuitive appeal. Since tender peacetime industrial work often involves the overhaul of equipment, more units of a line item may be used than would be necessary for the basic repair job that would be accomplished in a wartime environment. Also, the wide variances in the distribution of average requisition size for the MLSF demand data (see Appendix B) indicate that one requisition may not be used for only one job. Although half of the items have an ARS of 5 units or less, over 85 units have an ARS greater than 600 units and one item has an ARS of 25,250 units. Thus unit effectiveness may be a better indicator of load list performance. A change in the performance measure, however, necessitates a change in the mathematical model. In the basic TARSSL model the risk equation is

$$p = \lambda CA/E$$

The "A" or average requisition size appears in the equation

because of the constraint of 85 percent net requisition effectiveness. With the change to the unit effectiveness measure, A disappears. This is the same as setting A=1 for all items, which is done for those items that use the BRP computation to estimate demand. Therefore this change only affects the depth of those items with historical data based demand predictions. Setting A=1 for the depth computation will reduce the risk and correspondingly increase the depth on those items. The result is a large increase in the depth and cost of these items. The number of units carried jumps to 815,202 and the cost increases by \$640,000 to over \$1.4 million (see Appendix I). Actual and predicted effectiveness increased for all four effectiveness measures. The largest increase was found in actual net requisition effectiveness which increased over 15 percentage points (see Figure 7). Thus a change in the measure of effectiveness to net unit effectiveness results in a significant improvement in all effectiveness measures, but at a correspondingly large increase in cost.

Figure 7

	1977 TARSSL		MODEL WITH A=1	
	Predicted	Actual	Predicted	Actual
Net Unit	78.66	78.63	89.01	84.68
Gross Unit	66.32	59.17	75.01	63.64
Net Reqn	42.72	61.61	46.63	76.11
Gross Reqn	38.90	34.02	42.46	41.93

V. ALTERNATIVE MODELS

A. MODIFIED 1980 TARSSL MODEL

As mentioned previously, several changes have been incorporated into the 1980 TARSSL model. These are the use of AQD as the measure of essentiality, K3 equal to .6, and a range cut of 4. To determine their cumulative effect, these changes were incorporated into the 1977 TARSSL model. The range cut criterion was modified so that items passing the range cut were not forced onto the load list. This was done because, as discussed in chapter 4, the normal range cut procedure would have resulted in a range of over 25,000 line items, far exceeding the 15,000 line item target set by the type commander. This model results in a load list with 15,166 line items at a cost of \$444,311 (see Appendix J). This 40 percent cost reduction from the 1977 TARSSL was achieved despite a 10 percent increase in the total units carried by eliminating any item with a unit cost over \$286. The cost distribution for this model is nearly identical to the modified no-range-cut model. As expected there are large increases in both predicted and actual effectiveness (see Figure 8). The predicted effectiveness results were better

Figure 8

	1977 TARSSL		1980 TARSSL	
	Predicted	Actual	Predicted	Actual
Net Unit	78.66	78.63	91.76	81.73
Gross Unit	66.32	59.17	71.18	59.17
Net Regn	42.72	61.61	88.40	76.70
Gross Regn	38.90	34.02	70.87	32.07

than the results obtained when each of the three changes was implemented separately. The results of the actual effectiveness computations were similar to the modified no-range-cut results. This is not surprising since the only one of the three changes that had a significant impact on actual effectiveness was the range cut change. In light of

the improved net effectiveness and the significantly lower cost of this model, the changes appear warranted.

B. FBM SUBMARINE TENDER MODEL

Tenders supporting FBM submarines (AS-FBM) use a model that is slightly different from the 1977 TARSSL model. Two differences that have already been discussed are the use of AQD for determining essentiality, and the use of no range cut. A third difference is the use of the Poisson distribution to represent demand for items with a low AQD. The Poisson distribution is commonly used in inventory models to represent independent demands occurring at a constant rate. In inventory situations at SPCC, the Poisson distribution is only used up to a demand of 10 units because of the computational problems resulting from the iterative process used to determine the probability of demand. Above 10 units the normal distribution is used with the central limit theorem offered as justification. The no-range-cut procedure was modified to allow for consideration only of items with AQD greater than 0.5. This is the same modification that produced significant improvement in the 1977 TARSSL. It also results in the same range-cut criterion that was used in the 1980 TARSSL model examined above. This makes analysis of the effects of the Poisson distribution easier, since now the only difference between the AS-FBM model and the 1980 TARSSL model discussed above is the use of the Poisson distribution. The use of the Poisson distribution produced unusual results (see Appendix K). Compared to the 1980 TARSSL, the AS-FBM model had a significant increase in the number of line items to 16,225. The total number of units, however, decreased slightly to 685,010. This was due predominantly to a substantial reduction in the number of items with a depth of between 20 and 40 units, and an increase in the number of items with a

depth of up to five units. Despite the decrease in total units, the load list cost increased by 25 percent. This resulted from carrying many more high priced items, including one that cost \$34,780. The effectiveness predictions improved slightly in all areas except net unit effectiveness, which remained essentially the same (see Figure 9). Actual effectiveness, however, had the reverse trend. Gross requisition effectiveness, which had the largest predicted increase of nearly 5 percentage points, was the only measure to show an increase in actual effectiveness. The greatest decline was the over 5 percentage point drop experienced by net requisition effectiveness, which indicates that the predictions obtained using the Poisson distribution are misleading and do not represent the demand as well as the normal distribution. Thus, despite higher cost, this model does not perform as well as the modified 1980 TARSLL.

Figure 9

	AS-FBM MODEL		1980 TARSLL	
	Predicted	Actual	Predicted	Actual
Net Unit	91.75	80.04	91.76	81.73
Gross Unit	73.08	58.96	71.18	59.17
Net Reqn	90.02	69.03	88.40	76.70
Gross Reqn	75.59	32.79	70.87	32.07

C. GAMMA DISTRIBUTION MODEL

An alternative distribution that has greater flexibility in fitting empirical distribution curves is the gamma distribution. Using this distribution in the 1980 TARSLL model has a major impact on the size, cost, and effectiveness of the load list (see Appendix L). The number of line items carried is reduced to 13,704 and the total number of items carried is reduced to 616.616. Correspondingly, the dollar value of the load list is reduced to \$330,514. Unfortunately, the predicted and actual effectiveness measures are also significantly lower than the 1980 TARSLL effectiveness values (see Figure 10). Thus the gamma distribution does not appear to provide significantly

better results than the normal distribution. The gamma distribution is also more difficult to implement, increasing the computer time required to generate the load list by nearly 50 percent.

Figure 10

	MODEL WITH GAMMA DIST		1980 TARSSL	
	Predicted	Actual	Predicted	Actual
Net Unit	81.31	77.13	91.76	81.73
Gross Unit	63.56	56.17	71.18	59.17
Net Reqn	78.10	68.13	88.40	76.70
Gross Reqn	63.05	29.09	70.87	32.07

One reason why neither the Poisson nor the gamma distribution improves the load-list effectiveness may be that the distribution is being fit to the wrong data. The constraint on the basic TARSSL model is net requisition effectiveness of 85 percent. However, the distributions are being applied to the unit demand. The ARS factor is then applied to convert the unit demand data to requisition demand data. The proper procedure would be to fit the distribution to the actual demand frequency data. An alternative to this is to use a model that has unit effectiveness as its objective.

D. UNITS SATISFIED MODEL

A completely different approach to the model is to maximize the unit demand satisfied, subject to a budget constraint. Since there is no formal budget constraint on the AD/AR TARSSL, the value (K) of the modified 1980 TARSSL is chosen for comparison purposes. This model can be expressed mathematically as:

$$\text{Maximize } \sum_{i=1}^n U_i - V_i$$

$$\text{Subject to } \sum_{i=1}^n C_i Z_i \leq K$$

As with the basic TARSSL model, this problem is solved using a Lagrange multiplier approach. Assuming a normal distribution for demand, the following equations are obtained:

$$1. Z_i = U_i + \bar{\phi}^{-1} (\theta \cdot C_i) S_i$$

$$2. \sum_{i=1}^n C_i \cdot Z_i \leq K$$

Equations 1. and 2. must be solved simultaneously for Z_i and θ . This leads to the same iterative solution procedure used for the basic TARSSL. The only difference is that now the risk equation is $p = \lambda C$ where $\lambda = \theta$. The "A" term has dropped out of the TARSSL risk equation because units, not requisitions, satisfied is being maximized. Similarly, the "E" term has been deleted because there is no essentiality weighting, i.e. one unit demand satisfied is as good as another. If unit effectiveness were maximized, the only difference would be a constant term representing the total demand. The same results could have been obtained by starting with the objective function to minimize total load list cost, subject to the constraint that net unit effectiveness be greater than 85 percent. For comparison purposes, this model was implemented by changing the risk equation in the 1980 TARSSL model above to $p = \lambda \cdot C$ and rerunning the program. For want of anything better, the value of the risk parameter was not changed even though the two parameters do not have the same interpretation. As expected, the results were not optimal. The cost of this load list was less than two-thirds the cost of the modified 1980 TARSSL (see Appendix M). Even so, predicted and actual effectiveness were not much worse than the 1980 TARSSL (see Figure 11). Each of the actual unit effectiveness measures was only about one percentage point lower. The seven percentage point shortfall in each of the requisition effectiveness measures caused a little more concern, but the outlook for significant gains was encouraging. There was one major drawback, however: the load list range of 16,382 items was already considerably above the 15,000 goal set for the TARSSL, and the total units of 711,678 was only slightly

less than the number on the 1980 TARSSL. Therefore, despite its significantly lower cost, this alternative did not satisfy the type commander's criteria as well as the modified 1980 TARSSL model.

	Figure 11		1980 TARSSL	
	UNITS SAT Predicted	MODEL Actual	Predicted	Actual
Net Unit	90.12	80.52	91.76	81.73
Gross Unit	68.05	53.47	71.18	59.17
Net Regn	79.85	69.58	88.40	76.70
Gross Regn	63.54	25.97	70.87	32.07

E. UNIT EFFECTIVENESS MODEL

The last alternative to be explored was the application of the net unit effectiveness measure to the modified 1980 TARSSL model. As described in chapter 4, the use of the unit effectiveness measure requires setting A=1 in the risk equation. When this is done, and the program rerun, impressive increases compared to the base 1980 TARSSL are obtained in both predicted and actual effectiveness (see Figure 12). It should be noted that these actual effectiveness results are similar to those obtained when this change is made to the 1977 TARSSL model. These effectiveness improvements are accompanied by a significant increase in the size and dollar value of the load list (see Appendix N). At 17,792 line items and 885,655 total units, this alternative load list is much larger than either the 1977 unit effectiveness load list or the basic 1980 TARSSL. The cost of \$1.1 million is over 20 percent less than the cost of the comparable 1977 model, but is still over twice the cost of the 1980 TARSSL.

	Figure 12		1980 TARSSL	
	Unit Effectiveness Predicted	Actual	Predicted	Actual
Net Unit	96.95	84.46	91.76	81.73
Gross Unit	80.53	63.90	71.18	59.17
Net Regn	90.13	81.43	88.40	76.70
Gross Regn	76.51	41.44	70.87	32.07

An interesting question is whether the large increases in the number of items and the dollar value are required to obtain the additional effectiveness. To answer this question

the unit effectiveness modification to the 1980 TARSLL was rerun with a larger risk parameter. The result was a significant reduction in the number of line items to only 9271, but the total number of units decrease only slightly to 764,941 (see Appendix O). This was caused by the elimination of a large number of items with a depth of one or two. Although the load-list cost is reduced by over 50 percent to \$465,605, it is still slightly more than the cost of the 1980 TARSLL. Actual effectiveness decreases, however, were minimal (see Figure 13). Thus this model provides significantly better net effectiveness than the 1980 TARSLL model at only a slight increase in cost.

	Unit Effectiveness		1980 TARSLL	
	Predicted	Actual	Predicted	Actual
Net Unit	94.54	84.06	91.76	81.73
Gross Unit	70.83	60.18	71.18	59.17
Net Reqn	80.73	77.98	88.40	76.70
Gross Reqn	57.55	25.54	70.87	32.07

VI. CONCLUSIONS AND RECOMMENDATIONS

The foregoing analysis of the 1977 AD/AR TARSSL examined the mathematics of the load list model and investigated proposed changes to the model. The conclusions to be drawn from this analysis can only be made with respect to the 1977 AD/AR TARSSL. Recommendations to implement certain of these changes on the 1980 and subsequent AD/AR TARSSL's are based on the conclusion that the demand data base is reasonably stable. This was evident from the minimal degradation of effectiveness over the two years of demand data and the closeness of predicted and actual effectiveness computations. This stability also justifies the creation of a new load list every three years.

The change to the use of the AQD as the measure of essentiality for all items has a marginal impact on the 1977 AD/AR TARSSL. There was a modest increase in the size and dollar value of the load list. This was accompanied by an increase of less than one percentage point in each of the four actual effectiveness measures. The increase in the K3 factor from .33 to .6 has minimal impact on the load-list size, cost and effectiveness. Although the change is merely a theoretical purification of the TARSSL process it is justified. The current range-cut process is too restrictive and reduces the effectiveness of the mathematical inventory model. The proposed range cut of four demands in two years produces a load list that is twice as large and expensive as the 1977 TARSSL. However, even with these increases, net effectiveness decreases. Elimination of the range cut provides significant improvements in cost and effectiveness, but the range of the load list is too large. Adding the criterion that predicted demand must exceed four demands in two years for an item to be considered by the model reduces

the load list to the desired size, without significantly affecting effectiveness. The implementation of the essentiality, K3 factor, and range cut changes into the 1977 AD/AR TARSSL resulted in dramatic improvements. The net effectiveness measures improved significantly, while the cost was reduced by 40 percent. Therefore, these changes should be implemented in the 1980 AD/AR TARSSL.

The use of different distributions to represent demand did not result in any major improvements over the use of the normal distribution. The use of the Poisson distribution produced a larger and more costly load list with lower actual effectiveness. The gamma distribution produced a load list with lower cost, but also with correspondingly lower effectiveness. Without major improvements in either cost or effectiveness, the ease of application of the normal distribution makes its use preferable. Therefore, the continued use of the normal distribution is recommended for the 1980 AD/AR TARSSL.

The two basic changes to the model itself were both promising. The units-satisfied model had a lower cost than the 1980 TARSSL model, but its effectiveness was not as good, and the number of line items already exceeded the goal of the type commander. The total number of units, however, was less than the total units on the 1980 TARSSL model. The unit effectiveness model had exactly the reverse situation. It had a low number of units, but a high total unit count. Consequently, it had a higher cost than the 1980 TARSSL. It also had better actual effectiveness. The unit effectiveness model is preferable because of the fewer number of line items. It should be considered as a replacement for the current AD/AR TARSSL model.

APPENDIX A

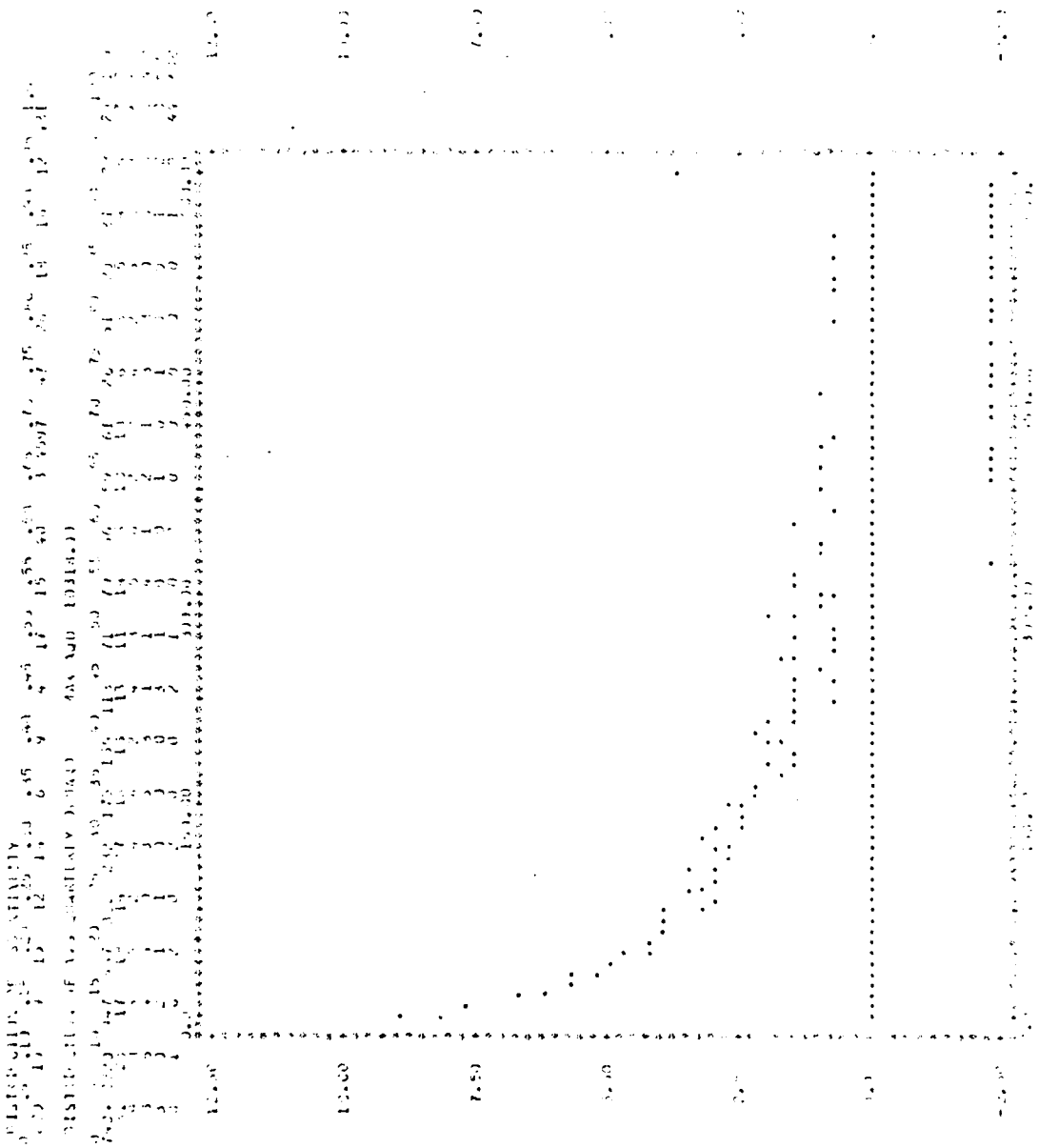
1977 AD/AR TARSLL STATISTICS

TABLE 10.10.10E INPUT STATISTICS

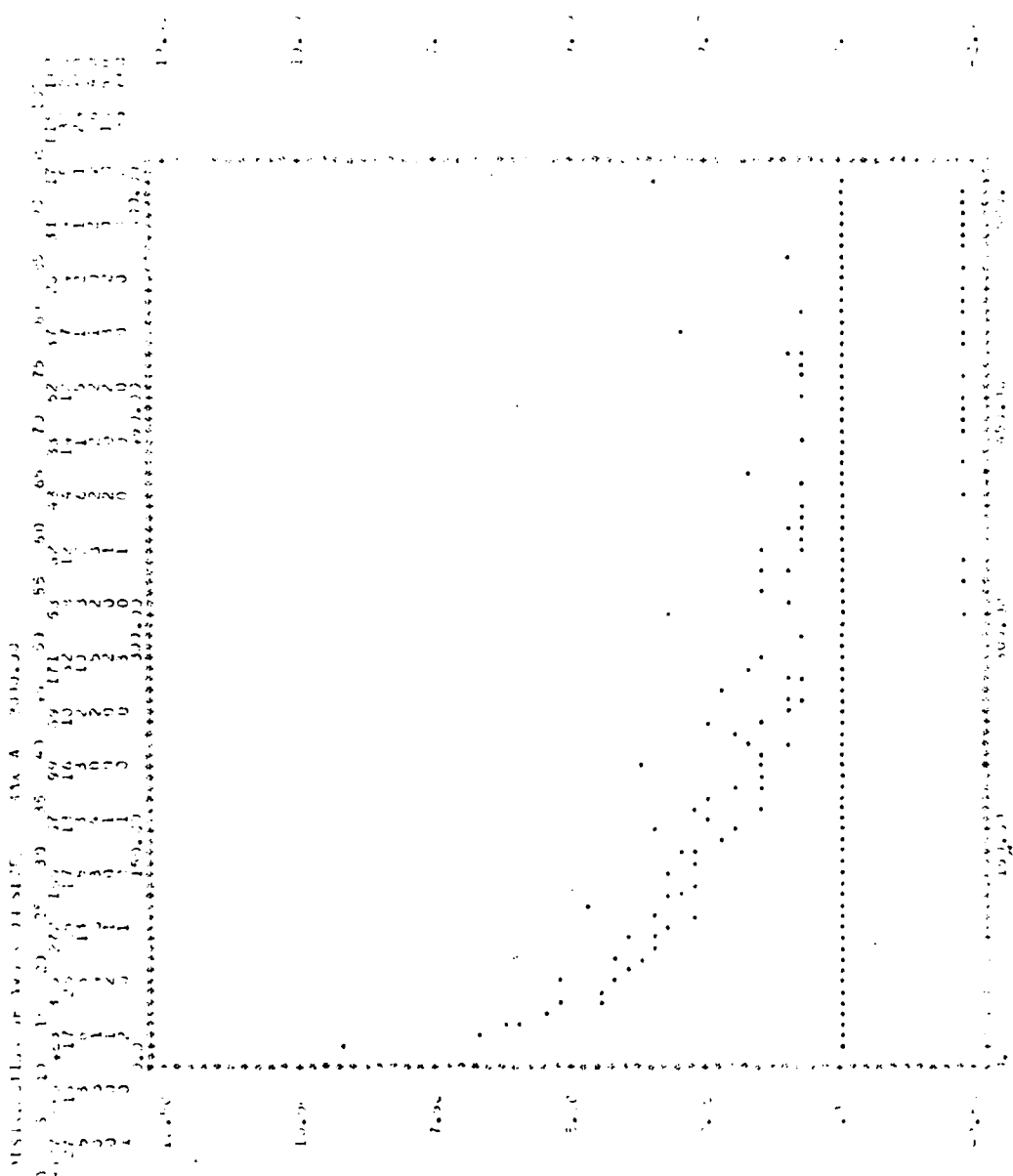
LL = 0.10+ LL = 0.15+ T = 1.0 RIB = 1.

			TOTAL
CANDIDATES	14877	137691	152568
LL RANGE	33427	360	33787
LL VALUE	33427	370743	704170
ADDS TO LL	33427	360	33787
ADDS VALUE	33427	370743	704170
DELETES FROM LL	0	0	0
DELETES VALUE	0	0	0
FORCED ON LL	134	317	451
CONSTRAINED DATA	0	367	367
EFFECTIVE TARS DATA			
UNITS SAT	152451	43167	195618
REIN SAT	203	1+035	1338
0) LL	152451	43165	195616
ALL	203	17011	20114
ALL	0	0	0
FREE LL	33427	3+220	37747
ALL	2742	1+07	3749
ALL	0	0	0
NET UNIT EFF	1+433	3+033	4766
GROSS UNIT EFF	3+712	1+5103	5222
NET REIN EFF	1+077	3+115	4192
GROSS REIN EFF	3+347	3+0472	6389
AVERAGE DEMAND COMPUTATION			
HISTORICAL 0) LL	33427	4127	777
ALL	33427	3343	1700
ALL	0	0	0
FREE X P) LL	0	3017	3017
ALL	0	107747	107747
ALL	0	0	113257
FORCED REIN LL	0	0	0
ALL	134	1324	1458
ALL	0	0	1423
LIMITS OF ITEMS ISK CONSTRAINTS			
MAX RISK LL	134	277	4123
ALL	0	0	0
ALL	0	0	4123
MIN RISK LL	134	1237	1403
ALL	0	0	0
ALL	0	0	1403
OVERRIDES APPLIED			
MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

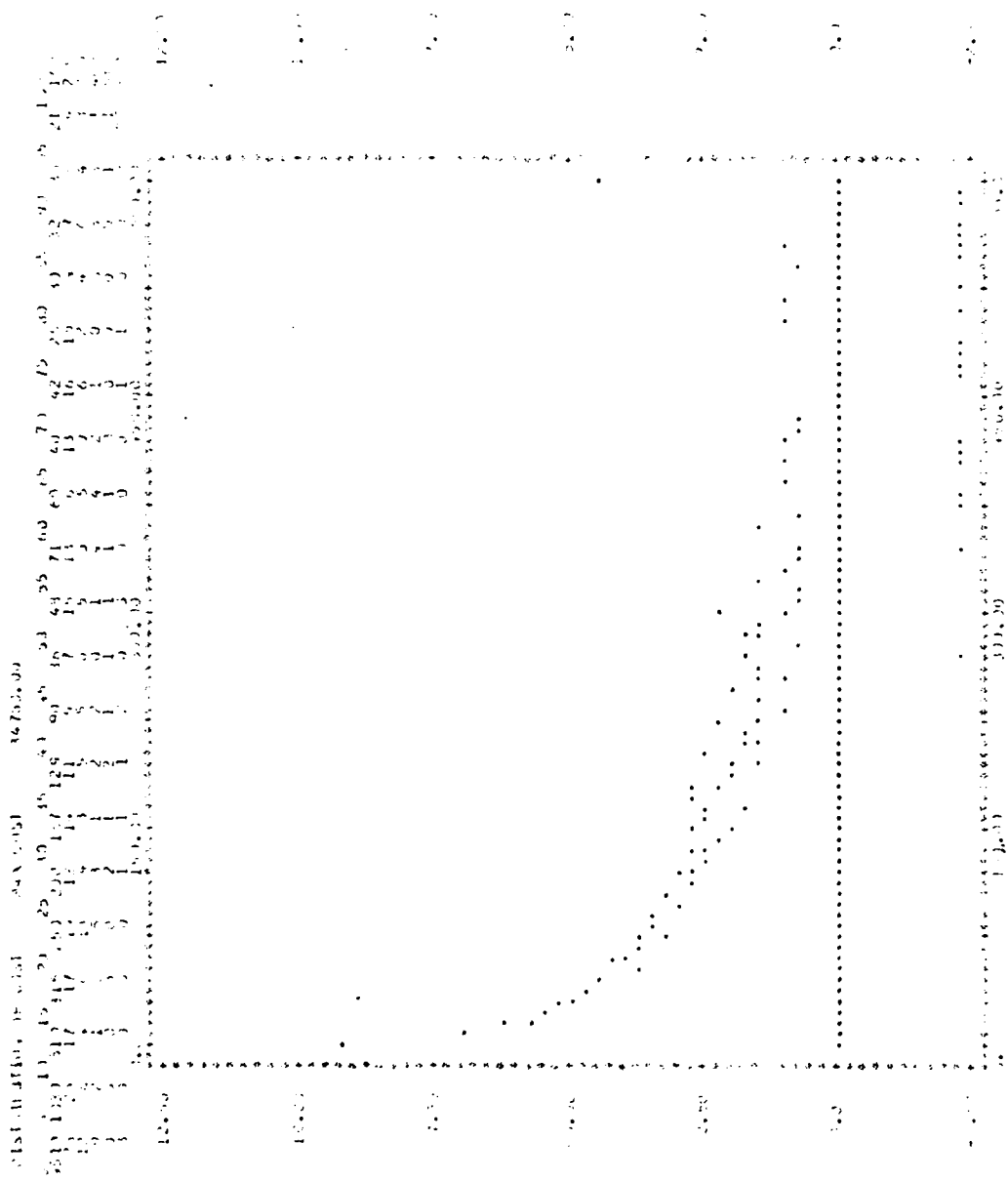
1977 AD/AR TARSLI STATISTICS



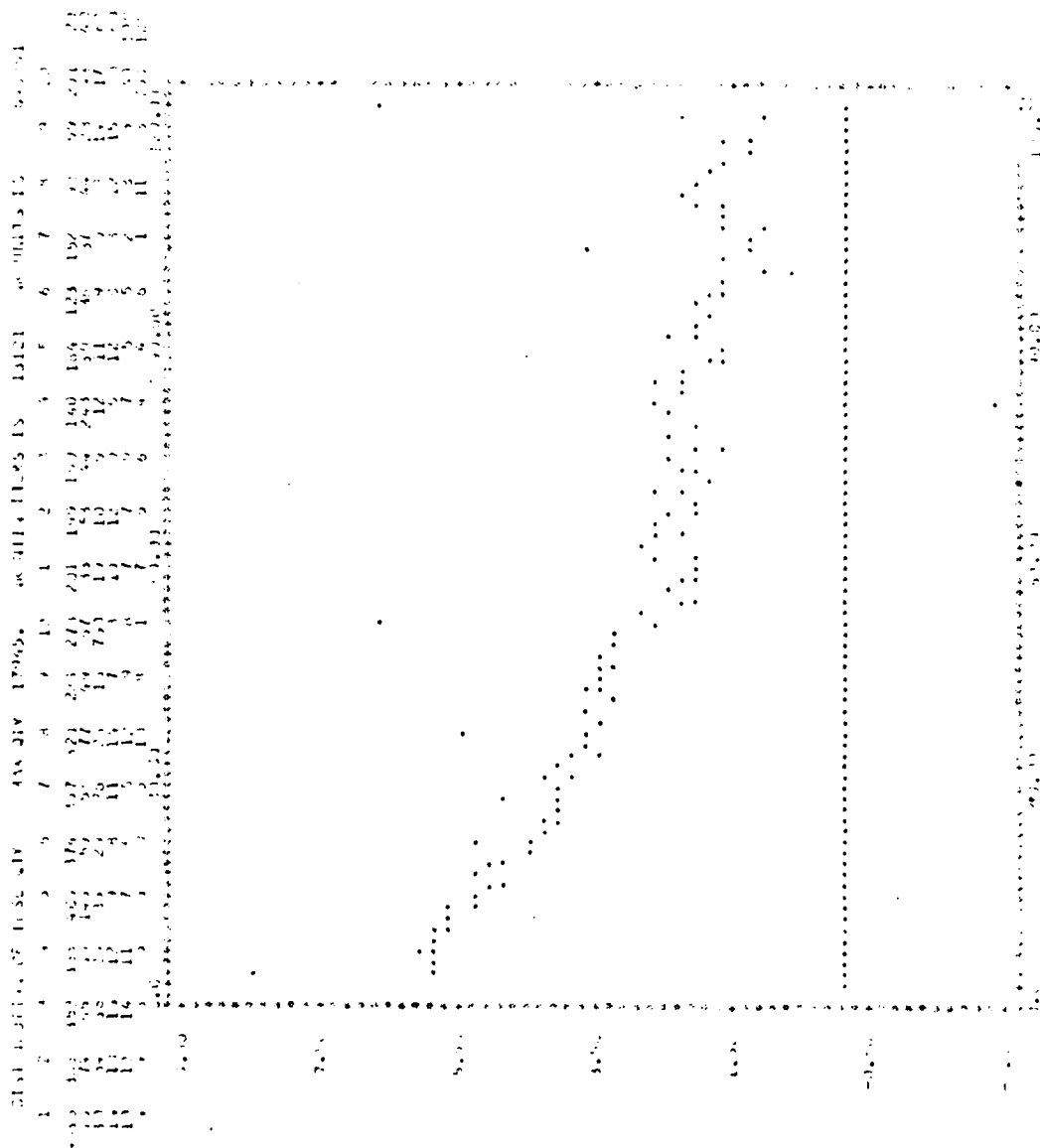
1977 AD/AR TARSLL STATISTICS



1977 AD/AR TARSSL STATISTICS



1977 AD/AR TARSLI STATISTICS



APPENDIX B

1977 AD/AR TARSLL EFFECTIVENESS

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REGR	GROSS REGR
1	0.8309	0.5964	0.6634	0.5703
2	0.8072	0.6050	0.6350	0.3600
3	0.8190	0.6217	0.6390	0.3753
4	0.8000	0.6279	0.6402	0.5947
5	0.8297	0.6577	0.6363	0.4030
6	0.8309	0.6280	0.6119	0.5933
7	0.7950	0.6204	0.6177	0.3835
8	0.8077	0.6500	0.6501	0.4070
9	0.7952	0.6517	0.6605	0.3950
10	0.7500	0.5773	0.6364	0.3040
11	0.7500	0.5373	0.6214	0.3419
12	0.7504	0.5400	0.6213	0.3392
13	0.7980	0.6090	0.6293	0.3340
14	0.7500	0.5679	0.5031	0.3111
15	0.7702	0.5200	0.5870	0.2879
16	0.7852	0.5250	0.5532	0.2021
17	0.7504	0.5141	0.5842	0.2775
18	0.7703	0.5776	0.5396	0.2793
19	0.8042	0.6025	0.5964	0.2893
20	0.7955	0.5007	0.6084	0.2970
21	0.7901	0.5850	0.5853	0.2990
22	0.7407	0.5000	0.5515	0.2333
MEAN	0.7803	0.5917	0.6161	0.3402
S.DEV	0.0235	0.0404	0.0283	0.0474

1977 AD/AR TARSLL EFFECTIVENESS

QTR	LOAD LIST EFFECTIVENESS		AD 17	
	NET UNIT	GROSS UNIT	NET REQA	GROSS REQA
1	0.9415	0.6974	0.7731	0.3360
2	0.9060	0.7444	0.7300	0.3771
3	0.7000	0.5004	0.7293	0.4230
4	0.7555	0.5152	0.6973	0.4315
5	0.7151	0.5067	0.7044	0.4415
6	0.7250	0.5276	0.6362	0.3500
7	0.7444	0.5373	0.7059	0.4280
8	0.7124	0.5185	0.7355	0.4013
9	0.7703	0.5963	0.7750	0.4600
10	0.7903	0.6013	0.7546	0.4291
11	0.8350	0.5400	0.7412	0.4200
12	0.8194	0.5393	0.7204	0.4255
13	0.8195	0.5052	0.7135	0.4073
14	0.7900	0.4904	0.6931	0.3671
15	0.7550	0.2122	0.6248	0.2910
16	0.7501	0.2557	0.6220	0.2857
17	0.7350	0.3253	0.5956	0.2578
18	0.8232	0.5830	0.6311	0.2743
19	0.7777	0.5532	0.5930	0.2074
20	0.7434	0.5623	0.5916	0.2333
21	0.7100	0.5107	0.5735	0.2033
22	0.6970	0.5293	0.5687	0.2763
MEAN	0.7840	0.5545	0.6781	0.3600
S.DEV	0.0000	0.1297	0.0674	0.0751

1977 AD/AR TARSLI EFFECTIVENESS

DTR	LOAD LIST EFFECTIVENESS		AD 13	
	NET UNIT	GROSS UNIT	NET REQD	GROSS REQD
1	J.7557	C.6102	U.6017	U.3447
2	J.7323	U.5744	U.5903	J.3276
3	J.7047	U.5182	U.5906	J.3359
4	J.7903	J.5737	J.5998	J.3010
5	J.3142	U.5531	J.5190	J.3760
6	J.8193	J.5535	J.5157	J.3577
7	J.8719	U.5175	U.5394	J.3423
8	U.9051	U.535+	U.6443	J.3525
9	J.8104	U.5705	J.6055	U.3714
10	J.7404	U.5950	J.5645	U.3460
11	J.7510	U.5707	J.5566	J.3264
12	J.7953	J.5537	J.5987	J.3213
13	U.5097	U.7521	C.7006	J.3751
14	U.8003	U.6215	U.5432	J.3530
15	J.6017	U.5247	J.6221	J.3214
16	J.7884	U.5540	U.5791	U.3023
17	U.3205	U.5285	J.6106	J.2853
18	U.6255	U.5525	J.5354	U.2074
19	J.3214	J.551+	U.6458	J.3059
20	U.3203	U.5511	U.6466	J.3055
21	J.7704	J.5557	U.5852	J.3051
22	U.7124	J.5145	U.4643	J.2497
MEAN	U.8049	J.5965	U.6066	U.3307
S.DEV	J.0407	U.0506	J.0450	U.0333

1977 AD/AR TARSLL EFFECTIVENESS

NTR	LOAD LIST EFFECTIVENESS		AD 19	
	NET UNIT	GROSS UNIT	NET REQN	GROSS REQN
1	0.7724	0.5655	0.6511	0.3445
2	0.7370	0.5825	0.5989	0.3055
3	0.3115	0.5224	0.5962	0.3092
4	0.3212	0.5533	0.5315	0.3108
5	0.3343	0.7807	0.5952	0.3557
6	0.8294	0.7271	0.6217	0.3719
7	0.7137	0.6204	0.5736	0.3538
8	0.3045	0.5900	0.6030	0.3735
9	0.8126	0.6905	0.5895	0.3396
10	0.5517	0.5517	0.5624	0.3263
11	0.7504	0.5444	0.5402	0.3204
12	0.7542	0.5434	0.5305	0.3420
13	0.5905	0.5175	0.5593	0.3121
14	0.7510	0.5683	0.5339	0.2783
15	0.7736	0.5335	0.5293	0.2709
16	0.7027	0.5513	0.5290	0.2674
17	0.7255	0.5738	0.5353	0.2710
18	0.7033	0.5155	0.5572	0.2635
19	0.8013	0.6427	0.5633	0.2530
20	0.8218	0.5411	0.5797	0.2542
21	0.5273	0.5170	0.5717	0.2632
22	0.6725	0.5505	0.5228	0.2475
MEAN	0.7705	0.6133	0.5751	0.3077
S.DEV	0.0660	0.0675	0.0325	0.0392

1977 AD/AR TARSLL EFFECTIVENESS

CTR	LOAD LIST EFFECTIVENESS		AD 26	
	NET UNIT	GROSS UNIT	NET REGR	GROSS REGR
1	0.8915	0.7210	0.7053	0.4770
2	0.8453	0.6392	0.6330	0.4340
3	0.8534	0.6772	0.6753	0.4155
4	0.8017	0.5924	0.6602	0.4322
5	0.8072	0.7148	0.6368	0.4304
6	0.8332	0.7230	0.6763	0.5212
7	0.8395	0.7527	0.7099	0.5349
8	0.8323	0.7617	0.7231	0.5170
9	0.7993	0.7126	0.7022	0.4444
10	0.8144	0.7303	0.6944	0.4531
11	0.7826	0.6631	0.6483	0.3799
12	0.7610	0.6365	0.6396	0.3654
13	0.7581	0.5206	0.6267	0.3337
14	0.7707	0.5503	0.6306	0.3506
15	0.8122	0.6100	0.6299	0.3462
16	0.7971	0.6052	0.6111	0.3263
17	0.7720	0.5653	0.6304	0.3159
18	0.7927	0.5969	0.6476	0.3253
19	0.8605	0.6794	0.6432	0.3518
20	0.8669	0.6963	0.6488	0.3849
21	0.8573	0.6805	0.6537	0.3922
22	0.8137	0.6430	0.6347	0.3799
MEAN	0.8219	0.6493	0.6633	0.4074
S.DEV	0.0336	0.0732	0.0322	0.0332

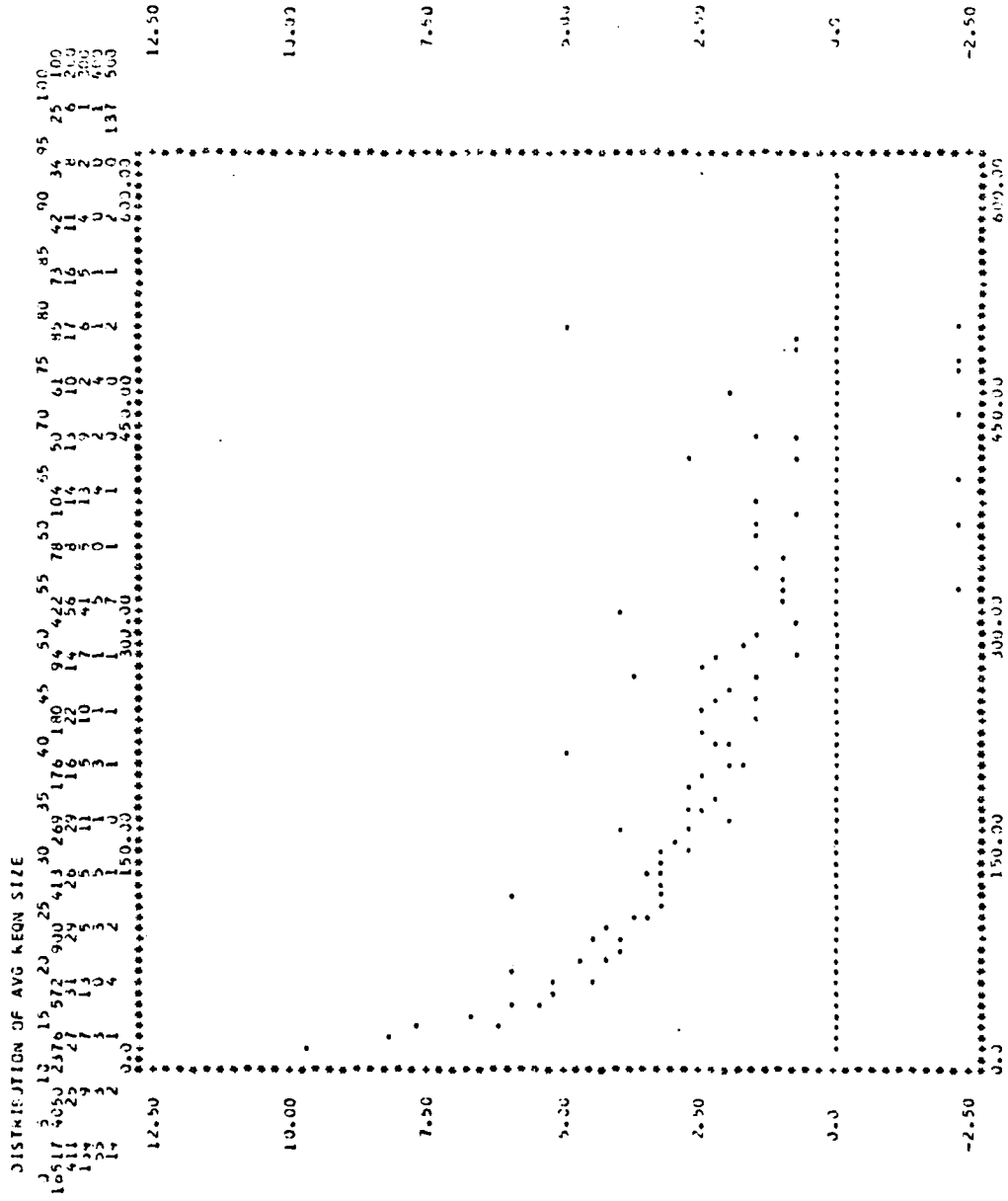
1977 AD/AR TARSLI EFFECTIVENESS

QTR	LOAD LIST EFFECTIVENESS		AD 33	
	NET UNIT	GROSS UNIT	NET REQN	GROSS REQN
1	J.7009	J.5443	J.5360	J.3700
2	J.7093	J.5299	J.5933	J.3524
3	J.5934	J.7620	J.2034	J.3630
4	J.3202	J.5930	J.0499	J.4134
5	J.3009	J.7472	J.3145	J.4314
6	J.3393	J.5392	J.5227	J.3059
7	J.3070	J.7009	J.4872	J.3273
8	J.0272	J.6012	J.5440	J.3471
9	J.3700	J.7040	J.5753	J.4092
10	J.3020	J.6310	J.0572	J.3271
11	J.3293	J.6001	J.0553	J.3109
12	J.3531	J.5061	J.6276	J.2830
13	J.3500	J.6757	J.0393	J.3064
14	J.0003	J.5233	J.6145	J.2053
15	J.3290	J.0014	J.6128	J.2760
16	J.0009	J.0309	J.6230	J.2377
17	J.3419	J.6372	J.5327	J.3209
18	J.3534	J.6000	J.0231	J.2932
19	J.3504	J.6520	J.6390	J.3090
20	J.0011	J.6320	J.0553	J.2940
21	J.3407	J.6700	J.6127	J.3020
22	J.0407	J.5075	J.5085	J.2314
MEAN	J.3359	J.5500	J.5137	J.3290
S.DEV	J.0451	J.0543	J.0457	J.0446

1977 AD/AR TARSLL EFFECTIVENESS

LEAD LIST EFFECTIVENESS		AVG 5		
TR	NET UNIT	GROSS UNIT	NET REQU	GROSS REQU
1	0.7455	0.4396	0.6131	0.3341
2	0.7323	0.4043	0.5170	0.3479
3	0.5200	0.5993	0.6331	0.3750
4	0.3400	0.6389	0.6526	0.4173
5	0.7773	0.5836	0.5991	0.3872
6	0.7550	0.5492	0.5956	0.3573
7	0.7232	0.5351	0.5802	0.3447
8	0.7514	0.5740	0.5433	0.3534
9	0.23+1	0.5552	0.6353	0.3503
10	0.8001	0.2525	0.3852	0.3003
11	0.2551	0.215+	0.5450	0.2353
12	0.5773	0.210+	0.5440	0.2390
13	0.7555	0.3275	0.5373	0.2590
14	0.5003	0.3100	0.4981	0.2433
15	0.5717	0.4370	0.5001	0.2412
16	0.6502	0.4007	0.5230	0.2417
17	0.3000	0.3553	0.4333	0.2133
18	0.3000	0.3901	0.4780	0.2213
19	0.3201	0.4750	0.4830	0.2527
20	0.3700	0.5400	0.4200	0.2530
21	0.7470	0.6201	0.5133	0.2512
22	0.755+	0.500+	0.5502	0.2877
MEAN	0.7000	0.4320	0.5350	0.2990
S.DEV	0.0311	0.1257	0.0559	0.0331

MLSF DATA ANALYSIS



APPENDIX D

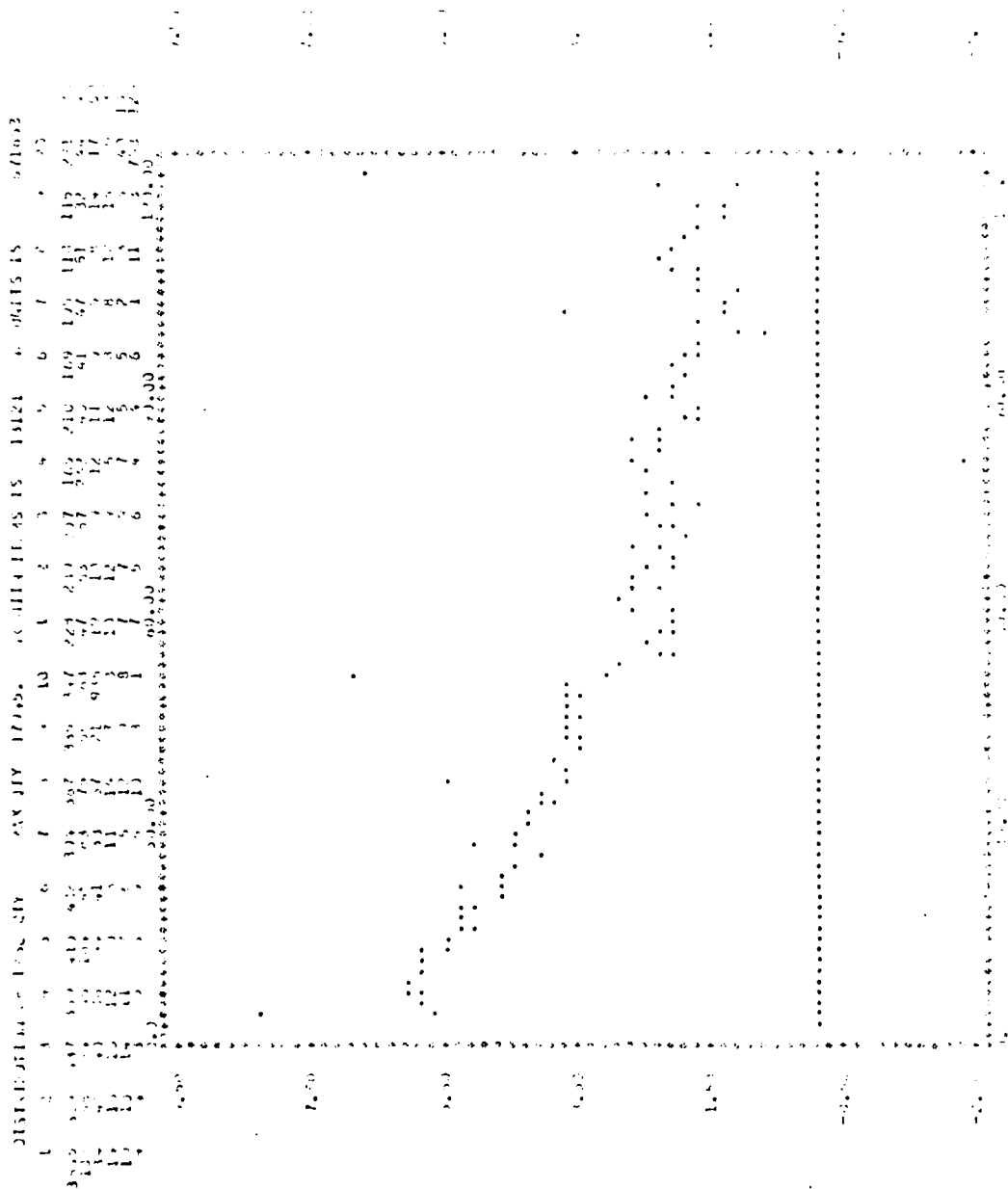
STATISTICS FOR MODEL WITH E=AQD

TRSEL LOAD LIST OUTPUT STATISTICS

LE = 0.154 LN = 0.154 T = 1.0 K13 = 1.

	EE	EP	TOTAL
CANDIDATES	14557	139601	154253
LL RANGE	3557	9600	13217
LL VALUE	334927.	435236.	320153.
ADDS TO LL	3557	9600	13217
ADDS VALUE	384327.	435236.	320153.
DELETES FM LL)))
DELETES VALUE)))
FORCED UN LL	1540	2127	3667
CONSTRAINED QTY)	1145	1145
EFFECTIVENESS DATA			
UNITS SAT	150451.	64530.	194980.
REJN SAT	2050.	15447.	17497.
DMD LL	154330.	73334.	232755.
NLL	23807.	17011.	45818.
ALL			274531.
FREJ LL	3545.	20830.	24375.
NLL	1742.	1263.	3705.
ALL			23032.
NET UNIT EFF	0.3450	0.3233	0.3377
GROSS UNIT EFF	0.7121	0.5764	0.5999
NET REJN EFF	0.5732	0.7416	0.7175
GROSS REJN EFF	0.3877	0.6777	0.5231
AVERAGE DEMAND COMPUTATION			
HISTORICAL DMD	LL 3557	4150	7707
	NLL 9926	9040	16955
	ALL		20073
BRF X POP	LL 0	5510	5510
	NLL 0	107747	107747
	ALL		113257
FORCED FCST	LL)))
	NLL 1034	13244	14278
	ALL		14321
NUMBER OF ITEMS RISK CONSTRAINED			
MAX RISK	LL 1345	1353	3203
	NLL)))
	ALL		3203
MIN RISK	LL 150	2873	3000
	NLL)))
	ALL		3000
OVERRIDES APPLIED			
MANDATORY	0))
MAX QTY	0))
MIN QTY	0))
DELETE	0))

STATISTICS FOR MODEL WITH E=AQD



STATISTICS FOR MODEL WITH E=AQD

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REQD	GROSS REQD
1	0.3012	0.5005	0.6653	0.3774
2	0.3076	0.6062	0.6390	0.3618
3	0.3200	0.6220	0.6420	0.3789
4	0.3070	0.5233	0.6435	0.3965
5	0.3299	0.5579	0.6387	0.4150
6	0.3010	0.5287	0.6129	0.3932
7	0.7953	0.5207	0.6197	0.3997
8	0.3000	0.5571	0.6521	0.4095
9	0.7957	0.521	0.6533	0.3973
10	0.7554	0.5775	0.6400	0.3953
11	0.7542	0.5332	0.6257	0.3942
12	0.7557	0.5403	0.6256	0.3911
13	0.7935	0.6102	0.6337	0.3950
14	0.7705	0.5605	0.6074	0.3132
15	0.7772	0.5213	0.6222	0.2904
16	0.7561	0.5264	0.5891	0.2849
17	0.7533	0.5140	0.5911	0.2803
18	0.7765	0.5732	0.5761	0.2824
19	0.8049	0.5050	0.6036	0.2923
20	0.8007	0.5055	0.6177	0.3022
21	0.7511	0.5564	0.5935	0.3033
22	0.7510	0.5365	0.5594	0.2874
MEAN	0.7559	0.5921	0.6205	0.3425
S.DEV	0.0233	0.0433	0.0271	0.0455

APPENDIX E

STATISTICS FOR MODEL WITH K3=0.6

TRSLL LOAD LIST OUTPUT STATISTICS

LE = 0.154 LN = 0.154 T = 1.0 K13 = 1.

	NER	ER	TOTAL
CANDIDATES	14567	139691	154258
LL RANGE	3557	9883	13440
LL VALUE	384927.	391644.	776572.
ADDS TO LL	3557	9883	13440
ADDS VALUE	384927.	391644.	776572.
DELETES FM LL	0	0	0
DELETES VALUE	0.	0.	0.
FORCED ON LL	1540	3275	4815
CONSTRAINED QTY	0	683	683

EFFECTIVENESS DATA

UNITS SAT	130451.	63541.	193992.
REQN SAT	2050.	14459.	16509.
DMO LL	154380.	95424.	249803.
NLL	23807.	17253.	46060.
ALL			295863.
FREQ LL	3546.	37899.	41444.
NLL	1742.	1963.	3706.
ALL			45150.
NET UNIT EFF	0.8450	0.6659	0.7766
GROSS UNIT EFF	0.7121	0.5639	0.6557
NET REQN EFF	0.5782	0.3815	0.3983
GROSS REQN EFF	0.3877	0.3627	0.3656

AVERAGE DEMAND COMPUTATION

HISTORICAL DMC LL	3557	4150	7707
NLL	9926	9040	18966
ALL			26073
BRF X POP LL	0	5733	5733
NLL	0	107601	107601
ALL			113334
FORCED FCST LL	0	0	0
NLL	1084	13167	14251
ALL			14251

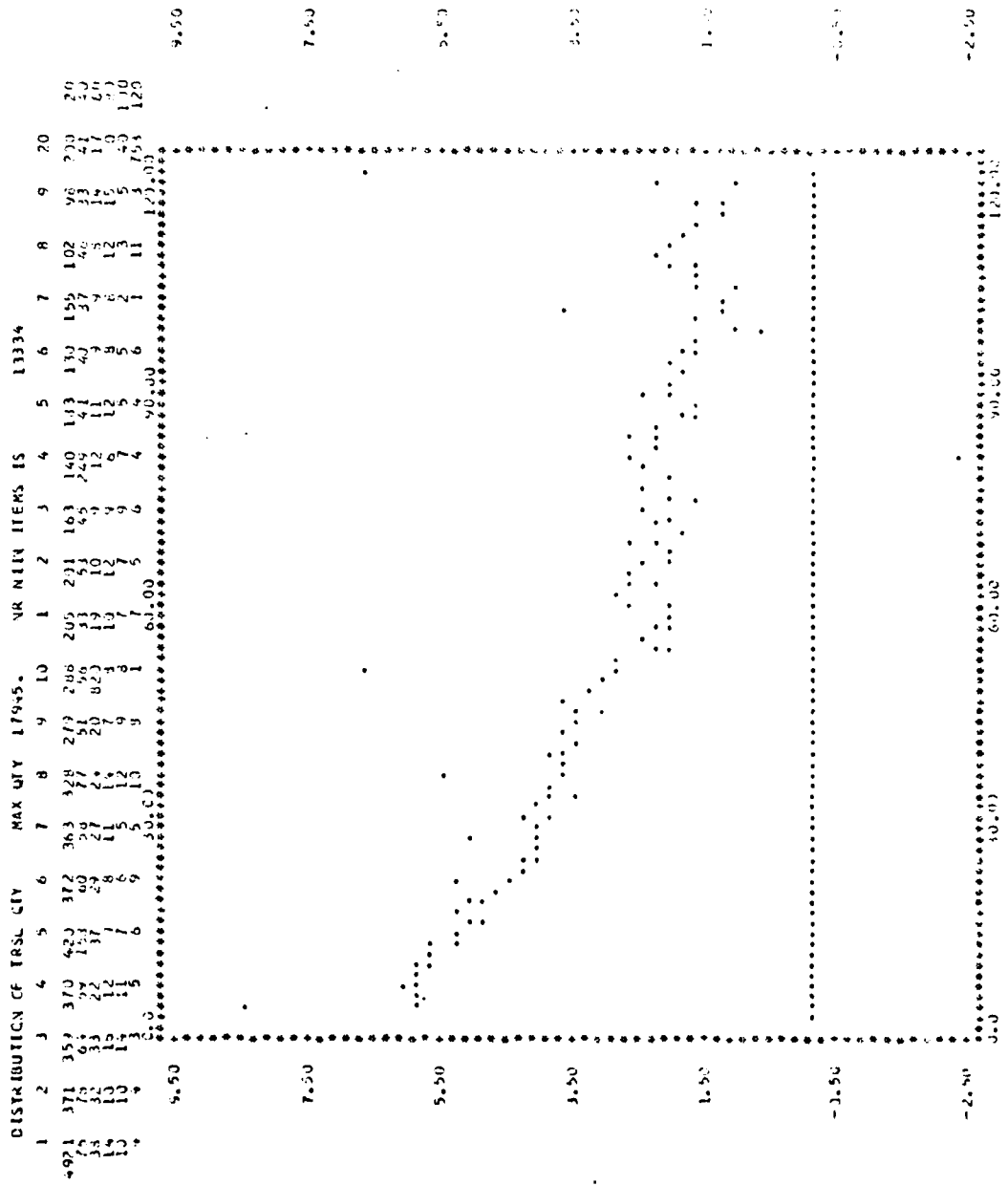
NUMBER OF ITEMS RISK CONSTRAINED

MAX RISK LL	1345	2844	4189
NLL	0	0	0
ALL			4189
MIN RISK LL	160	1273	1444
NLL	0	0	0
ALL			1444

OVERRIDES APPLIED

MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

STATISTICS FOR MODEL WITH K3=0.6



STATISTICS FOR MODEL WITH K3=0.6

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REYN	GROSS REYN
1	J.8010	0.5965	0.6637	J.3765
2	J.8072	J.6059	0.6361	J.3605
3	J.8196	J.5213	0.6300	J.3753
4	J.8066	J.5280	0.6401	J.3453
5	J.8297	J.6577	0.6370	0.+0+3
6	J.8009	J.6237	0.6120	J.3536
7	J.7950	J.5205	0.6179	J.3459
8	J.8077	0.5569	0.5505	J.+052
9	J.7952	J.6517	0.6503	J.3959
10	J.7539	J.5773	0.5362	J.35+9
11	J.7536	J.5579	0.5214	J.3+21
12	J.7554	0.5403	0.5213	J.3535
13	J.7973	J.5599	0.5298	J.3542
14	J.7595	J.5589	0.5051	J.3112
15	J.7700	J.5209	0.5376	J.2333
16	J.7553	J.5254	0.5331	J.2321
17	J.7594	0.5142	0.5340	J.2775
18	J.7757	J.5771	0.5394	J.2734
19	J.8042	J.6020	0.5965	J.2395
20	J.7995	J.6355	0.5035	J.2773
21	J.7501	J.5557	0.5355	J.2943
22	J.7493	J.5557	0.5519	J.23+2
MEAN	J.7665	J.5+13	J.5161	J.3+04
S.DEV	J.0234	J.043+	J.0287	J.0+75

APPENDIX F

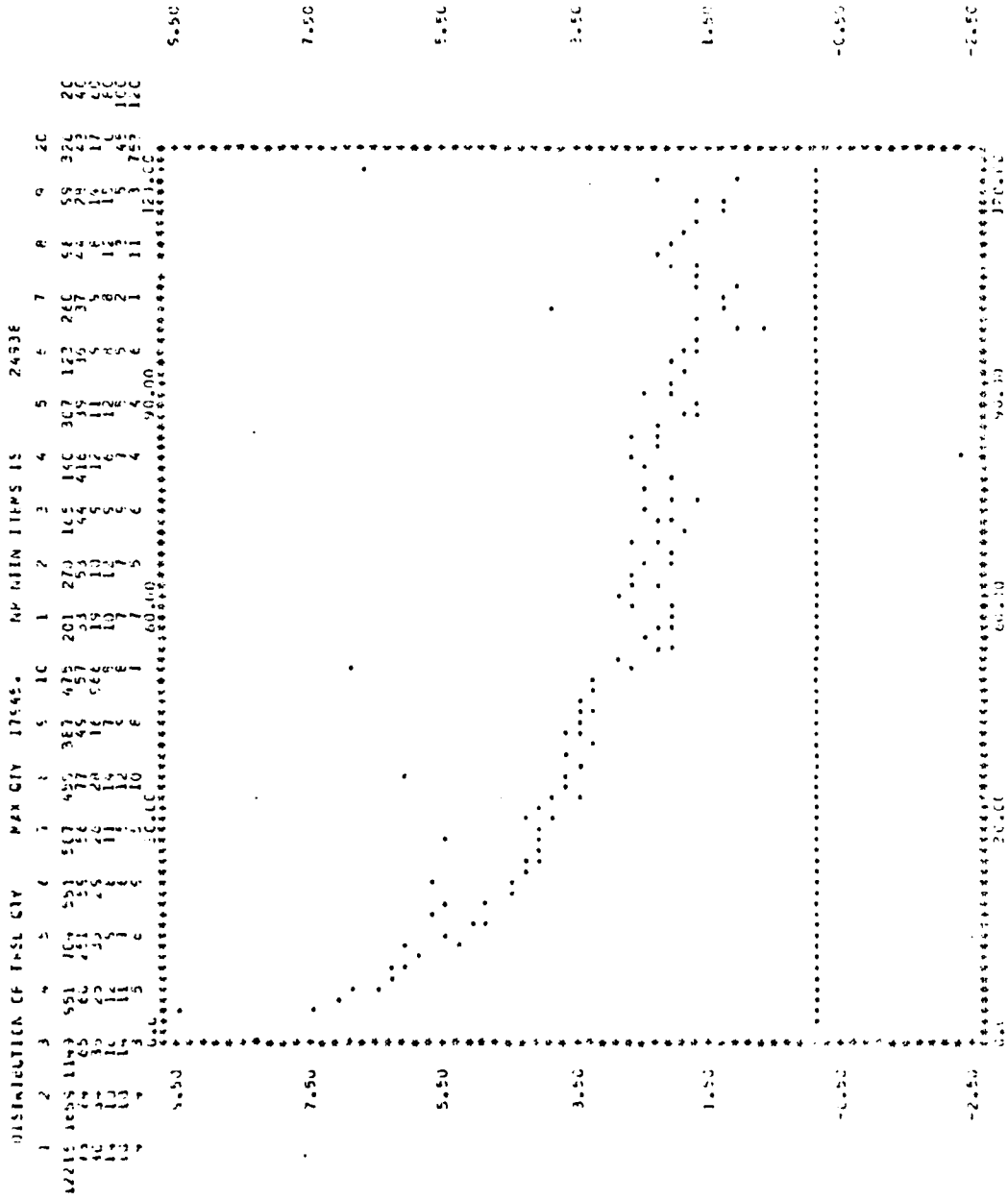
STATISTICS FOR MODEL WITH RC=4

TRSLL LOAD LIST OUTPUT STATISTICS

LE = 0.154 LN = 0.154 T = 1.0 K12 = 1.

	NEF	EF	TOTAL
CANDIDATES	14567	139691	154258
LL RANGE	4694	20522	25216
LL VALUE	485678.	1067147.	1552825.
ADDS TO LL	2664	20522	23186
ADDS VALUE	485678.	1067147.	1552825.
DELETES FM LL	C	C	0
DELETES VALUE	C	C	C
FORCED ON LL	2501	8863	11364
CONSTRAINED QTY	C	704	704
EFFECTIVENESS DATA			
UNITS SAT	130779.	62182.	198961.
RECN SAT	2224.	18260.	20484.
DMD LL	155447.	100790.	256237.
ALL	27739.	7900.	35639.
FREQ LL	4012.	41436.	45448.
ALL	1277.	846.	2123.
NET UNIT EFF	0.8413	0.6765	0.7765
GROSS UNIT EFF	0.7129	0.6213	0.6817
NET RECN EFF	0.5344	0.4407	0.4907
GROSS RECN EFF	0.4206	0.4318	0.4306
AVERAGE DEMAND COMPLETION			
HISTORICAL DMD LL	4694	7813	12507
ALL	8789	5377	14166
BRF X PDP LL	C	12719	12719
ALL	C	100538	100538
FORCED POST LL	C	C	0
ALL	1064	13244	14328
NUMBER OF ITEMS RISK CONSTRAINED			
MAX RISK LL	2248	7770	10027
ALL	C	C	0
MIN RISK LL	171	1893	2064
ALL	C	C	0
OVERRIDES APPLIED			
MANDATORY	C	C	C
MAX QTY	C	C	C
MIN QTY	C	C	C
DELETE	C	C	C

STATISTICS FOR MODEL WITH RC=4



STATISTICS FOR MODEL WITH RC=4

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REQN	GROSS REQN
1	0.7899	0.6045	0.6404	0.4430
2	0.7935	0.6131	0.6071	0.4136
3	0.8065	0.6279	0.6096	0.4233
4	0.7925	0.6332	0.6077	0.4309
5	0.8197	0.6622	0.6100	0.4434
6	0.7895	0.6330	0.5866	0.4299
7	0.7841	0.6247	0.5946	0.4278
8	0.7977	0.6615	0.6330	0.4477
9	0.7363	0.6565	0.6380	0.4364
10	0.7570	0.5831	0.6085	0.4064
11	0.7409	0.5442	0.5909	0.3861
12	0.7401	0.5455	0.5914	0.3834
13	0.7822	0.6167	0.5955	0.3772
14	0.7537	0.5736	0.5650	0.3457
15	0.7562	0.5253	0.5445	0.3209
16	0.7489	0.5298	0.5385	0.3148
17	0.7425	0.5184	0.5405	0.3128
18	0.7611	0.5820	0.5467	0.3148
19	0.7884	0.6057	0.5563	0.3240
20	0.7844	0.6097	0.5636	0.3314
21	0.7486	0.5893	0.5448	0.3335
22	0.7373	0.5898	0.5084	0.3155
MEAN	0.7728	0.5969	0.5828	0.3801
S.DEV	0.0245	0.0434	0.0362	0.0518

APPENDIX G

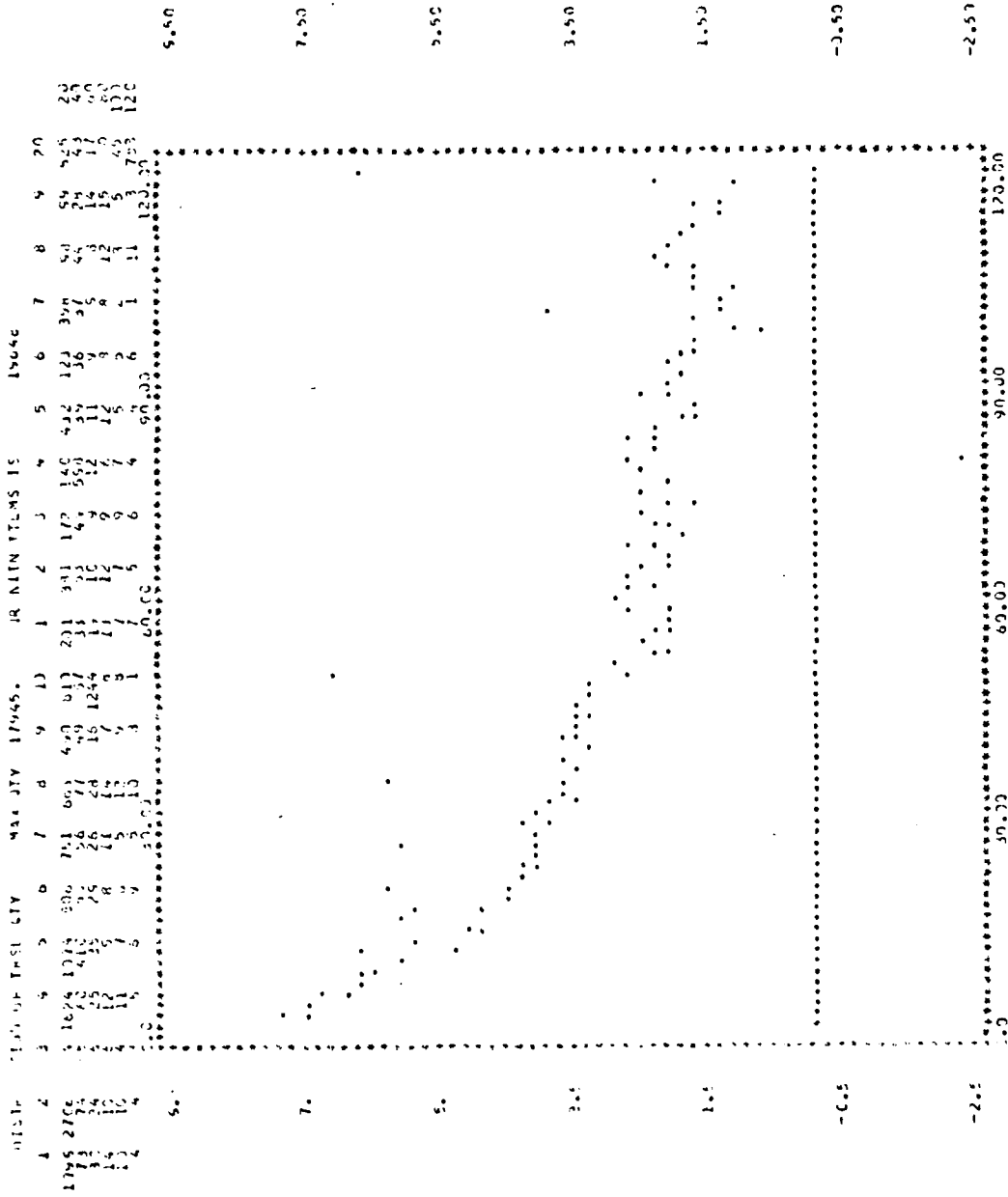
STATISTICS FOR NO-RANGE-CUT MODEL

TRILL LOAD LIST OUTPUT STATISTICS

LE = 0.154 LN = 0.154 T = 1.0 K13 = 1.

	NER	ED	TOTAL
CANDIDATES	14567	139691	154258
LL RANGE	2156	17759	19915
LL VALUE	216394.	158641.	375035.
ACCS TO LL	2156	17759	19915
ADDS VALUE	216394.	158641.	375035.
DELETES FM LL	0	0	0
DELETES VALUE	0.	0.	0.
FORCED CN LL	0	0	0
CONSTRAINED QTY	0	810	810
EFFECTIVENESS DATA			
UNITS SAT	130413.	57755.	198173.
REQN SAT	2026.	13193.	20219.
DMD LL	141682.	76423.	218105.
NLL	41504.	32242.	73746.
ALL			291350.
FREQ LL	2483.	22575.	25058.
NLL	2805.	2981.	5786.
ALL			30844.
NET UNIT EFF	0.9205	0.8806	0.9080
GROSS UNIT EFF	0.7119	0.6235	0.6790
NET REQN EFF	0.8160	0.8059	0.8109
GROSS REQN EFF	0.3832	0.7119	0.6555
AVERAGE DEMAND COMPUTATION			
HISTORICAL DMD LL	2156	4277	6433
NLL	11327	8913	20240
ALL			20573
RRF X POP LL	0	13432	13432
NLL	0	99775	99775
ALL			113257
FORCED FCST LL	0	0	0
NLL	1084	13244	14328
ALL			14328
NUMBER OF ITEMS RISK CONSTRAINED			
MAX RISK LL	0	0	6
NLL	2248	68262	70510
ALL			70516
MIN RISK LL	171	2993	3169
NLL	0	1576	1576
ALL			4745
OVERRIDES APPLIED			
MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

STATISTICS FOR NO-RANGE-CUT MODEL



STATISTICS FOR NO-RANGE-CUT MODEL

CTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	CFLSS UNIT	NET REQN	CFLSS REQN
1	C.8451	C.5969	C.8295	C.3640
2	C.8484	C.6080	C.7941	C.3457
3	C.8576	C.6235	C.8023	C.3592
4	C.8360	C.6293	C.7934	C.3773
5	C.8597	C.6578	C.7583	C.3861
6	C.8528	C.6287	C.7790	C.3677
7	C.8247	C.6204	C.7723	C.3618
8	C.8350	C.6576	C.8019	C.3733
9	C.8269	C.6515	C.8145	C.3658
10	C.8062	C.5776	C.7587	C.3405
11	C.7842	C.5355	C.7737	C.3224
12	C.7776	C.5218	C.7733	C.3215
13	C.8192	C.6127	C.7738	C.3196
14	C.7871	C.5703	C.7410	C.2978
15	C.7977	C.5227	C.7216	C.2777
16	C.7855	C.5269	C.7171	C.2729
17	C.7785	C.5156	C.7117	C.2699
18	C.7944	C.5789	C.7146	C.2706
19	C.8240	C.6033	C.7227	C.2795
20	C.8220	C.6083	C.7284	C.2867
21	C.7831	C.5864	C.7066	C.2893
22	C.7752	C.5665	C.6817	C.2747
MEAN	C.8137	C.5928	C.7614	C.3240
S.DEV	C.0277	C.0430	C.0420	C.0418

APPENDIX H

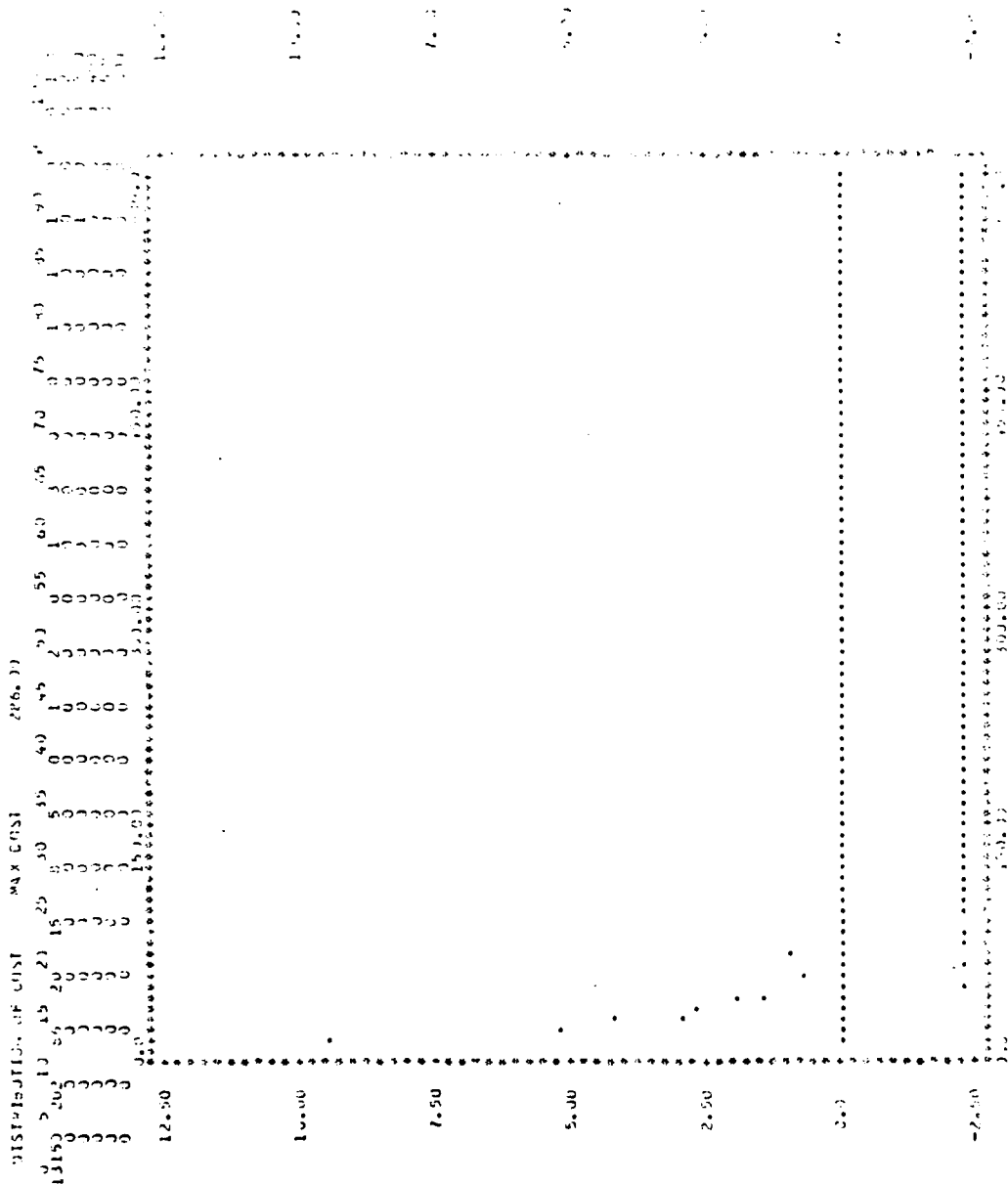
STATISTICS FOR MODIFIED NO-RANGE-CUT MODEL

TRAIL LOAD LIST OUTPUT STATISTICS

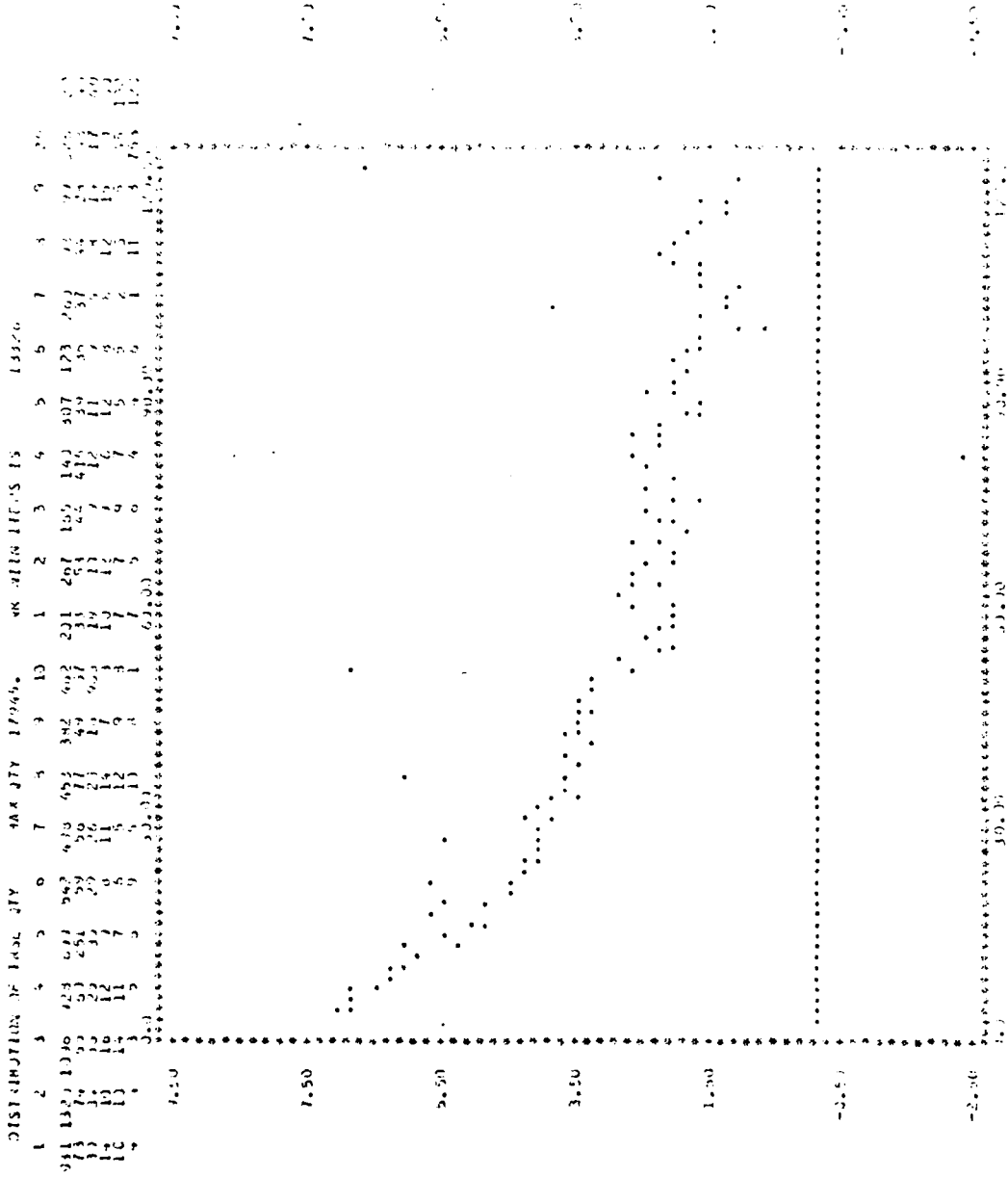
LE = 0.15+ LL = 0.15+ T = 1.0 K13 = 1.

	NEX	EX	TOTAL
CANDIDATES	14557	139631	154188
LL RANGE	2156	11321	13477
LL VALUE	215394.	150361.	365755.
ADDS TO LL	2156	11321	13477
ADDS VALUE	216394.	150361.	365755.
DELETES FM LL	0	0	0
DELETES VALUE	0	0	0
FORCED ON LL	0	0	0
CONSTRAINED QTY	0	70+	70+
EFFECTIVENESS DATA			
UNITS SAT	150414.	45141.	195554.
REQN SAT	2025.	16598.	18624.
DMD LL	141682.	74747.	216429.
NLL	41504.	33974.	75478.
ALL			291907.
FREQ LL	2483.	20907.	23390.
NLL	2805.	3050.	5855.
ALL			29245.
NET UNIT EFF	0.9205	0.6547	0.9152
GROSS UNIT EFF	0.7119	0.6084	0.6734
NET REQN EFF	0.8150	0.7937	0.7962
GROSS REQN EFF	0.3332	0.5925	0.6356
AVERAGE DEMAND COMPUTATION			
HISTORICAL DMD	LL 2156	3367	5523
	NLL 11327	9323	20650
	ALL		25573
BRF X PJP	LL 0	7454	7454
	NLL 0	10580	10580
	ALL		113257
FORCED FCST	LL 0	0	0
	NLL 1084	13244	14328
	ALL		14328
NUMBER OF ITEMS AT RISK CONSTRAINED			
MAX RISK	LL 0	0	0
	NLL 2248	7773	10021
	ALL		10027
MIN RISK	LL 171	1893	2064
	NLL 0	0	0
	ALL		2064
OVERRIDES APPLIED			
MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

STATISTICS FOR MODIFIED NO-RANGE-CUT MODEL



STATISTICS FOR MODIFIED NO-RANGE-CUT MODEL



STATISTICS FOR MODIFIED NO-RANGE-CUT MODEL

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REON	GROSS REON
1	0.3468	0.5952	0.3326	0.3567
2	0.3512	0.6057	0.7989	0.3350
3	0.8621	0.5289	0.8031	0.3508
4	0.8421	0.5270	0.8002	0.3704
5	0.8554	0.5280	0.3032	0.3708
6	0.3597	0.6272	0.7838	0.3528
7	0.3510	0.6103	0.7784	0.3565
8	0.3340	0.6559	0.5059	0.3727
9	0.4261	0.6407	0.3160	0.3587
10	0.3002	0.5755	0.3024	0.3311
11	0.7359	0.5375	0.7789	0.3127
12	0.7515	0.5393	0.7816	0.3138
13	0.3223	0.6104	0.7500	0.3127
14	0.7308	0.5584	0.7463	0.2914
15	0.3016	0.5210	0.7265	0.2715
16	0.7901	0.5255	0.7207	0.2558
17	0.7340	0.5142	0.7178	0.2633
18	0.7554	0.5774	0.7156	0.2542
19	0.3273	0.6014	0.7231	0.2732
20	0.3249	0.6046	0.7327	0.2796
21	0.7357	0.5850	0.7115	0.2329
22	0.7775	0.5653	0.6848	0.2553
MEAN	0.6175	0.5911	0.7662	0.3170
S.DEV	0.0280	0.0425	0.0420	0.0415

APPENDIX I

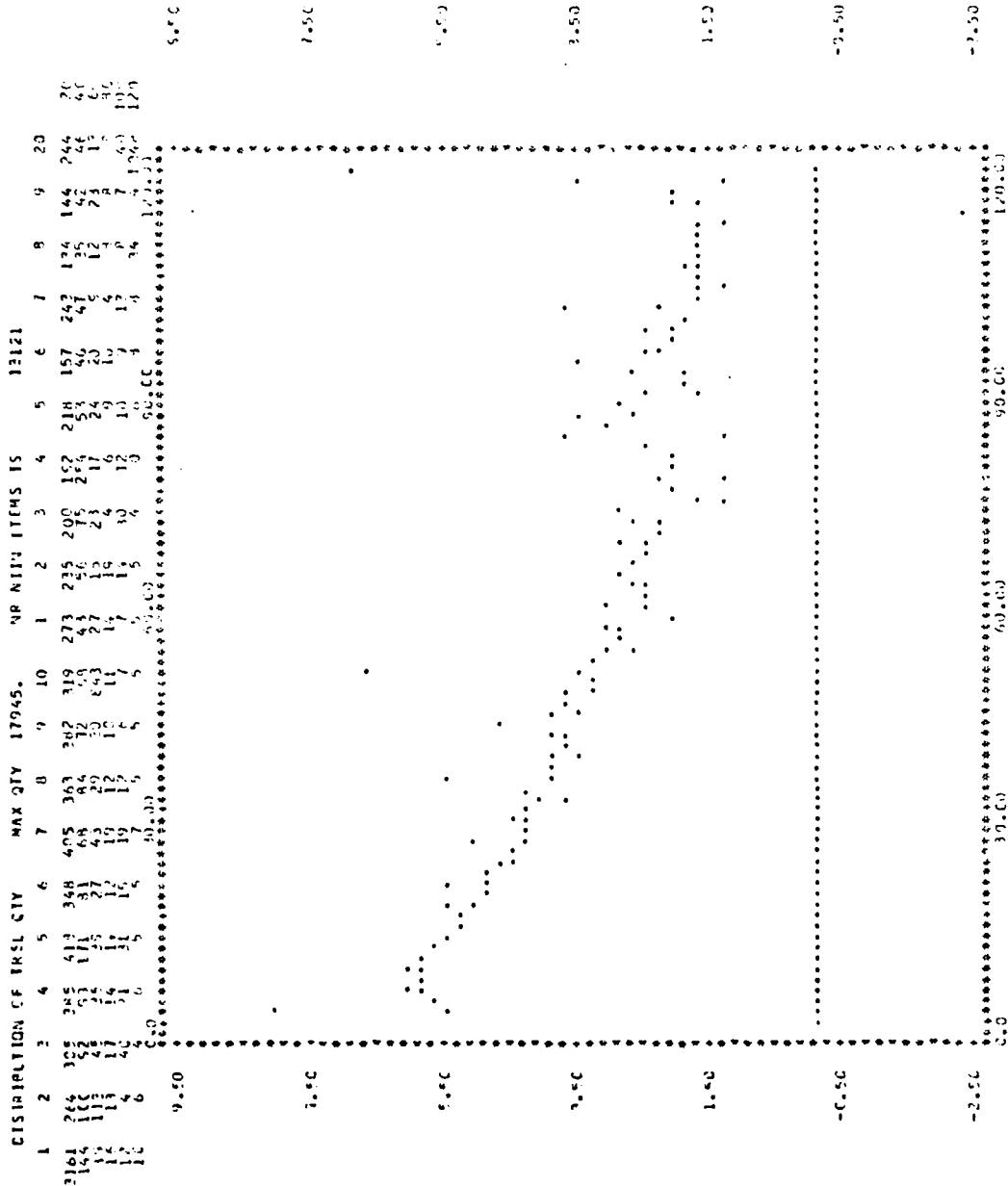
STATISTICS FOR MODEL WITH A=1

TRSLI LOAD LIST OUTPUT STATISTICS

LE = C.154 LN = C.154 T = 1.0 K13 = 1.

	NER	ER	TOTAL
CANDIDATES	14567	139691	154258
LL RANGE	3557	9660	13217
LL VALUE	885562.	515954.	1401516.
ACCS TO LL	3557	9660	13217
ACCS VALLE	885562.	515954.	1401516.
DELETES FM LL	0	0	0
DELETES VALLE	0.	0.	0.
FORCED CN LL	520	2500	3020
CONSTRAINED QTY	C	630	680
EFFECTIVENESS DATA			
UNITS SAT	149392.	69132.	218524.
REQN SAT	2874.	14735.	17610.
CMC LL	154380.	91118.	245498.
NLL	29807.	17011.	46818.
ALL			291316.
FFEC LL	3546.	34222.	37767.
NLL	1742.	1963.	3706.
ALL			41473.
NFT UNIT EFF	0.9677	0.7587	0.8901
GRCS UNIT EFF	0.8155	0.6393	0.7501
NET REQN EFF	0.8106	0.4306	0.4663
GRCS REQN EFF	0.5436	0.4072	0.4246
AVERAGE DEMAND COMPUTATION			
HISTORICAL DMC LL	3557	4150	7707
NLL	9926	9040	18966
ALL			26673
BFF X PCP LL	0	5510	5510
NLL	0	107747	107747
ALL			113257
FORCED FCST LL	0	0	0
NLL	1034	13244	14328
ALL			14328
NUMBER OF ITEMS RISK CONSTRAINED			
MAX RISK LL	427	2179	2606
NLL	0	0	0
ALL			2606
MIN RISK LL	1436	2601	4039
NLL	0	0	0
ALL			4039
OVERRIDES APPLIED			
MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

STATISTICS FOR MODEL WITH A=1



DISTRIBUTION OF TRSL QTY MAX QTY 17945. NP NTH: ITEMS IS 13121

QTY	IS	QTY	IS	QTY	IS	QTY	IS	QTY	IS	QTY	IS
1	264	10	548	19	832	28	1116	37	1400	46	1684
2	305	11	575	20	869	29	1153	38	1447	47	1727
3	352	12	602	21	906	30	1206	39	1510	48	1780
4	385	13	629	22	943	31	1255	40	1573	49	1834
5	412	14	656	23	980	32	1304	41	1636	50	1888
6	438	15	683	24	1017	33	1353	42	1699	51	1942
7	468	16	710	25	1054	34	1402	43	1762	52	1996
8	495	17	737	26	1091	35	1451	44	1825	53	2050
9	522	18	764	27	1128	36	1500	45	1888	54	2104
10	548	19	791	28	1165	37	1549	46	1951	55	2158
11	575	20	818	29	1202	38	1598	47	2014	56	2212
12	602	21	845	30	1239	39	1647	48	2077	57	2266
		22	872	31	1276	40	1696	49	2140	58	2320
		23	909	32	1313	41	1745	50	2203	59	2374
		24	946	33	1350	42	1794	51	2266	60	2428
		25	983	34	1387	43	1843	52	2329	61	2482
		26	1020	35	1424	44	1892	53	2392	62	2536
		27	1057	36	1461	45	1941	54	2455	63	2590
		28	1094	37	1498	46	1990	55	2518	64	2644
		29	1131	38	1535	47	2039	56	2581	65	2698
		30	1168	39	1572	48	2088	57	2644	66	2752
		31	1205	40	1609	49	2137	58	2707	67	2806
		32	1242	41	1646	50	2186	59	2770	68	2860
		33	1279	42	1683	51	2235	60	2833	69	2914
		34	1316	43	1720	52	2284	61	2896	70	2968
		35	1353	44	1757	53	2333	62	2959	71	3022
		36	1390	45	1794	54	2382	63	3022	72	3076
		37	1427	46	1831	55	2431	64	3085	73	3130
		38	1464	47	1868	56	2480	65	3148	74	3184
		39	1501	48	1905	57	2529	66	3211	75	3238
		40	1538	49	1942	58	2578	67	3274	76	3292
		41	1575	50	1979	59	2627	68	3337	77	3346
		42	1612	51	2016	60	2676	69	3400	78	3400
		43	1649	52	2053	61	2725	70	3463	79	3454
		44	1686	53	2090	62	2774	71	3526	80	3508
		45	1723	54	2127	63	2823	72	3589	81	3562
		46	1760	55	2164	64	2872	73	3652	82	3616
		47	1797	56	2201	65	2921	74	3715	83	3670
		48	1834	57	2238	66	2970	75	3778	84	3724
		49	1871	58	2275	67	3019	76	3841	85	3778
		50	1908	59	2312	68	3068	77	3904	86	3832
		51	1945	60	2349	69	3117	78	3967	87	3886
		52	1982	61	2386	70	3166	79	4030	88	3940
		53	2019	62	2423	71	3215	80	4093	89	3994
		54	2056	63	2460	72	3264	81	4156	90	4048
		55	2093	64	2497	73	3313	82	4219	91	4102
		56	2130	65	2534	74	3362	83	4282	92	4156
		57	2167	66	2571	75	3411	84	4345	93	4210
		58	2204	67	2608	76	3460	85	4408	94	4264
		59	2241	68	2645	77	3509	86	4471	95	4318
		60	2278	69	2682	78	3558	87	4534	96	4372
		61	2315	70	2719	79	3607	88	4597	97	4426
		62	2352	71	2756	80	3656	89	4660	98	4480
		63	2389	72	2793	81	3705	90	4723	99	4534
		64	2426	73	2830	82	3754	91	4786	100	4588
		65	2463	74	2867	83	3803	92	4849	101	4642
		66	2500	75	2904	84	3852	93	4912	102	4696
		67	2537	76	2941	85	3901	94	4975	103	4750
		68	2574	77	2978	86	3950	95	5038	104	4804
		69	2611	78	3015	87	3999	96	5101	105	4858
		70	2648	79	3052	88	4048	97	5164	106	4912
		71	2685	80	3089	89	4097	98	5227	107	4966
		72	2722	81	3126	90	4146	99	5290	108	5020
		73	2759	82	3163	91	4195	100	5353	109	5074
		74	2796	83	3200	92	4244	101	5416	110	5128
		75	2833	84	3237	93	4293	102	5479	111	5182
		76	2870	85	3274	94	4342	103	5542	112	5236
		77	2907	86	3311	95	4391	104	5605	113	5290
		78	2944	87	3348	96	4440	105	5668	114	5344
		79	2981	88	3385	97	4489	106	5731	115	5398
		80	3018	89	3422	98	4538	107	5794	116	5452
		81	3055	90	3459	99	4587	108	5857	117	5506
		82	3092	91	3496	100	4636	109	5920	118	5560
		83	3129	92	3533	101	4685	110	5983	119	5614
		84	3166	93	3570	102	4734	111	6046	120	5668
		85	3203	94	3607	103	4783	112	6109		
		86	3240	95	3644	104	4832	113	6172		
		87	3277	96	3681	105	4881	114	6235		
		88	3314	97	3718	106	4930	115	6298		
		89	3351	98	3755	107	4979	116	6361		
		90	3388	99	3792	108	5028	117	6424		
		91	3425	100	3829	109	5077	118	6487		
		92	3462	101	3866	110	5126	119	6550		
		93	3499	102	3903	111	5175	120	6613		
		94	3536	103	3940	112	5224				
		95	3573	104	3977	113	5273				
		96	3610	105	4014	114	5322				
		97	3647	106	4051	115	5371				
		98	3684	107	4088	116	5420				
		99	3721	108	4125	117	5469				
		100	3758	109	4162	118	5518				
		101	3795	110	4199	119	5567				
		102	3832	111	4236	120	5616				
		103	3869	112	4273						
		104	3906	113	4310						
		105	3943	114	4347						
		106	3980	115	4384						
		107	4017	116	4421						
		108	4054	117	4458						
		109	4091	118	4495						
		110	4128	119	4532						
		111	4165	120	4569						
		112	4202								
		113	4239								
		114	4276								
		115	4313								
		116	4350								
		117	4387								
		118	4424								
		119	4461								
		120	4498								

STATISTICS FOR MODEL WITH A=1

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REQN	GROSS REQN
1	C.8614	C.6407	0.7929	0.4510
2	C.8751	C.6553	0.7786	0.4412
3	C.8824	C.6684	0.7716	0.4531
4	C.8642	C.6723	C.7702	C.+743
5	C.8843	C.7003	C.7604	J.4819
6	C.8605	C.6743	0.7448	J.+783
7	C.8576	C.6687	0.7524	J.4726
8	C.8674	C.7057	0.7896	J.4944
9	C.8554	C.7009	0.7923	0.4748
10	C.8376	C.6261	0.7741	J.4436
11	C.8218	C.5827	J.7699	0.4236
12	C.8212	C.5838	0.7750	0.4221
13	C.8586	C.6553	0.7866	0.4166
14	C.8286	C.6109	0.7616	0.3925
15	C.8393	C.5625	0.7473	0.3668
16	C.8207	C.5643	J.7416	0.3588
17	C.8188	J.5546	0.7341	J.3486
18	C.8354	C.5213	0.7415	0.3513
19	C.8625	C.6456	0.7489	0.3633
20	C.8605	0.6516	0.7655	0.3746
21	C.8125	0.6259	0.7408	J.3789
22	C.8041	C.6281	0.7038	0.3621
MEAN	C.8468	0.6364	0.7611	0.4193
S.DEV	J.0237	C.0453	0.0222	C.0498

APPENDIX J

STATISTICS FOR 1980 TARSLL MODEL

TARSLL LOAD LIST OUTPUT STATISTICS

LE = 0.154 LN = 0.154 T = 1.0 K13 = 1.

	NER	ER	TOTAL
CANDIDATES	14567	139691	154258
LL RANGE	2150	13010	15166
LL VALUE	216394.	227917.	444311.
ADDS TO LL	2156	13010	15166
ADDS VALUE	216394.	227917.	444311.
DELETES FM LL	0	0	0
DELETES VALUE	0.	0.	0.
FORCED ON LL	0	0	0
CONSTRAINED QTY	0	1283	1283

EFFECTIVENESS DATA

UNITS SAT	130418.	68422.	198840.
REQN SAT	2026.	18895.	20921.
DMD LL	141682.	75016.	216698.
NLL	41504.	21160.	52664.
ALL			279362.
FREQ LL	2483.	21183.	23666.
NLL	2805.	3050.	5855.
ALL			29520.
NET UNIT EFF	0.9205	0.9121	0.9176
GROSS UNIT EFF	0.7119	0.7114	0.7118
NET REQN EFF	0.8150	0.8920	0.8840
GROSS REQN EFF	0.3832	0.7797	0.7087

AVERAGE DEMAND COMPUTATION

HISTORICAL DMD LL	2156	3867	6023
NLL	11327	9323	20650
ALL			26673
BRF X POP LL	0	9143	9143
NLL	0	104191	104191
ALL			113334
FORCED FCST LL	0	0	0
NLL	1034	13167	14251
ALL			14251

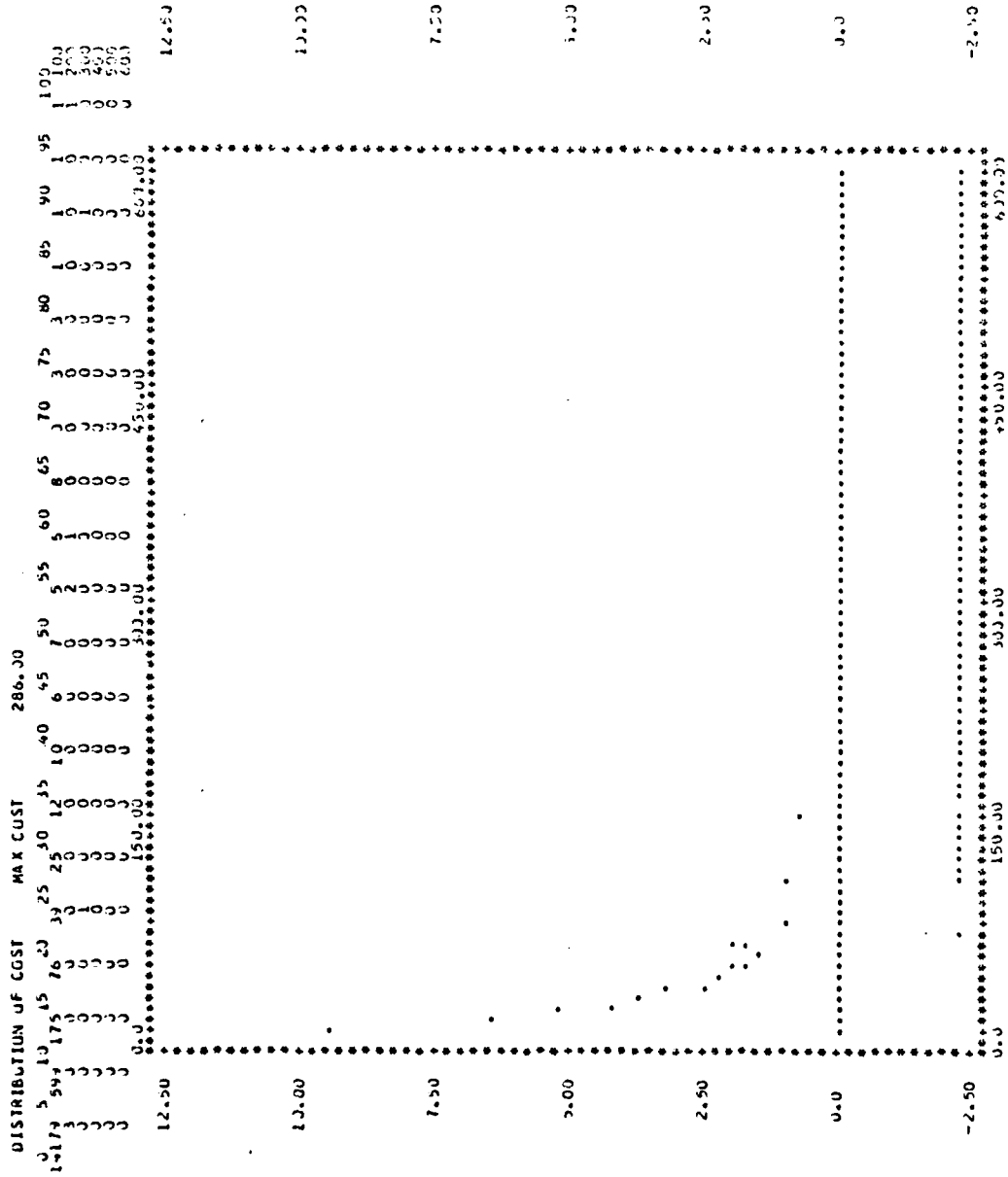
NUMBER OF ITEMS RISK CONSTRAINED

MAX RISK LL	0	6	6
NLL	2243	6667	8915
ALL			8921
MIN RISK LL	171	3875	4047
NLL	0	0	0
ALL			4047

OVERRIDES APPLIED

MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

STATISTICS FOR 1980 TARSLL MODEL



STATISTICS FOR 1980 TARSLI MODEL

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REQN	GROSS REQN
1	J.8462	0.5955	J.8327	0.3588
2	J.8508	0.6060	0.7981	0.3394
3	J.8617	J.5213	0.8082	J.3533
4	J.8418	J.6275	0.8006	0.3723
5	J.8660	0.6563	J.8031	J.3817
6	J.3383	0.6274	0.7839	J.3644
7	J.8303	J.6192	0.7766	0.3538
8	J.8384	J.6563	J.8057	0.3754
9	0.8283	J.5503	0.8169	0.3504
10	0.8079	0.5750	J.8044	0.3346
11	J.7869	0.5381	0.7816	J.3167
12	0.7815	J.5403	J.7823	0.3171
13	J.8224	0.6111	J.7810	0.3160
14	0.7906	J.5691	0.7485	0.2945
15	0.8017	0.5213	J.7286	J.2751
16	J.7900	0.5264	0.7218	0.2709
17	J.7841	0.5149	J.7187	0.2680
18	J.7996	0.5782	0.7201	0.2691
19	J.8274	J.6025	J.7302	J.2787
20	J.8246	0.6059	0.7340	0.2865
21	J.7853	J.5851	J.7119	0.2888
22	0.7772	J.5866	0.6854	J.2744
MEAN	J.3173	0.5917	0.7670	0.3207
S.DEV	J.0279	J.0428	0.0416	0.0404

APPENDIX K

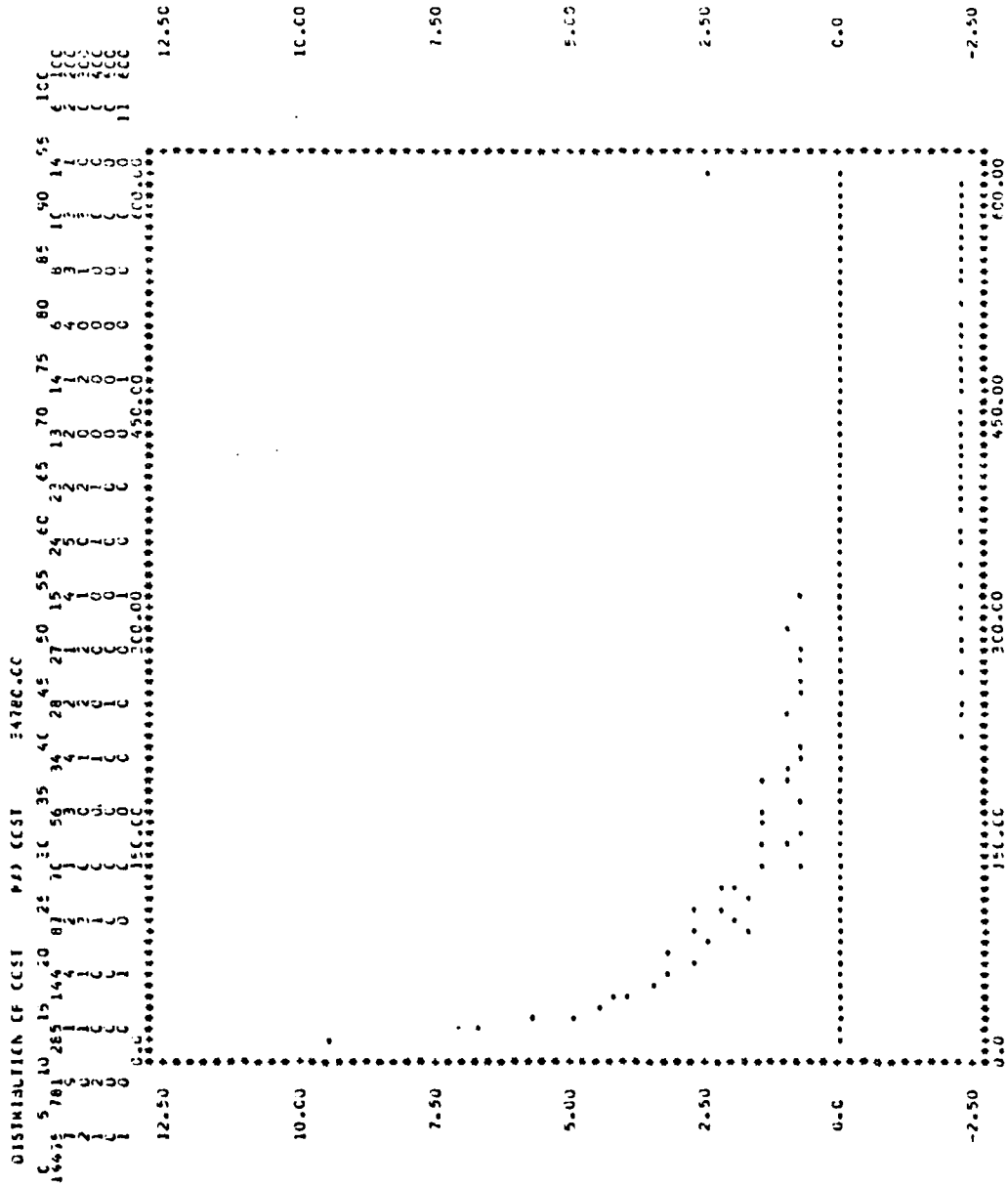
STATISTICS FOR AS-FBM MODEL

TRSLI LCAC LIST OUTPUT STATISTICS

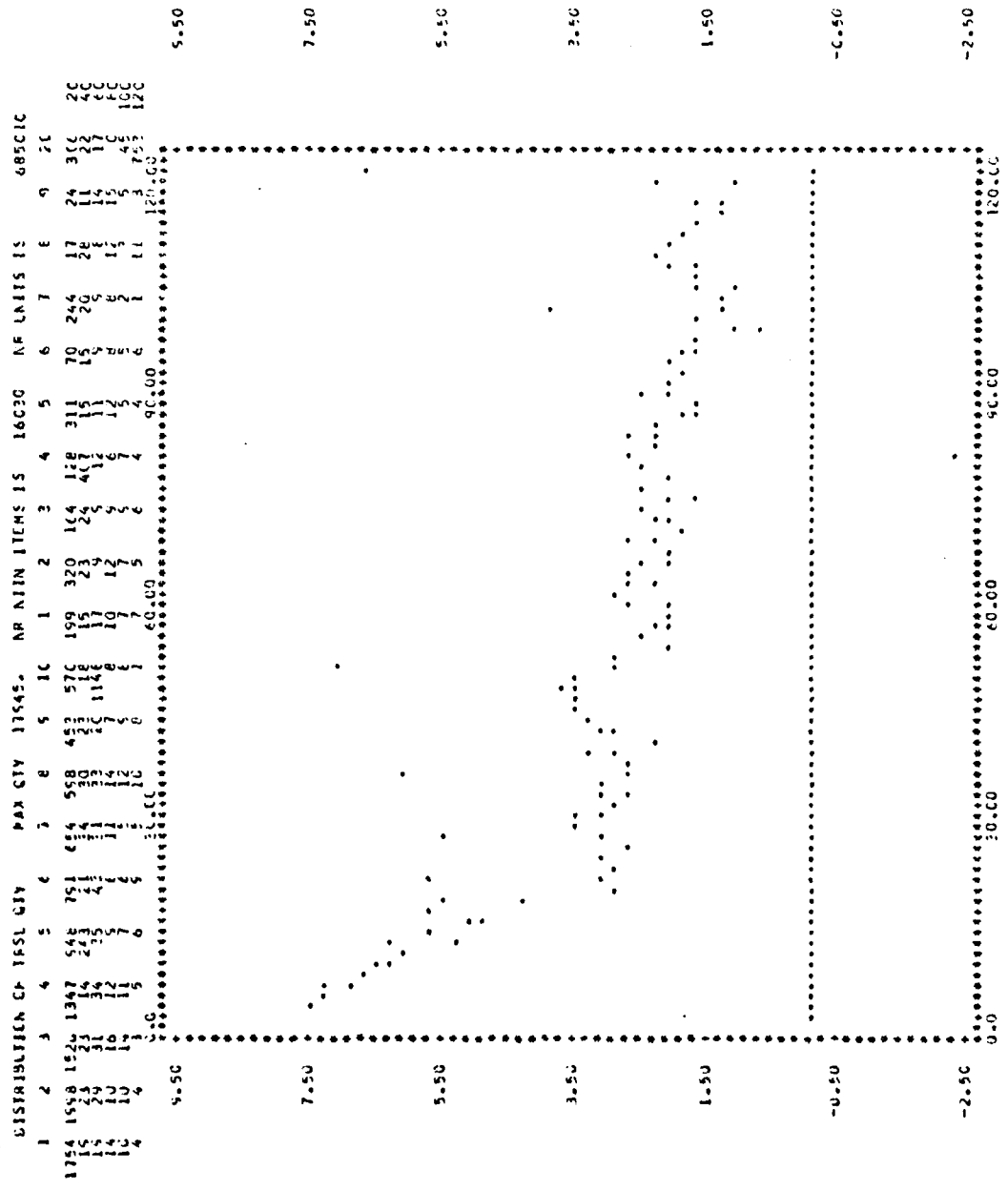
LE = 0.154 LN = 0.154 T = 1.0 K13 = 1.

	NEF	ER	TOTAL
CANDIDATES	14567	139691	154258
LL RANGE	2687	13538	16225
LL VALUE	302505.	252988.	555493.
ACCS TC LL	2687	13538	16225
ACCS VALUE	302505.	252988.	555493.
DELETES FM LL	C	C	0
DELETES VALUE	C	C	C
FORCED CN LL	C	C	C
CONSTRAINED QTY	C	1250	1250
EFFECTIVENESS DATA			
UNITS SAT	132457.	71903.	204360.
RECN SAT	2256.	20750.	23006.
DMD LL	144654.	78080.	222734.
NLL	38532.	18361.	56894.
ALL			275627.
FREQ LL	2913.	22689.	25602.
NLL	2375.	2511.	4886.
ALL			30488.
NET UNIT EFF	0.9157	0.9209	0.9175
GROSS UNIT EFF	0.7231	0.7456	0.7308
NET RECN EFF	0.7883	0.9145	0.85002
GROSS RECN EFF	0.4343	0.8234	0.7559
AVERAGE DEMAND COMPLETION			
HISTORICAL DMD LL	2687	4287	6974
NLL	10756	8903	19699
ALL			26673
BRF X PCP LL	C	9251	5251
NLL	C	104083	104083
ALL			113334
FORCED FCST LL	C	C	0
NLL	1084	13167	14251
ALL			14251
NUMBER OF ITEMS RISK CONSTRAINED			
MAX RISK LL	382	366	748
NLL	1866	6307	8173
ALL			8921
MIN RISK LL	171	3876	4047
NLL	C	C	0
ALL			4047
OVERRIDES APPLIED			
MANDATORY	C	C	0
MAX QTY	C	C	0
MIN QTY	C	C	0
DELETE	C	C	0

STATISTICS FOR AS-FBM MODEL



STATISTICS FOR AS-FEM MODEL



DISTRIBUTION OF TEST QTY MAX QTY 17545 NR NMIN ITEMS IS 16030 NR LNETS IS 685CIC

ITEM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100										
1754	150	18	13	4	5	4	3	8	5	10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

STATISTICS FOR AS-FBM MODEL

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REGN	GROSS REGN
1	J.8254	J.5942	0.7411	J.3638
2	0.3306	J.6044	0.7199	J.3470
3	J.3413	0.6197	0.7277	J.3510
4	J.3215	0.5260	0.7256	J.3301
5	J.2463	0.6555	J.7247	J.3895
6	J.3192	0.6257	0.7088	J.3761
7	J.3130	0.6181	0.7057	0.3715
8	J.3258	J.6551	J.7430	J.3920
9	J.3169	0.6497	J.7511	J.3794
10	J.7918	J.5751	0.7229	J.3463
11	0.7702	0.5364	0.6980	0.3259
12	J.7660	J.5385	0.7006	J.3274
13	0.6059	0.6089	J.7052	0.3243
14	J.7747	J.5660	0.6723	0.3002
15	J.7843	J.5183	0.6534	J.2794
16	0.7741	0.5233	0.6424	J.2735
17	J.7573	J.5113	J.6413	J.2701
18	J.7826	0.5752	J.6406	J.2696
19	0.3094	J.5993	0.6521	0.2793
20	J.8073	0.6023	0.6562	J.2864
21	0.7715	0.5836	0.6440	0.2917
22	0.7625	0.5840	0.6091	J.2765
MEAN	0.6004	J.5896	J.6903	0.3279
S.DEV	J.0266	J.0434	0.0414	J.0445

APPENDIX L

STATISTICS FOR MODEL WITH GAMMA DISTRIBUTION

TRSLI LOAD LIST OUTPUT STATISTICS

LE = 0.154 LN = 0.154 T = 1.0 K13 = 1.

	NER	ER	TOTAL
CANDIDATES	14567	139691	154258
LL RANGE	2089	11615	13704
LL VALUE	153442.	177072.	330514.
ADDS TO LL	2089	11615	13704
ADDS VALUE	153442.	177072.	330514.
DELETES FM LL	0	0	0
DELETES VALUE	0.	0.	0.
FORCED ON LL	0	0	0
CONSTRAINED QTY	0	1156	1156

EFFECTIVENESS DATA

UNITS SAT	116239.	62166.	173405.
REQN SAT	1619.	17006.	18624.
DMD LL	143433.	75969.	219402.
NLL	39753.	21516.	61268.
ALL			240671.
FREQ LL	2577.	21269.	23846.
NLL	2712.	2982.	5693.
ALL			29539.
NET UNIT EFF	0.8104	0.8133	0.8131
GROSS UNIT EFF	0.6345	0.6377	0.6356
NET REQN EFF	0.6232	0.7995	0.7810
GROSS REQN EFF	0.3061	0.7012	0.6305

AVERAGE DEMAND COMPUTATION

HISTORICAL DMD	LL	2089	3475	5564
	NLL	11374	9715	21109
	ALL			26573
BRF X POP	LL	0	8140	3140
	NLL	0	105194	105194
	ALL			113334
FORCED FCST	LL	0	0	0
	NLL	1054	13167	14251
	ALL			14251

NUMBER OF ITEMS RISK CONSTRAINED

MAX RISK	LL	38	49	87
	NLL	2210	6624	8334
	ALL			8921
MIN RISK	LL	171	3876	4047
	NLL	0	0	0
	ALL			4047

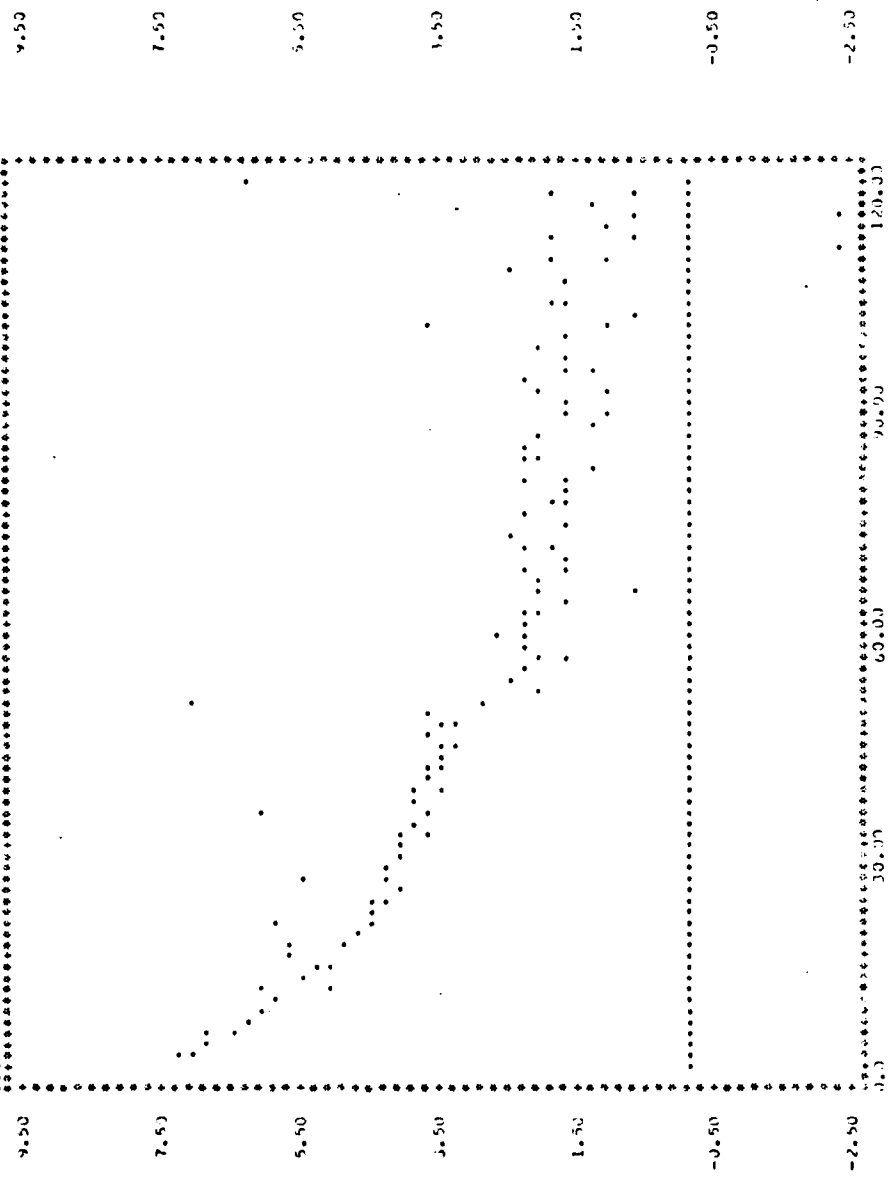
OVERRIDES APPLIED

MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

STATISTICS FOR MODEL WITH GAMMA DISTRIBUTION

DISTRIBUTION OF TRSL JTY MAA JTY 15028 NA NIIN ITEMS IS 13552 NR UNITS IS 616616

1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	20
117	145	100	70	542	458	455	369	407	369	167	208	133	149	327	170	284	111	95	342
32	45	77	35	255	70	73	62	57	51	43	58	53	424	37	43	47	11	43	20
10	11	26	32	37	13	16	31	27	117	10	13	13	16	16	6	17	11	10	10
4	11	9	17	1	4	11	9	6	6	10	13	10	3	3	5	4	3	2	100
3	12	7	16	1	5	6	12	7	4	0	2	17	3	3	2	4	2	7	544
										30.00					90.00				120.00



STATISTICS FOR MODEL WITH GAMMA DISTRIBUTION

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REQN	GROSS REQN
1	J.7970	J.5670	0.7304	0.3233
2	J.8013	J.5769	0.7097	0.3087
3	J.8145	J.5907	J.7242	0.3241
4	J.7983	J.5977	0.7097	0.3405
5	J.8150	J.5214	J.7114	J.3482
6	0.7330	0.5902	0.6919	0.3355
7	J.7772	0.5835	J.6955	J.3330
8	J.7359	J.6191	J.7210	J.3517
9	0.7714	0.6131	0.7236	0.3357
10	J.7539	0.5520	J.7147	J.3086
11	0.7423	0.5137	J.6949	J.2833
12	J.7414	0.5145	0.6964	J.2884
13	0.7365	J.5359	J.6974	J.2882
14	J.7536	0.5441	J.6628	J.2643
15	J.7609	0.4973	0.6422	0.2442
16	J.7451	J.4980	J.6353	J.2390
17	0.7334	0.4865	J.6371	0.2370
18	J.7555	J.5485	0.6413	J.2378
19	0.7331	J.5724	0.6465	0.2470
20	0.7371	J.5736	J.6562	J.2550
21	J.7398	J.5536	J.6315	J.2555
22	0.7303	J.5524	0.6077	0.2439
MEAN	0.7713	J.5617	0.6813	0.2909
S.DEV	0.0256	0.0393	J.0378	J.0414

APPENDIX M

STATISTICS FOR UNITS SATISFIED MODEL

TRSLI LOAD LIST OUTPUT STATISTICS

LE = 0.154 LN = 0.154 T = 1.0 K13 = 1.

	NR	ER	TOTAL
CANDIDATES	14507	139691	154258
LL RANGE	2708	13674	16382
LL VALUE	167606.	123189.	290795.
ADDS TO LL	2708	13674	16382
ADDS VALUE	167606.	123189.	290795.
DELETES FY LL	0	0	0
DELETES VALUE	0	0	0
FORCED CN LL	0	0	0
CCONSTRAINED QTY	0	324	324
EFFECTIVENESS DATA			
UNITS SAT	131019.	57272.	198291.
REQN SAT	1026.	18402.	20028.
DMD LL	143077.	75951.	220028.
NLL	40109.	31269.	71378.
ALL			251409.
FREQ LL	2127.	22956.	25083.
NLL	3152.	3273.	6425.
ALL			31522.
NET UNIT EFF	0.9157	0.8742	0.9012
GROSS UNIT EFF	0.7152	0.6217	0.6305
NET REQN EFF	0.7847	0.8016	0.7931
GROSS REQN EFF	0.3075	0.7015	0.5354
AVERAGE DEMAND COMPUTATION			
HISTORICAL DMD LL	2708	4931	7639
NLL	10775	8209	18984
ALL			26073
BRF X PCP LL	0	8693	8693
NLL	0	104641	104641
ALL			113334
FORCED FCST LL	0	0	0
NLL	1084	13107	14251
ALL			14251
NUMBER OF ITEMS RISK CONSTRAINED			
MAX RISK LL	9	20	29
NLL	1700	5011	7711
ALL			7740
MIN RISK LL	273	3377	3650
NLL	0	0	0
ALL			3650
OVERRIDES APPLIED			
MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

STATISTICS FOR UNITS SATISFIED MODEL

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REQN	GROSS REQN
1	0.8249	0.5738	0.7389	0.2829
2	0.8329	0.5929	0.7144	0.2728
3	0.8440	0.6071	0.7188	0.2754
4	0.8219	0.6133	0.7016	0.2848
5	0.8467	0.6383	0.7237	0.2665
6	0.8165	0.6102	0.7199	0.2742
7	0.8072	0.6020	0.7186	0.2701
8	0.8247	0.6461	0.7396	0.2335
9	0.8157	0.6380	0.7443	0.2712
10	0.7762	0.5625	0.7281	0.2535
11	0.7796	0.5315	0.7145	0.2518
12	0.7782	0.5392	0.7113	0.2625
13	0.8167	0.6112	0.7163	0.2723
14	0.7349	0.5668	0.6745	0.2438
15	0.7893	0.5183	0.6436	0.2276
16	0.7816	0.5252	0.6524	0.2257
17	0.7775	0.5170	0.6589	0.2293
18	0.7959	0.5623	0.6627	0.2337
19	0.8203	0.6060	0.6847	0.2451
20	0.8182	0.6101	0.6730	0.2544
21	0.7749	0.5849	0.6569	0.2569
22	0.7670	0.5847	0.6245	0.2413
MEAN	0.8052	0.5847	0.6958	0.2597
S.DEV	0.0237	0.0391	0.0353	0.0194

APPENDIX N

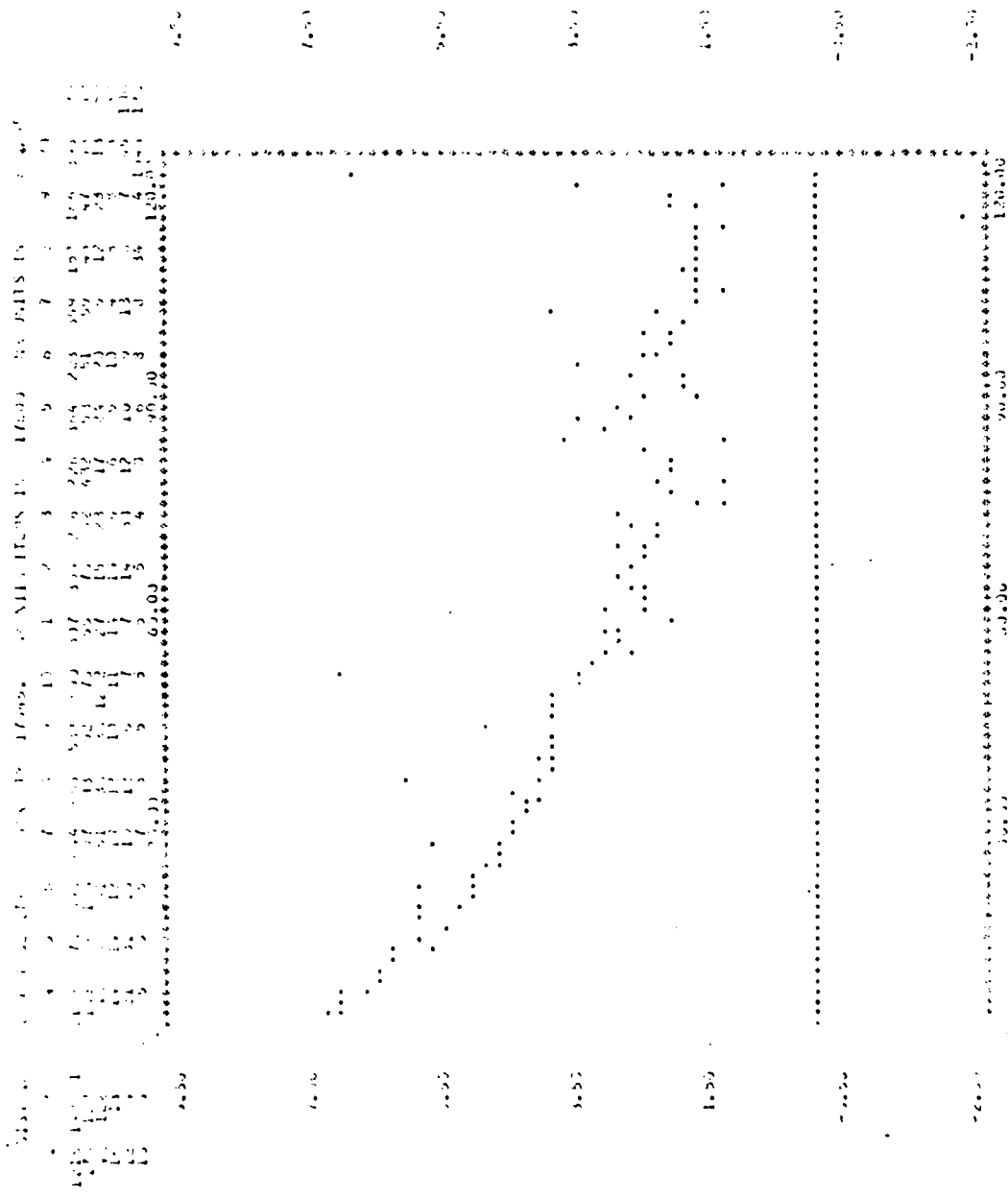
STATISTICS FOR UNIT EFFECTIVENESS MODEL, $\lambda = .154$

TRSLR LOAD LIST OUTPUT STATISTICS

LE = 0.154 LI = 0.154 T = 1.0 R13 = 1.

	MLL	FR	TOTAL
CANDIDATES	14557	139691	154253
LL RANGE	3354	14433	17787
LL VALUE	726411.	376417.	1102828.
ADDS TO LL	3354	14433	17787
ADDS VALUE	726411.	376417.	1102828.
DELETES FM LL	0	0	0
DELETES VALUE	0.	0.	0.
FORCED ON LL	0	0	0
CONSTRAINED QTY	0	1315	1315
EFFECTIVENESS DATA			
UNITS SAT	149533.	74923.	224451.
REQN SAT	2906.	19677.	22583.
MDL LL	152721.	73794.	231515.
NLL	30465.	16734.	47200.
ALL			275715.
FREQ LL	3197.	21850.	25057.
NLL	2091.	2369.	4460.
ALL			29515.
NET UNIT EFF	0.9792	0.9509	0.96505
GROSS UNIT EFF	0.8153	0.7343	0.8053
NET REQN EFF	0.9953	0.9002	0.94775
GROSS REQN EFF	0.5444	0.3122	0.7551
AVERAGE DEMAND COMPUTATION			
HISTORICAL QTY	3354	5295	8649
NLL	13129	7895	21024
ALL			26373
BRF X POP	0	9143	9143
NLL	0	104191	104191
ALL			113334
FORCED POST	0	0	0
NLL	1054	13167	14221
ALL			14221
NUMBER OF ITEMS RISK CONSTRAINED			
MAX RISK	0	3	3
NLL	1131	5357	6488
ALL			6483
MIN RISK	1451	5554	7005
NLL	0	0	0
ALL			7005
OVERRIDES APPLIED			
MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

STATISTICS FOR UNIT EFFECTIVENESS MODEL, $\lambda = .154$



STATISTICS FOR UNIT EFFECTIVENESS MODEL, $\lambda = .154$

QTR	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET REQN	GROSS REQN
1	0.8682	0.6435	0.8735	0.4496
2	0.8764	0.6593	0.8465	0.4364
3	0.8837	0.6712	0.8427	0.4469
4	0.8633	0.6748	0.8371	0.4659
5	0.8876	0.7016	0.8360	0.4722
6	0.8637	0.6756	0.8334	0.4623
7	0.8590	0.6698	0.8316	0.4568
8	0.8667	0.7075	0.8639	0.4770
9	0.8568	0.7021	0.8625	0.4553
10	0.8400	0.6279	0.8469	0.4296
11	0.8221	0.5859	0.8314	0.4151
12	0.8174	0.5868	0.8285	0.4171
13	0.8514	0.6598	0.8248	0.4152
14	0.8205	0.6148	0.7963	0.3901
15	0.8287	0.5662	0.7813	0.3668
16	0.8137	0.5671	0.7770	0.3604
17	0.8110	0.5576	0.7698	0.3526
18	0.8292	0.6243	0.7670	0.3545
19	0.8550	0.6483	0.7751	0.3660
20	0.8541	0.6544	0.7865	0.3796
21	0.8110	0.6287	0.7698	0.3827
22	0.8021	0.6316	0.7335	0.3654
MEAN	0.8446	0.6390	0.8143	0.4144
S.DEV	0.0260	0.0448	0.0386	0.0430

APPENDIX O

STATISTICS FOR UNIT EFFECTIVENESS MODEL, $\lambda=2.10$

TRSLL LOAD LIST OUTPUT STATISTICS

LE = 2.100 LN = 2.100 T = 1.0 K13 = 1.

	NER	ER	TOTAL
CANDIDATES	14557	139691	154253
LL RANGE	1857	7414	9271
LL VALUE	324772.	140333.	465105.
ADDS TO LL	1857	7414	9271
ADDS VALUE	324772.	140333.	465105.
DELETES FM LL	0	0	0
DELETES VALUE	0	0	0
FORCED ON LL	0	0	0
CONSTRAINED QTY	0	914	914

EFFECTIVENESS DATA

UNITS SAT	139677.	62285.	201962.
REQN SAT	1597.	12603.	14300.
DMD LL	145348.	63276.	213624.
NLL	37338.	33626.	71524.
ALL			235143.
FREQ LL	2063.	15550.	17713.
NLL	3225.	3912.	7137.
ALL			2+350.
NET UNIT EFF	0.9610	0.9123	0.9454
GROSS UNIT EFF	0.7625	0.6109	0.7083
NET REQN EFF	0.8225	0.8053	0.8073
GROSS REQN EFF	0.3209	0.6443	0.5755

AVERAGE DEMAND COMPUTATION

HISTORICAL DMD	LL	1357	2961	4318
	NLL	11626	10229	21355
	ALL			25573
BRF X POP	LL	0	4453	4+53
	NLL	0	108881	108331
	ALL			11333+
FORCED FCST	LL	0	0	0
	NLL	1034	13167	14251
	ALL			1+251

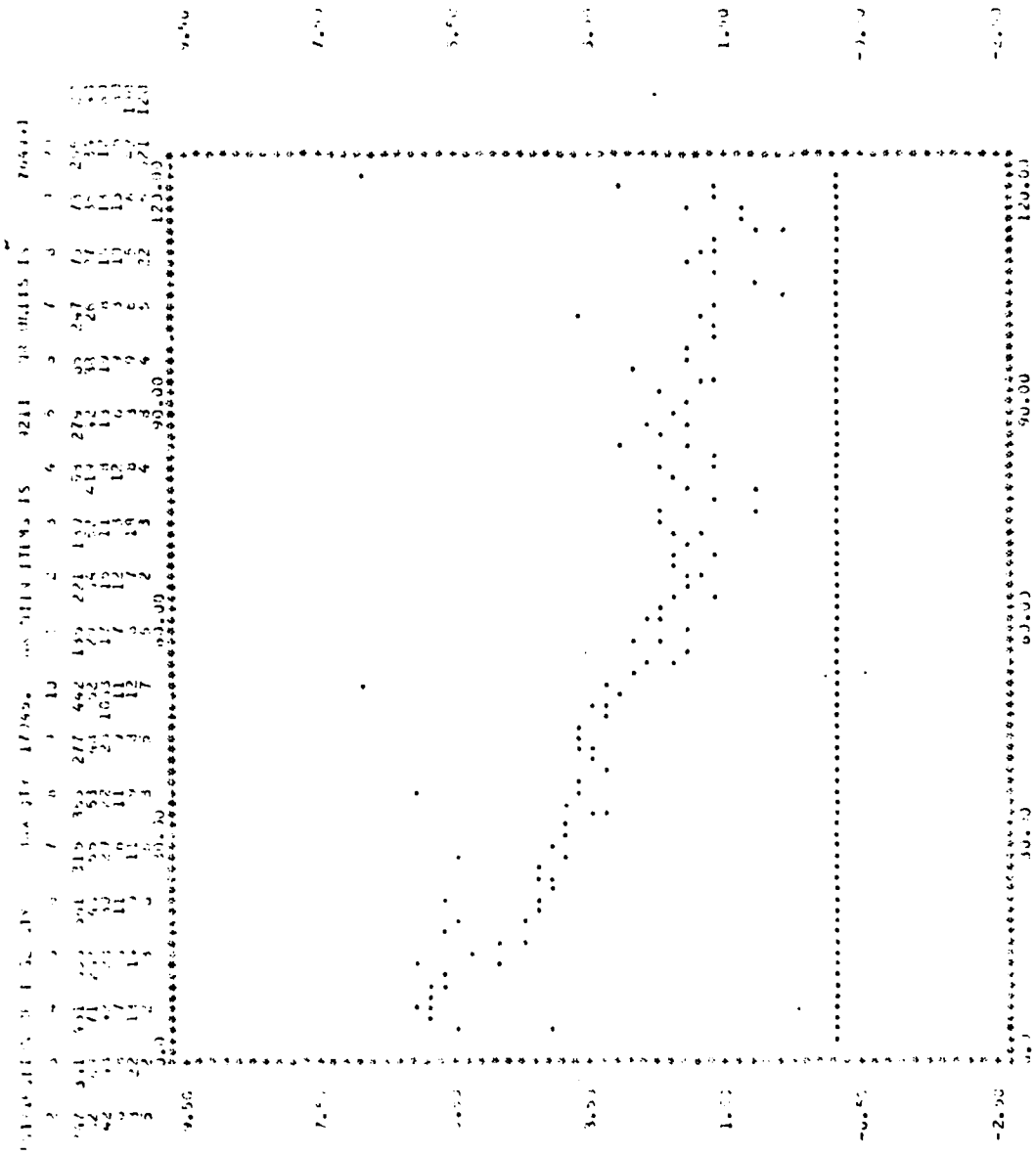
NUMBER OF ITEMS RISK CONSTRAINED

MAX RISK	LL	0	17	25
	NLL	2615	12437	15052
	ALL			15075
MIN RISK	LL	527	1465	1992
	NLL	0	0	0
	ALL			1992

OVERRIDES APPLIED

MANDATORY	0	0	0
MAX QTY	0	0	0
MIN QTY	0	0	0
DELETE	0	0	0

STATISTICS FOR UNIT EFFECTIVENESS MODEL, $\lambda=2.10$



STATISTICS FOR UNIT EFFECTIVENESS MODEL, $\lambda=2.10$

QTP	LOAD LIST EFFECTIVENESS		ATLANTIC FLEET	
	NET UNIT	GROSS UNIT	NET UNIT	GROSS UNIT
1	0.4723	0.5921	0.4032	0.7736
2	0.3743	0.5123	0.7048	0.2671
3	0.7951	0.5260	0.7345	0.2794
4	0.5003	0.5329	0.7373	0.2351
5	0.6323	0.6610	0.3057	0.3324
6	0.3555	0.6351	0.4233	0.2902
7	0.4493	0.6334	0.3573	0.2370
8	0.3553	0.6724	0.3252	0.5322
9	0.3403	0.6020	0.4173	0.2503
10	0.3202	0.5622	0.6123	0.2013
11	0.3105	0.5434	0.7347	0.2431
12	0.5034	0.5527	0.7355	0.2573
13	0.4404	0.5209	0.7951	0.2530
14	0.5152	0.5777	0.7325	0.1377
15	0.3257	0.5309	0.7472	0.2153
16	0.3154	0.5553	0.7553	0.2155
17	0.3114	0.5233	0.7479	0.2160
18	0.3253	0.5927	0.7425	0.2147
19	0.3542	0.5174	0.7413	0.2137
20	0.3552	0.6256	0.7523	0.2242
21	0.3074	0.5949	0.7426	0.2350
22	0.3007	0.5921	0.7145	0.2232
MEAN	0.3495	0.5916	0.7793	0.2554
S.DEV	0.1253	0.0431	0.0313	0.0312

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