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THESIS

**ANALYSIS OF PROCESSING PROCEDURES
FOR REQUISITIONS SUBMITTED BY WEST COAST
UNITS FOR DLA MANAGED MATERIAL**

by

Joseph A. Napoli

June, 1994

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UNITS FOR DLA MANAGED MATERIAL

by

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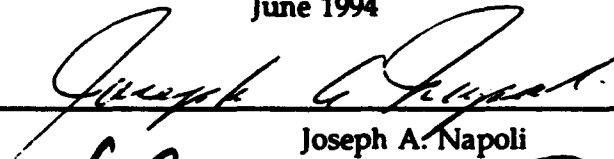
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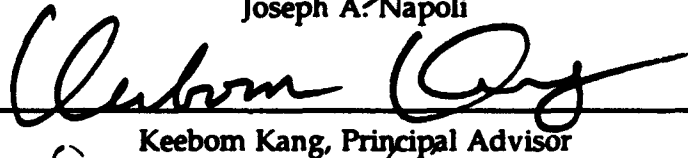
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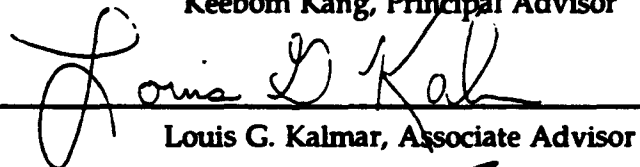
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ABSTRACT

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I. INTRODUCTION

A. MOTIVATION

The changes on the world stage over the last several years, as well as our domestic economic and political circumstance, have necessitated that changes be made in the daily operations of our military infrastructure. Several of these changes were mandated by the Secretary of Defense through the Defense Management Review (DMR) and the accompanying Defense Management Report Decisions (DMRDs).

An overriding theme throughout the review was that the military establishment must reduce the cost of its support infrastructure. By successfully reducing the total cost of maintaining the infrastructure in conjunction with the reduction in force level end-strength, we can reduce the likelihood of the need for future reductions in force structure and personnel. By efficiently reducing the overhead we should be able to reduce the cost of operating the military without a corresponding reduction in readiness.

This foray into "corporate downsizing" raises the question of the future readiness of the fleet: "Can we really do more with less? Can we actually achieve the magnitude of required savings without adversely affecting fleet readiness?"

One of the principal areas of concern is our ability to provide the required spare parts and materials to the afloat units in a timely manner. OPNAVINST 4614.1F, Uniform Material Movement and Issue Priority System (UMMIPS), delineates the specific time standards allowed for the issue and transportation of material from requisition submission to material receipt. These UMMIPS standards are quite liberal and have come under question as to their validity in today's modern age of rapid transportation and automated handling systems.

Concurrent with the question of time delivery standards is the question of stock positioning. Several study groups are investigating these very issues to determine what time standards are truly acceptable and what stockage policy should be adopted.

Given the prevailing UMMIPS standards and the current Defense Logistics Agency (DLA) stockage policy for material managed by DLA, the question posed by this thesis is whether the current system is truly working in the best interest of the fleet and in support of overall improved fleet readiness. Any delay caused by the incorrect routing of a requisition or from poor stock location strategy will have a negative impact on fleet readiness.

When a requisition is routed to a stock point further from the Point of Entry (POE) and the material is available at the POE location, then readiness could be sacrificed.

Every measurable loss of readiness comes at a cost, and this cost can be expressed in a number of ways.

1. An immediate loss of weapons systems where the reduced readiness can be expressed in length of system downtime and operational manhours lost.
2. Incomplete storerooms where the delay in receipt of stock replenishment could translate into an inoperative system if the delayed part is needed before receipt.
3. Unnecessary transportation charges for shipment of material from a further location than was necessary.

B. PURPOSE AND SCOPE

The purpose of this thesis is to examine West coast Fleet requisitions submitted to the Fleet & Industrial Supply (FISC) Center San Diego as the POE for DLA managed material to determine if the requisitions are being filled from material on hand in San Diego. Through this thesis we will identify the unnecessary additional costs both in dollars and in lost readiness associated with miss-handled requisitions. We will also identify those areas where the system is not functioning as intended and will make specific recommendations to correct the deficiency, which will result in subsequent cost savings.

In this thesis we will examine only those requisitions with an Issue Priority Group (IPG) 2 or 3. IPG 1 requisitions, because of their high priority status, are processed differently at the POE. IPG 1 requisitions are intercepted by the POE and filled from any available stock on-hand, regardless of the inventory echelon. As a result, there

is not the same potential for negative impact on fleet readiness because of misrouting.

We will not specifically analyze DLA's stock positioning policy per se. Where appropriate, however, we will make specific recommendations for policy changes that would ultimately result in improved readiness.

C. STRUCTURE

The structure of this thesis is as follows:

Chapter II provides a brief history of the DMR process and highlights those DMRDs that have had an effect on stock availability and the changes in depot operations. Chapter II also examines the changing roles and transformation of the Naval Supply Centers into the FISC. Finally, Chapter II addresses DLA with respect to its role in requisition processing and the resultant effect on costs and pricing.

Chapter III details the logic and methodology used to acquire the data and to select the subsets used for detailed analysis. This chapter chronicles the flow process and selection criteria.

Chapter IV analyzes the data and documents specific results found with regard to stock availability, action taken by the ICPs, and processing discrepancies discovered. Chapter IV also steps outside of the specific requisition processing review to discuss the impact of current inventory and stock

positioning policies relative to potential cost avoidance that could be realized.

Finally, Chapter V contains a summary of this thesis and specific recommendations.

II BACKGROUND

A. HISTORY

There have been many changes over the past several years within the Department of Defense (DoD), relative to its daily business operations and the size and scope of the infrastructure. The transformation of the political climate in Eastern Europe, the breakup of the military power of the former Soviet Union as well as other changes throughout the world, have caused political administrations in the United States to take a very hard look at our National Military Strategy and to make plans to change our force structure to meet the new realities of a dynamic world.

This hard look at the military, along with domestic economic considerations, has pointed to DoD as a potential source for significant budgetary savings. With an ever growing federal budget deficit, a tightening of the defense budget is inevitable.

1. Defense Management Report Process

With a changing economic and political climate, President Bush, in February 1989, ordered a comprehensive review of DoD. This review was to identify and target specific economies of scale and operational efficiencies that could streamline DoD and thereby generate significant

budgetary savings. These targeted savings and spending reductions would come to be known as the 'peace dividend'.

In July of 1989, the Secretary of Defense, relying on the 1985 Packard Commission study as a basis, issued the Defense Management Report (DMR), which would become the keystone for future defense infrastructure planning.

The basic objectives of the DMR were: (Arthur 1990)

- To reduce overhead within DoD
- To improve weapons system performance
- Overhaul the planning, programming and budget process
- Reduce micromanagement
- Strengthen the industrial base
- Improve ethical standards in both government & industry

The original projected savings for the five year period 1991 through 1995 was \$70.9 Billion (Berube 1992). In the past, projected savings were generally looked upon by the services as goals to be achieved. However, the key difference in the DMR process is that the projected savings were tied directly to the budget process and these savings were taken as reductions against the services' budgets.

2. Defense Management Review Decisions

The responsibility for achieving these savings was placed at the desk of the DoD Comptroller. In order to ensure that the dollar savings and intended process improvements

would be realized, the Comptroller issued a series of Defense Management Report Decisions (DMRDs) that would establish guidelines, and at the same time remove the targeted savings from the service budgets. For the Department of the Navy (DoN), this amounted to \$21.6 Billion, of which \$13.5 Billion would come from logistics, with the remaining savings spread between administration, base operations, information systems and contract management (Berube 1992). Of the more than 50 separate Navy interest DMRDs that were generated, we will briefly review DMRD 901, DMRD 902 and DMRD 926, which are pertinent to this thesis.

3. DMRD 901: Reducing Supply System Costs

DMRD 901 is one of the most ambitious decisions released. This single action would account for \$3.9 Billion, or roughly 18% of the total Navy share of projected savings. Two of the major components of DMRD 901 call for the reduction of inventory levels and the stock funding of base operations. Prior to fiscal year 1991, the cost of base operations for such items as payroll, transportation, supply management and public works operations were paid from annual appropriations such as Operations and Maintenance Navy (O&MN). This policy changed with DMRD 901 so that now all base operating costs for selected supply activities are paid from a revolving fund known as the Defense Business Operations Fund (DBOF). The Supply Management business area of this revolving fund is

maintained through surcharges applied to every spare part and all material issued through the supply system. This mechanism ensures full cost recovery and protects the fund from loss of purchasing power. Although this facet of DMRD 901 has a direct impact on the price charged for the item, the reduction of inventory levels is equally as important.

Before the implementation of DMRD 901, the Navy maintained three separate levels of supply system inventory; consumer, intermediate and wholesale. In order to accomplish the mandated funding reductions, the Navy had to eliminate the intermediate level of inventory. This concept is explored in greater detail in a later section.

By comparison, DMRD 902, Consolidation of Supply Depots is expected to generate \$1.2 Billion in savings through 1997 (Riley 1992).

4. DMRD 902: Supply Depot Consolidations

The savings projected through the implementation of DMRD 902 of \$1.2 Billion were to be achieved by creating a standard DoD wholesale physical distribution system under the management of DLA. Physical distribution includes receipt, stowage, packaging and preservation, shipping, disposal and physical inventory and reconciliation. DLA's Supply Depot Consolidation plan included the distribution functions of 30 service depots, of which the Navy's seven supply centers were included (Riley 1992).

The importance of DMRD 902 is extended to stock consolidation and inventory level reduction as well as the actual material handling and physical distribution functions.

5. DMRD 926: Inventory Control Point Consolidation

DoD estimated that it could save millions of dollars in annual operating costs if it consolidated the various inventory control points under one agency. DMRD 926 was commissioned to examine how many ICPs were required to support total defense logistics needs (Andrew 1992). The transfer of inventory management control of non-service-unique consumable items to DLA management is just one element of DMRD 926. Previous to DMRD 926, each service managed a large volume of mostly small consumable items that in many cases were not unique to that service and were duplicated in management by the other services. The Consumable Item Transfer (CIT) process was the vehicle that facilitated the transfer of the non-service-unique consumable items to DLA for centralized management. For the Navy, this amounted to more than 270,000 formerly 1H and 1R Cog items, that would now be identified as 9_ Cog material.

B. NAVAL SUPPLY CENTERS

Prior to the enactment of DMRD 902, each of the services owned and operated several CONUS (Continental United States) stock point activities. The Navy operated seven major regional stock points known as Naval Supply Centers (NSCs).

These NSCs performed a wide array of functions including, local procurement, hazardous material control and personal property and household goods shipments in addition to their primary mission to function as a geographic stock point for material distribution.

In this primary role, these NSC's served all of the regional commands including fleet units and major and minor shore commands. In support of this vast array of customers, the NSCs held the three separate levels of inventory for Navy and DLA managed material. The material that is still managed by the Navy, are the Navy unique consumables (1H and 1R Cog items) and a wide range of repairable items (7_ Cog). DLA now manages a greater number of 9_ Cog items that are general purpose in nature which can be used by any of the services without modification. The NSC was responsible for the inventory management functions as well as the physical distribution of this inventory. DLA maintained physical distribution of the wholesale inventory that was held at their own depots.

1. Inventory Levels

Under the pre-DMR supply system, the Navy as a whole managed a three echelon inventory system consisting of a consumer level, an intermediate level and a wholesale level.

a. Consumer Level

The consumer level of inventory, regardless of funding source, is inventory bought and maintained to support a specific customer. All ships/fleet units and most shore commands hold individual consumer level inventories. This inventory is the first point of referral for any requisition, since it is the closest to the customer, and quantities maintained are generally selectively chosen for that individual command based upon local demand.

b. Intermediate Level

This level of inventory was purchased by the local NSC based upon geographic demand, and this demand was captured from requisitions submitted to the NSC, acting as the local POE for requisition processing. This intermediate level of inventory was unique in that it consisted of DLA and General Service Administration (GSA) 9_ Cog material that was bought by the NSC from the DLA/GSA wholesale level inventory. The NSCs would then maintain responsibility and visibility as well as exercise control over this inventory. Intermediate level material would be sold to customers who would either place the item in service or use the material to replenish their own consumer level inventory. This intermediate level of inventory was often referred to as GEOSUP (Geographic Support).

c. Wholesale Level

Wholesale inventory is that level of inventory purchased by an Inventory Control Point (ICP) using revolving stock fund money, and then positioned at a given stock point for issue to customers. The ICP as inventory manager has exclusive visibility, accountability and control of this inventory on a worldwide level. The item manager at the ICP is the individual responsible for maintaining adequate worldwide levels of stock for a given item and is the sole authority for the movement, relocation and issue of the item (NAVSUP PUB 553).

The physical distribution functions for the intermediate and wholesale levels of inventory were controlled by the NSCs.

2. Requisition Processing

In the NSC's role as the local POE for all requisitions submitted to the supply system, requisitions that were submitted were screened by the NSC against inventories held and material was issued accordingly.

For 9_ Cog material, the NSC would screen the intermediate level and would issue material onhand. The demand for this item would be recorded and the NSC would then procure the replacement from the DLA/GSA wholesale level. If the material was not carried (NC) or not-in-stock (NIS), the

requisition would be passed directly to the appropriate DLA/GSA ICP for action.

Requisitions for Navy managed material (1_ & 7_ Cog) would be filled directly from the wholesale inventory held on hand or passed to the Navy ICP for action if the item was NC or NIS.

C. FLEET & INDUSTRIAL SUPPLY CENTERS

1. Evolution

The need for robust supply support, especially during a period of rapid downsizing, is a key element in the Navy's ability to operate effectively. The Fleet & Industrial Supply Centers (FISCs) were born from the need to satisfy two requirements.

First was the requirement of DMRD 902 to consolidate all supply depot warehousing functions of the services. The elimination of Navy managed distribution operations, specifically for NSC San Diego, removed only 35% of the business that the former NSC performed. The remaining 65% of their previous tasking is still a valid requirement that needs to be performed, and the FISC is designed to meet this need (Banghart 1993).

Second was the issue of readiness and fleet support. Downsizing and the need to achieve mandated cost savings at the NSCs as well as afloat and other shore commands led to the evolution and structuring of the FISC. The FISC concept calls

for the absorption of the 'overhead' operations of many commands who now find the cost of performing these operations on their own prohibitive. Through this transfer of workload, the FISC performs functions that are in their area of expertise, thereby creating a competitive advantage that translates into efficiency at the FISC and a cost savings to the customer.

The efficiencies and economies of scale are the most evident in the inventory management of consumer level inventories for local industrial activities, centralization of procurement operations and contract management, plus the traditional areas of supply management such as hazardous material control, personal property and household goods shipment. The FISC essentially becomes the 'Supply Officer' for its customers, and in this role performs the following functions: (Burrison 1993)

- Inventory management
- Local procurement
- Customer services
- Non-standard materials management

The benefits to the Navy, and specifically to their individual customers, of the FISC concept are:

- Reduced regional consumer level inventories
- Minimized duplicative supply functions

- Active Supply advocate
- Liaison with fleet units

2. Inventory Levels

As a result of DMRDs 901 and 902 the Navy's management of intermediate levels of 9_ Cog material has been eliminated. This changed the Navy from a three echelon supply system to a two echelon consumer-wholesale system. Under this two-echelon system, the FISCs now perform the role of inventory manager only for the consumer level inventory held for their customers, whereas the NSCs once managed both intermediate and consumer levels. As an inventory manager, the FISC is responsible for recording the demand and maintaining an adequate level of stock so as to avoid a stock-out position. Replacement spares are bought from the wholesale inventory level and at present, distribution of the consumer level inventory is maintained by the FISC (Dawson 1994).

One exception to this policy is that the FISC will continue to act as an inventory manager for 9_ Cog material in support of fleet units and other shore commands, for material that DLA does not centrally manage and stock, such as material coded with an Acquisition Advice Code (AAC) I, K and L, or material coded with a local stock number.

An Acquisition Advice Code indicates in what manner and under what restrictions, if any, an item will be acquired by the customer in support of immediate demand.

AAC I. This material is coded for direct procurement by the requisitioner from a centrally managed contract or schedule. It permits the user activity to place an order with the vendor for direct delivery.

AAC K. These items are stocked domestically for use by overseas activities, or where local purchase is not available. Non-overseas users obtain this material through local purchase.

AAC L. This material is not stocked nor centrally managed at the wholesale distribution level, but is authorized for local purchase as the normal means of support.

3. Requisition Processing

One of the more significant changes to daily operations occurred in requisition processing for everyone except FISC customers. Where the NSCs once served all fleet and shore commands equally, the FISCs now have specific customers. A partnership is established between the FISC and specific fleet and industrial shore based customers where the FISC provides many of the services that these customers had previously provided for themselves.

All requisitions for material from non-FISC customers are submitted to the local POE and forwarded directly to the appropriate ICP for action. The ICP, as the wholesale inventory item manager, in theory, is supposed to know the location of worldwide assets and can pass the requisition to

the appropriate stock point for issue of material. The demand for the item is recorded by the ICP at the wholesale level.

Two exceptions to this policy exist. First, if the requisition is an Issue Priority Group (IPG) 1, then the FISC can intercept the requisition and fill the requirement from the consumer level inventory they manage if stock is available. An IPG 1, which is the highest group of priority designators, is any requisition with a priority designator of 01, 02 or 03. An IPG 2 requisition has a priority designator of 04, 05 or 06 and IPG-3 requisitions have priority designators of 07-15.

Table I PRIORITY DESIGNATORS

		UND	
FAD	A	B	C
I	01	04	11
II	02	05	12
III	03	06	13
IV	07	09	14
V	08	10	15

Priority designators are defined by OPNAVINST 4614.1F and are derived through a combination of the Force Activity Designator of the requisitioner and the Urgency of Need for

the material. This issue will be discussed in more detail in Chapter IV. The second exception is that an IPG 2 or 3 requisition from an afloat unit can also be intercepted and filled from consumer level inventory if the stock position of that item is in excess, i.e. above the requisitioning objective. If not, the requisition is passed directly to the responsible ICP.

D. DEFENSE LOGISTICS AGENCY

DLA is the organization within DoD that is assigned the task of inventory management for all consumable material that is not service unique. This task is performed through various ICPs that manage material based on supply classification. In addition, DLA is responsible for all physical distribution functions for material held at the wholesale level. Because DLA operates all across DoD, each of the services currently share in the management and operation of the agency.

1. Requisition Processing Policy

The governing procedures for requisition processing for DLA are contained in Department of Defense Manual 4140.2 "Supply Operations Manual." The central controlling system is the Standard Automated Material Management System (SAMMS) that establishes Source Preference Tables (SPT). The main objective of the SPT is to find the material at the location closest to the requisitioner.

The continental United States is divided into 95 geographic zones based upon local ZIP codes. The procedure for the requisition processing system is to go to the point of entry of the requisition first and attempt to locate the material. If the item is not available at the POE, then the table provides for the process to expand outward in concentric circles until sufficient stock is found to satisfy the requirement.

The requisition processing system is computer driven, based upon manual input to the SPT. This factor presents numerous possibilities for error.

First, the rapid expansion of the Consumable Item Transfer (CIT) process has greatly increased the depth and breadth of material managed by DLA. During this transfer process, inventory balances that were reported to the item manager as being available for issue and release were often unreliable and frequently in error. These errors were caused by both software incompatibility between DLA and the services and discrepancies in the decapitalization documents. These decapitalization documents are the vehicles where by the Navy recoups the cost of the intermediate inventory purchased and returns the material to the wholesale inventory under the control of DLA.

Second, as a result of DMRDs 901 and 902 the number of stowage sites has expanded rapidly from a relatively few to more than 90, each with different inventories and

capabilities. Because of these rapid changes, the SPT is often incorrectly coded which causes a corresponding loss in its effectiveness.

One of the primary filters in the SPT is to prevent a requisition from crossing the East-West dividing line. The last stock point on either coast that any requisition should be forwarded to is the Primary Distribution Site. No requisition, according to the matrix, should ever cross the Mississippi River (Brock 1994). These variables provide the basis for a very complex system that requires manual intervention and input and as such has the potential for generating inadvertent and unnecessary costs.

2. Distribution Sites

Under DLA stock position policy, stock is positioned at three types of storage sites. Assignment to one of the following classifications is not mutually exclusive, i.e. an individual site may be classified in one or more ways at the same time. (Although DLA's stock positioning policy is not the focus of this thesis, a basic understanding of these depot types is necessary.)

a. Primary Distribution Sites (PDS)

PDS locations are high volume mechanized distribution facilities which have been specifically designed to provide global support for general items. Only a minimum of these sites will be designated.

b. Specialized Distribution Sites (SDS)

Specialized Distribution Sites will be used to support customer requirements on a regional basis, or to provide global support for material that requires special handling equipment, or for material that has certain specific or unique characteristics such as hazardous material or plate steel.

c. Satellite Warehouse Sites (SWS)

SWS facilities will be employed to meet the warehousing requirements of low volume items, or they may be designated as sites to perform other missions such as processing returns or reconditioning and repacking items.

3. Defense Distribution Depot San Diego

The Defense Distribution Depot San Diego (DDDC) was established in March of 1992 in support of DMRD 902, when the warehousing functions previously handled by NSC San Diego were turned over to DLA (Banghart 1993).

The warehouse facilities located in San Diego are not currently classified as either a PDS or an SDS, but all warehouse functions are controlled by DDDC as the Distribution Manager. Inventory management of the wholesale level inventory is controlled by the respective ICP, and all requisitions that are referred to San Diego by a DLA ICP are processed by DDDC (Enge 1994).

4. Cost Structure

a. Surcharge

When a customer requisitions and receives an item he pays not only the direct cost of the material, but also the indirect cost of purchasing, receiving, warehousing, issuing and shipping the material. The indirect costs are included in the cost of operations and covered under the DBOF as discussed in section A.3 of this chapter.

These costs are not charged to the requisitioner directly on a dollar for dollar basis, but are instead passed to the customer in the form of a surcharge (a % of the unit price) added to each item.

Currently, the distribution cost for DLA managed items that include transportation, warehousing and inventory, is approximately \$500 million per year. This figure includes approximately \$155 million in CONUS second destination transportation charges. Second destination transportation charges are those charges that are incurred when the material is shipped from the stowage site (stock point) to the customer. This \$500 million corresponds to roughly a 4.5% increase to the unit price of the item via the surcharge (Poleo). For fiscal year 1994 the total surcharge for non-fuel items stands at 29% (O'Donoghue 1994).

b. Issue Costs

Issue costs in this context are defined as a combination of both DLA warehouse costs and all transportation charges. Warehouse costs include all costs associated with the receipt, stowage, processing, packaging and distribution of material at a stock point. These warehouse costs vary from one location to another based upon local labor rates, lease charges, warehouse space, etc., but are all inclusive for purposes of calculating a value to be used for the surcharge. The same holds true for second destination transportation charges that vary in actual cost from site to site.

Warehouse costs are relatively stable within a given site and become a factor only if the workload for that location deviates significantly from the budgeted base line. Therefore to issue additional material from a given stock point would tend not to have as great an impact on budgeted expenses as would the additional transportation costs incurred if a part were shipped over a greater distance than necessary. For every requisition not filled from San Diego when sufficient material was available, an unnecessary transportation charge will be incurred.

c. Pricing Structure

The pricing structure established to identify costs involved with the issue and transportation of material

recognizes different levels of material as well as different levels of service.

(1) *Material.* Material is categorized in one of three forms: Binable items (less than 2 cubes in size), Medium bulk items and Heavy bulk items.

(2) *Service.* The different levels of service are based on whether the item is delivered from an on-base stock point or off-base stock point. On-base issue costs are essentially warehouse costs. Off-base costs include warehouse costs and transportation charges. The cost of these items are as follows.

	<u>On-Base</u>	<u>Off-Base</u>
Binable	\$7.00	\$13.00
Med-Bulk	\$13.00	\$25.00
Heavy-Bulk		\$67.50

In addition to warehouse and transportation charges, a transshipment charge of \$3.00 per item is assessed for those requisitioners who do not have an established receiving department. This generally applies to material delivered directly to an end-user such as a ship at the pier.

5. Cost Impact

Each of these separate charges are important to note because of the additional costs incurred when material is issued from a stock point other than the on-base location.

For example, the cost to DLA to deliver a medium bulk item to a ship in port San Diego from DDDC is \$13.00. If the

same item were issued from any other stock point the cost would be \$28.00 (\$25 + \$3). The difference, \$15.00, is an additional cost of operations. These charges are based on current DLA projections for business volume and current costs for labor and transportation and have been used to establish the current surcharge. If actual costs incurred by DLA are greater than the budget costs used to determine the surcharge, then the following year surcharge would, by necessity, be increased (Poleo 1994).

This increased surcharge would eventually be absorbed by the customer, thus increasing his costs and reducing the real value of his operating budget.

III METHODOLOGY

A. OBJECTIVE

In this thesis we examine requisition procedures for IPG 2 & 3 requisitions submitted by West coast fleet units to FISC-SD as POE for DLA managed material; and to determine if the issue point for the material was selected in the best interest of the fleet, that is, was the delay in receipt of the material minimized so as to decrease system down time and increase operational availability. Through this thesis we will attempt to identify any unnecessary additional costs associated with miss-handled requisitions. We will identify those areas where the system is not operating as intended and make specific recommendations to correct the deficiency which will result in subsequent cost savings.

B. DATA COLLECTION

In support of this research, two separate data sets from the Requisition Status File (RSF) maintained by FISC-SD were obtained for the period 22 Nov 93 through 24 Feb 94. These two files are distinguished from each other by the Document Identifier (DOCID) of the requisition. A DOCID is a three digit code which indicates the purpose and use of the document (i.e. the document is an original requisition, a referral, a follow-up, etc.) (NAVSUP P-485).

1. Document Identifier A0A/A01 File

DOCID A0A is used to identify an original requisition intended for domestic shipment of material that can be identified by a valid National Stock Number (NSN). DOCID A01 is the same, but is for overseas shipment of material.

Appendix E is a partial listing of the original data set obtained to begin this research. This file contained 82,610 records and was a complete list of all IPG 2 & 3 requisitions submitted from all sources, through POE San Diego for DLA managed material, that were not subsequently referred back to San Diego for issue of material. These requisitions are carried in the RSF with DOCIDs of A0A & A01. If the requisition had been referred back, the DOCID would have been overwritten, maintaining all other pertinent data.

This A0A/A01 file was reduced so that it contained only those requisitions that carried a service code "R" in the document number, which indicates that the requisition is from a Pacific Fleet operating unit (NAVSUP P-485). This reduced the file to 61,775 records.

2. Document Identifier A5A/A51

DOCID A5A identifies a Material Release Order for the domestic shipment of material that can be identified by a valid National Stock Number (NSN). Similarly, DOCID A51 is the same, but signifies an overseas shipment (NAVSUP P-485). A requisition passed from an ICP to a stock point with a DOCID

of A5A/A51 is essentially an order for the stock point to issue the material on hand.

Appendix F is a partial listing of A5A/A51 records obtained to conduct research. This data set contained 5,892 records and was a listing of all IPG 2 & 3 requisitions originally submitted through FISC-SD as the POE, but then were subsequently referred back to San Diego by the DLA ICP for issue of material from wholesale level inventory.

This A5A/A51 file contained records from all sources of input. To maintain a consistency of comparison, only the "R" service code requisitions were selected which reduced the file to 1,873 records. These 1,873 records are important and will be used to identify inconsistencies in requisition processing procedures where some requisitions for a given stocked item are returned for issue of material while others are not. However, unless otherwise noted, all future references to files and requisitions will be for the A0A/A01 requisition file.

C. SELECTION CRITERIA

1. Master Stock Item Record (MSIR) Card

A relatively few number of DLA managed stock numbers are actually held in San Diego at the wholesale level. For those items that are carried at the wholesale level, a MSIR card is maintained listing the appropriate "AA" Cog that identifies the corresponding ICP for that material. For

material held at the consumer level or retail level, the MSIR indicates the corresponding 9_ Cog for that material.

There is still a considerable amount of inventory being held at the intermediate/retail level in San Diego. As of this thesis date (May 1994) the final decision has not been made as to whether this material will be converted to consumer level inventory, or decapitalized and offered to DLA (Dawson 1994). Since this inventory is still owned by the Navy and not part of wholesale inventory, it is not considered as available inventory for issue to satisfy IPG 2 & 3 requisitions.

In this thesis, therefore, we will primarily consider only those items that have a valid "AA" MSIR on file in San Diego indicating that the item is in-stock and maintained at the wholesale level.

2. Test DataBase

From the file of 61,775 records, there were 791 requisitions received from 'R' service code activities for material held at the wholesale level for which a valid "AA" MSIR was maintained. These 791 requisitions represented 482 different stock numbers. We randomly select 100 requisitions from the 791 available which would be used for further research and analysis. The 100 randomly selected requisitions represented 89 different stock numbers.

We selected 100 requisitions because each requisition must be manually traced through the Transaction Ledger History for stock availability at San Diego and each requisition must then be manually traced through Transaction History at the appropriate DLA ICP to determine action taken. These procedures are labor intensive, and expanding the depth of the test would not significantly affect the results.

This random selection produced a sampling error of 5.6% at a 95% confidence interval, and is considered justified.

- The 100 requisitions represent 12.6% of the original 791.
- The 89 different stock numbers represent 18.5% of the 482 different stock numbers available for selection.

3. Flow Chart Analysis

The flow chart presented in Figure 1 identifies the process followed in the data gathering and requisition selection beginning with the universe of all available requisitions through the selection of the sample data base. Where appropriate, the number of requisitions or stock numbers involved is indicated.

This flow chart begins with all requisitions submitted to San Diego as the input data. The first filter removed all IPG 1 requisitions, which are processed differently than IPGs 2 or 3, and therefore not within the scope of this thesis.

Likewise, the second decision filter removed all requisitions for other than DLA managed material. To further limit the scope of this thesis the next filter selected only those requisitions with service code "R" indicating the source as a Pacific Fleet unit.

The next decision in the flow chart marks the separation of those requisitions that were correctly returned to San Diego for issue of material from those that were not. This action produced a file of 61,775 requisitions that would require further investigation. In an effort to not skew the analysis, an additional decision node was entered that selected only those requisitions for material where a valid "AA" MSIR existed. This final filter produced a data set containing 791 requisition, of which 100 were randomly selected for analysis. Through this series of decisions and filters, a determination of what percentage of requisitions were processed in accordance with established requisition processing policy and how many different stock numbered items were involved was achieved.

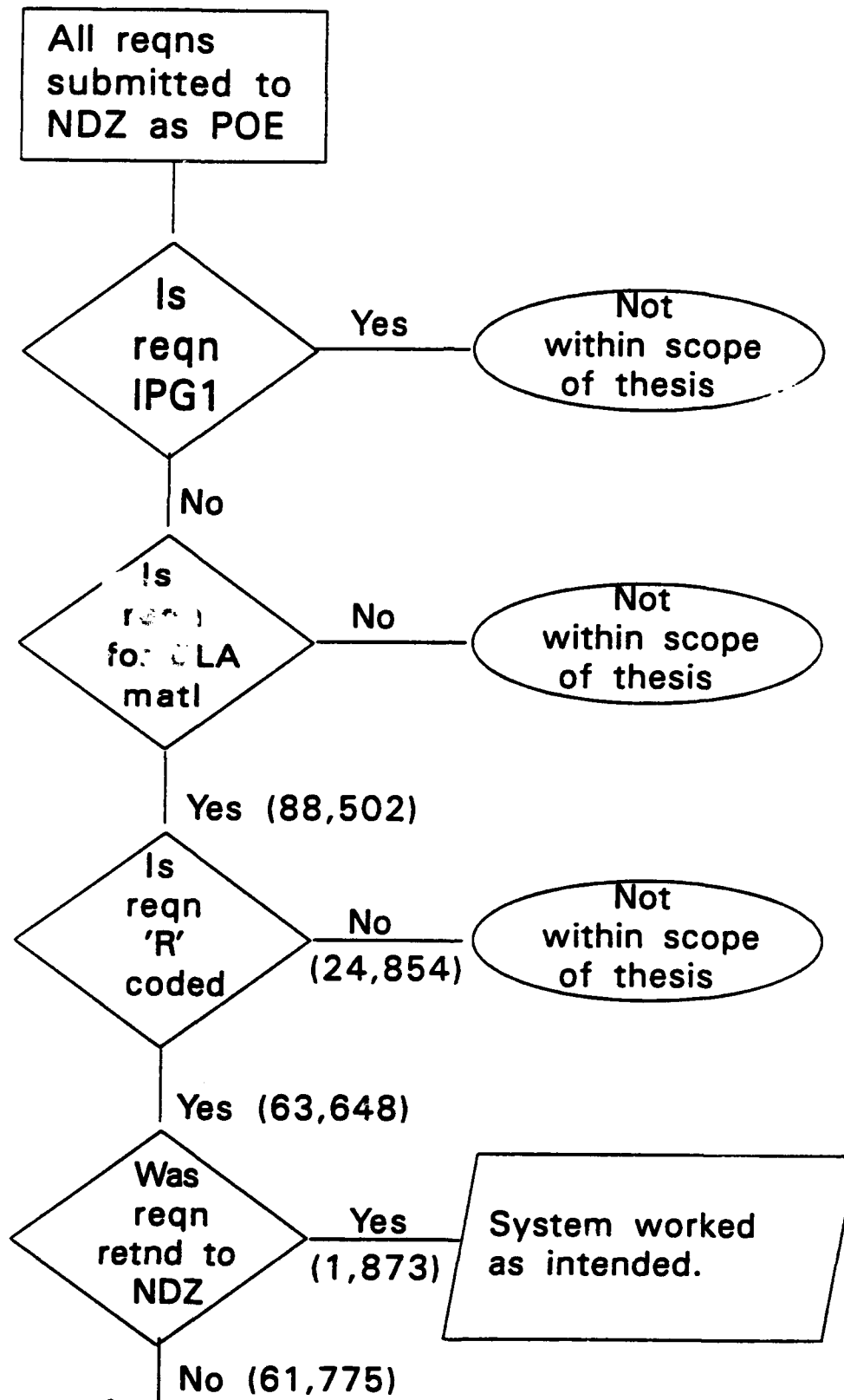
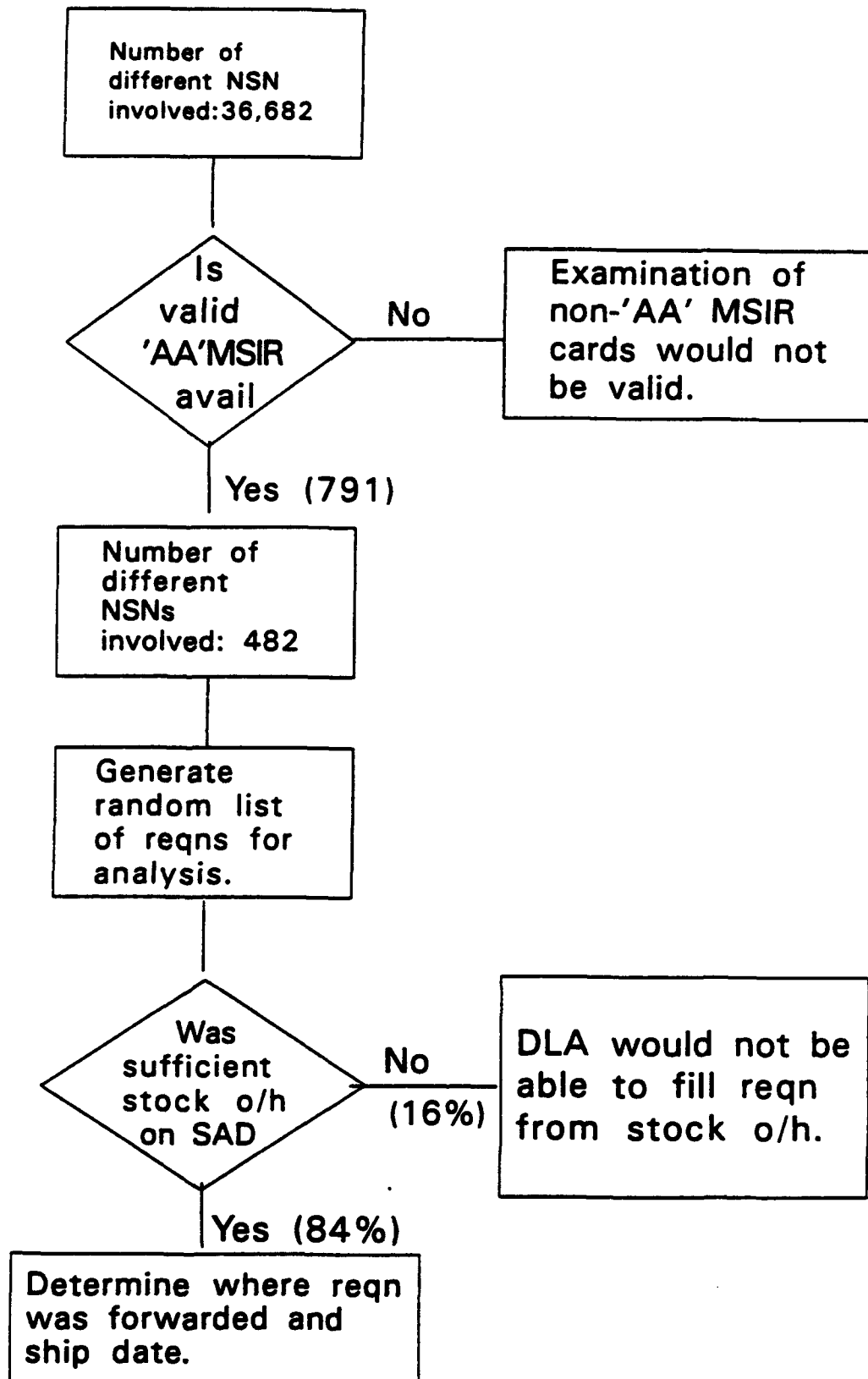


Figure 1



IV ANALYSIS

A. DATA EVALUATION

1. Overview

An examination of the raw data available for the period of study from 22 Nov 93 - 24 Feb 94 reveals the following statistics.

88,502 requisitions were submitted to NDZ for DLA managed material from all sources during the test period.

63,648 requisitions of the total 88,502 (71.9%) were from Pacific Fleet units only.

61,775 of the Pacific Fleet requisitions (97.1%) were not subsequently returned by DLA to San Diego for issue of material. These requisitions represent 36,682 different stock numbers

791 requisitions, of the 61,775 not returned, were for material where a valid "AA" MSIR did exist. These requisitions represented 482 different stock numbers.

1,873 requisitions, of the original 63,648 submitted by Pacific Fleet units, were returned by a DLA ICP to San Diego for issue of material on hand. These

requisitions represented 1,319 different NSNs, all of which had a valid "AA" MSIR.

It must be noted that the test period used to conduct the research is one where traditionally the volume of requisition activity is significantly lower than during other periods of the year. This is due to the holiday season (Thanksgiving through New Year's), where the Operations Tempo is noticeably slower. There is generally less routine maintenance performed and as a result of reduced system operation, there is less corrective maintenance and system failures.

Because of this seasonal effect, actual research findings were required to be annualized and all projections have been calculated based on a statistical inference and these projections have been adjusted for seasonality. The statistics and percentages in Appendix A were used to generate the projections.

To project the annualized demand, actual requisition data retrieved during the test period was used as the basis for all estimates. Of the 61,775 requisitions not returned to San Diego for issue, there were 31,695 for items where a valid 9_ Cog MSIR did exist, indicating either consumer or retail level inventory was available and 29,289 were requisitions for items where the material was not carried locally.

2. Sampling Results

A random sample of 100 of the 791 requisitions submitted for material where a valid "AA" MSIR did exist was selected (47 were IPG 2 and 53 were IPG 3) and further analysis revealed the following information.

a. Stock Availability

Eighty-four of the 100 requisitions sampled (39 IPG 2 and 45 IPG 3) revealed that there was sufficient stock on hand in San Diego as of the supply action date of the requisition to satisfy the requirement in full.

b. DLA ICP Action

Ninety-three percent of the requisitions forwarded to DLA were subsequently passed to a stock point for issue of material. The remaining 7% of the requisitions sampled are still awaiting some further action. This includes requisitions that have been backordered, those that are awaiting direct procurement action and those that were cancelled by DLA because of an incorrect unit of issue in the original document.

c. Inventory Position

Currently there are 42,557 line items carried in San Diego with a valid "AA" Cog MSIR. The following is a breakdown by Cog and the inventory value as of 30 April 94.

COG	Qty	%	Value(M)	%
AX (9C)	9,710	22.80%	\$49.10	21.40%
CX (9G)	10,943	25.70%	\$64.90	28.30%
KZ (9Z)	7,715	18.10%	\$29.60	12.90%
TX (9N)	12,529	29.40%	\$72.20	31.50%
Others	<u>1,660</u>	4.00%	<u>\$13.30</u>	5.90%
Total	42,557		\$229.10	

d. Requisition Processing Discrepancy

There were 1,873 requisitions which were returned by a DLA ICP to San Diego for issue of material. A careful analysis of these requisitions, comparing them to the 791 that were not returned, could produce no plausible explanation as to why these requisitions were returned and the others were not. Nothing in the DLA policy manual suggests any reason for this inconsistency. There were 197 requisitions where both an A0A/A01 record and an A5A/A51 record existed for the same stock number. Sixty percent (119 of 197) of the requisitions for these same stock numbers were returned while 40% (78 of 197) were not.

A further analysis of this combined data set of 197 requisitions revealed 47 individual stock numbers, and a random sample of these NSNs showed that 82% had a sufficient quantity on hand when both the A5A/A51 record was returned for issue and the A0A/A01 was passed unfilled. This comparison between requisitions returned and those that were not, particularly for the same item, indicates a breakdown in the requisition process, or at least an inconsistency in processing.

B. EFFECT OF CURRENT POLICY

If the current system continues to operate uncorrected, the potential remains for 84% of all requisitions received at San Diego for DLA material to be passed to another stock point for issue of material while stock is on hand locally, where a valid "AA" Cog MSIR exists. In this section, we discuss impacts on various costs.

1. Issue/Transportation Costs

There were 664 requisitions (84% of 791) that could potentially have been filled directly from stock in San Diego. When annualized for seasonality this represents 4,064 requisitions per year (see Appendix A). The unnecessary additional cost for these requisitions alone amounts to \$60,960 annually.

\$25	Off base issue cost
<u>+ 3</u>	Transshipment
\$28	
<u>-13</u>	On base charge
\$15	Additional Cost
<u>x4,064</u>	Requisitions
\$60,960	Total additional costs

The potential additional cost of not correcting the current process is considerably greater given the number of 9_ Cog line items currently held at the retail level that could be transferred to DLA and "AA" Cog status. This issue is discussed in greater detail in section C.1 of this chapter.

2. Pipeline Inventory Costs

There is another cost involved when shipping material, and that is the pipeline inventory cost. This is the additional cost of inventory in transit caused by additional processing and shipping time. The annual cost of \$3,055 (\$1,368 + \$1,687) that is involved in this case is relatively minor, however, it is not inconsequential.

	<u>IPG 2</u>	<u>IPG 3</u>
Value U/P x Qty	\$126,221	\$221,321
Cost Factor*	<u>.0108</u>	<u>.0076</u>
Cost of Inventory	\$1,368	\$1,687

* Cost Factor = $(.23 \div 365) \times (\text{avg days delay})$
The avg days delay for:
IPG 2 is 17.2 days
IPG 3 12.1 days

The holding cost rate of 23% includes the following:

- .10 - as the time value of money
- .10 - as the cost of obsolescence
- .02 - pilferage costs
- .01 - warehouse costs

3. Readiness Cost

The most significant cost incurred by the fleet as a result of the mishandling of these requisitions is the cost that is the hardest to quantify. This is the cost of readiness expressed in terms of reduced operational availability. It is impossible, at least at this stage, to assign dollar values to lost readiness. It is beyond the scope of this thesis to determine exactly what equipment or weapons systems were involved, or to what extent the operational availability was affected. There are, however,

several qualitative assumptions that can be made and inferences that can be drawn.

a. Actual Days Delayed

The data available for research on this subject was reliable up to and including the actual shipping date for the requisition. Because of the variability involved with a fleet unit reporting receipt of material, we were unable to determine with any degree of certainty the actual receipt date of the material by the ship. The ship's physical location greatly affects their ability to receive material. Often time material is delivered to the pier and held in anticipation of the ship's eminent return. This material is considered to be delivered (especially for IPG 3 requisitions), even though actual receipt may not be recorded for several days. Therefore, to maintain a consistency of comparison, all delays are measured from the Supply Action Date (the day the requisition entered the system in San Diego) to the confirmed shipping date when material was actually shipped or to the estimated shipping date for backordered or delayed requisitions. The actual shipping time involved is assumed to be constant regardless of source or destination. However, for ships in port San Diego, this delay caused by increased transit time from a remote stock point could be increased by as much as 12-30 days over direct delivery from DDDC.

Based upon data acquired from various ICP Requisition Status Files (see Appendix C), it was determined that the average delay from the Supply Action Date until receipt of confirmed shipping status for IPG 2 requisitions was 23.2 days. For IPG 3 requisitions the delay was 16 days. There are several requisitions that are being held in backorder or under procurement status with only an estimated shipping date (ESD) available. When these ESDs are factored in, the average delay for IPG 3's jumps to 33.1 days. It must be remembered that in every one of these delays, there was adequate stock on hand in San Diego at the wholesale level to satisfy the entire requirement of the requisition.

The standard processing time at DDDC for a requisition to be picked, packaged and processed for delivery is six days for an IPG 2, and 21 days for an IPG 3. Currently DDDC is operating at 99% efficiency for meeting these standards (Enge 1994).

The additional unnecessary delay for IPG 2 requisitions is 17.2 days and for IPG 3 requisitions it is 12.1 days. The variability is even greater. The actual delays for an IPG 2 ranged from five to 67 days, and from two to 161 days for an IPG 3. For Fleet operating units this translates into a significant degree of uncertainty.

b. Priority Designator

OPNAVINST 4614.1F specifies what priority a requisition can be assigned, based on a combination of the Force/Activity Designator (FAD) and the Urgency of Need Designator (UND). The requisitions under study in this thesis were either priority 06 (IPG 2), or priority 13 (IPG 3) requisitions. Refer to Table I in Chapter II, section C.3

(1) *Force/Activity Designator.* The FAD is a single digit identifier that indicates the mission essentiality of a unit, and that unit's relative importance, as assigned by the Secretary of Defense or the Joint Chiefs of Staff. All priority 06 and 13 requisitions are submitted by units in FAD III. FAD III is reserved for all US combat ready and direct combat support forces outside CONUS and not included in FADs I or II. Essentially, all ships that are ready for sea and not actually assigned to SIXTH or SEVENTH Fleet operations are assigned FAD III.

(2) *Urgency of Need Designator.* The UND is a single alpha character that identifies the urgency of the end use requirement. All priority 06 requisitions have a UND of B which identifies the item as being:

- "...required for immediate end use, the lack of which is impairing the operational capability of the ship concerned."
- "...required to effect emergency replacement or repair of auxiliary equipment systems."

- "...required to replace storeroom stock when the last inventory item has been issued."
- "...required to preclude an anticipated C-2 CASREP..."

All priority 13 requisitions have a UND of C which identifies the item as being "...required for scheduled maintenance or...to replenish storeroom stock..." (OPNAVINST 4614.1F)

c. *Impact of Delay*

Since the primary military reasons for maintaining an inventory are to increase readiness and sustain ships at sea, an argument can be made that any unnecessary delay in the receipt of material requisitioned for the replenishment of storeroom stock, can inject a level of uncertainty regarding the future operational availability of any equipment/system, should that item be required prior to receipt.

With respect to the priority 06 requisitions, the impact is much greater and much more readily apparent. As stated earlier, a priority 06 requisition is by definition one where the item is 'immediately' required. Therefore, any delay has a significant negative impact on readiness and operational availability in the near term and the delay can in fact increase the severity of the impact so as to increase the priority of the requisition to C-3 or C-4 CASREP status. The introduction of any additional and unnecessary delay, as is

clearly evident in this thesis, is unquestionably unacceptable.

C. EFFECT OF LOSS OF INTERMEDIATE INVENTORY

Our research revealed a situation that has developed as a result of both the DoD wide effort to eliminate intermediate levels of inventory and DLA's stock positioning policy of not actively positioning material at the wholesale level in San Diego. San Diego is not designated as a Primary Distribution Site and as such the DLA ICPs have not pushed material to San Diego (Enge 1994). The majority of wholesale level stock on hand in San Diego is there as a result of the CIT process (Rach 1994).

An overwhelmingly large percentage (51.3%) of the IPG 2 & 3 requisitions reviewed were submitted for material that was currently held at the consumable/retail level, but because of current policy restrictions was not available for issue. Another significant percentage (47.4%) of the IPG 2 & 3 requisitions reviewed were submitted for items that were not carried locally. Since no demand is recorded by San Diego for these not-carried items, it is impossible to determine at this time what material would have been available if the items were positioned based on regional demand.

Each of the requisitions in these two categories were filled from a stock point other than DDDC. This automatically resulted in the incurrence of the \$15 additional cost per

issue. Considering the tremendous volume of requisitions received on an annual basis, there exists a significant potential for cost avoidance both in the immediate and the long range.

1. Immediate Savings

The 31,695 requisitions submitted to San Diego during the study period by Pacific Fleet units for DLA managed material, where a 9_ Cog MSIR card was available, represented 13,928 individual stock numbers. Every one of these stock numbers had some prior transaction frequency and historic demand. Annualized for seasonality, these 31,695 requisitions equate to a potential demand of 162,916 per year, (refer to Appendix A for seasonal adjustment).

If the 9_ Cog material was made available for immediate issue, then these requisitions could be filled from local stock and thereby avoid the added \$15 issue costs. This action would result in an immediate annual cost avoidance of \$2,443,740.

162,916	Annualized Requisitions
<u>x 15</u>	Additional issue costs
\$2,443,740	Potential Savings

Current business rules do permit access to this inventory for IPG 2 & 3 requisitions, but only if the item requested is in an excess inventory position. To have these demands supplied by FISC-SD, a slightly higher inventory level may be required, which would reduce the projected savings by

some amount. This additional cost involved to replenish the consumer/retail inventory, would be insignificant compared to the cost and time savings generated by directly filling the requirements locally. Because this effort would eventually be conducted on an exception basis, it would not eliminate the need for wholesale inventory at DDDC.

2. Long Term Savings

As was previously stated, there were 29,289 requisitions submitted for material that was not carried locally. Each of these requisitions were submitted for material that was cataloged with a National Stock Number, so the assumption is made that this material is available from some stock point in CONUS. Annualized for seasonality, these 29,289 requisitions equate to a potential demand of 150,534 per year, (refer to Appendix A for seasonal adjustment).

The cost avoidance that could have been realized if this material were stocked in San Diego is \$2,258,010 annually.

150,534	Requisitions annually
<u>x 15</u>	Additional issue costs
\$2,258,010	Annual Savings

As with the previous section, this cost avoidance figure is estimated at a potential maximum. Because this inventory does exist at some location, the probable savings would be reduced because of the added cost of transferring inventory to San Diego, and the additional cost that may be

incurred as a result of the expanded storage site. However, since this transfer could conceivably be accomplished in volume, the cost would be considerably less than the current \$15 per requisition.

3. Current Initiatives

There are initiatives underway to change the DLA stock positioning policy to include the active placement of demand based items in San Diego at the wholesale level (Brock 1994). The program under consideration would allow an item to be stocked at a given location if the regional demand is greater than or equal to five percent of the worldwide demand for that item. The geographic size of the region is still under consideration, however, this revised policy, when it takes effect, will significantly reduce the unnecessary costs of transportation and reduced readiness that is now being incurred. This finding significantly underscores the need for rapid approval and implementation of this new policy.

V CONCLUSIONS AND RECOMMENDATIONS

The primary purpose of this thesis was to examine requisitions submitted to Point of Entry (POE) San Diego for DLA material and determine if these requisitions were being filled locally from material on hand. If this was found not to be the case, then this thesis was to determine the cost of non-compliance involved, both in dollars and in lost readiness as a result of any delay. In addition, the extent to which actual savings could be achieved was also examined.

A supplemental issue that emerged as a result of this research was the recognition that a much greater problem existed because of both a lack of inventory available and the inaccessibility of existing stock.

In this thesis we examined requisitions from Pacific Fleet ships submitted during a three month period. Because of the large volume of requisitions involved, a random sample was selected for further in-depth analysis. The results of this analysis and specific recommendations follow.

A. CONCLUSIONS

1. Principal Findings

It was determined through personal interviews and document reviews that the current requisition processing

system in place at DLA is designed to allow a given requisition to be filled from the closest stock point to the POE where material is available. An analysis of the empirical data revealed however, that the current requisition processing system is not operating in the best interest of the Fleet.

The system as designed is unable to keep up with the rapid expansion of stock points and material that are migrating to DLA control as a result of DMRD initiatives, impending base realignments and closures and the Consumable Item Transfer (CIT) process.

Because of these external factors, requisitions are being forwarded to locations far removed from the point of entry, causing significant delays in processing and in receipt by the customer and an increase in transportation time and cost. There were some cases where this delay was caused by the need to draw down material from a location scheduled for closure. However, the majority of misdirected requisitions that were erroneously passed to another stock point, rather than returned to San Diego, where sufficient wholesale stock was available, were most probably a result of incorrect coding of the Source Preference Table or Geographic Area Codes.

There did not appear to be any consistency in either the handling or the mishandling of requisitions. There was no pattern where any particular Federal Supply Class (FSC) or National Stock Number (NSN) was specifically identified for routing to another location. If attrition of a selected FSC

or NSN from a given site was the objective, there were numerous examples where one requisition was forwarded to an attrition site, and another for the same material was not.

There were also examples found where requisitions were passed to an East coast stock point for issue, which is in direct contradiction of DLA policy. And finally, there were specific cases uncovered where requisitions remain unfilled, awaiting backorder release or direct delivery from a vendor, even though wholesale material is readily available in San Diego.

These mishandled requisitions resulted in total direct additional costs of \$64,015 and an average delay (not including transit time) of 17.2 and 12.1 days for IPG 2 & 3 requisitions respectively.

2. Supplemental Findings

The direct financial impact of the principal finding is relatively minor; however, the impact of the time delay and the resultant potential effect on readiness and operational availability of equipment and systems is quite considerable and is a legitimate cause for concern.

There were two other notable issues that were exposed as a result of this research. The first was the considerable cost incurred as a result of current policy that does not provide for access to the consumer/retail level inventory available (unless the item in question is in an excess

inventory position) to satisfy IPG 2 or 3 Fleet requisitions. The second was the nearly equal cost incurred as a result of possible demand based items not being actively positioned by DLA in San Diego.

Notwithstanding the political considerations of allowing open access to all 9_ Cog MSIR material, the effect of the loss of the intermediate levels of inventory is substantial both in actual dollar expense incurred and the reduced readiness caused by the added delay in processing. The short-term policy considerations would allow access to the consumer/retail inventory for IPG 2 & 3 requisitions even if the item was not in an excess position.

In the near term, this may require additional quantities to be carried. However, our research revealed that significant quantities were available to both satisfy the requisition in question and provide for anticipated customer requirements. This access to consumer/retail inventory would only be required until such time as all retail inventory was decapitalized and passed to DLA and/or the revised stock positioning policy was implemented. This revised policy should eventually eliminate the need for access to consumer levels, except for emergency situations, by actively positioning material based on regional demand.

The additional cost and lost readiness incurred as a result of the not carried items would take longer to resolve, but again, the pending policy change on stock positioning

would eventually achieve the desired result in this area as well.

B. RECOMMENDATIONS

1. Uniform Automated Data Processing System Filter

A local programming change should be undertaken to install a filter to the Uniform Automated Data Processing System (UADPS) that would allow the interrogation of "AA" MSIR cards to ascertain stock availability and then allow for immediate processing of the requisition by DDDC to satisfy the requirement from wholesale material on-hand without first having to route the requisition to the appropriate ICP. Demand for the item could be recorded locally or forwarded to DLA in the form of transaction item reporting.

This measure would allow for local same-day processing and also remove the possibility of misrouting requisitions. The expense of programming changes would be offset by the cost avoidance realized. Readiness would be improved through a reduction in the actual days delay involved and the elimination of the variability in processing times. This would result in an immediate operating cost savings to DLA of \$64,015 and reduce delivery delays to the customer by 12-17 days.

2. DLA Processing

DLA must aggressively pursue updates to the Source Preference Table (SPT) to correct any errors and prevent

future mis-codings that would cause routing of requisitions contrary to current policy. At the present time, the SPT is updated manually, based upon a wide assortment of inputs. The high volume of changes required as a result of base closures and realignments, as well as the CIT process, greatly increase the probability for coding errors and the reliance on outdated information.

3. DLA/Service Interface

DLA and the Service ICPs involved in the CIT process must take proactive measures to ensure that all decapitalization documents are in agreement for each NSN transferred to DLA management. This action would reduce the number of coding errors and mis-routings caused by unreliable inventory balances being entered into the matrix and assumed to be reliable by the system and item managers.

4. DLA Stockage Policy

DLA must continue to aggressively pursue a policy change that would permit active positioning of wholesale level material at selected stock points based upon geographic demand. This would greatly reduce the \$2,258,010 additional operating cost incurred directly by DLA as a result of the not carried inventory. It would also reduce the \$2,443,740 additional annual cost incurred because of the loss of the intermediate inventory levels. These costs are currently absorbed by DLA as part of their operating budget and are not

directly passed on to the customer in the current surcharge. However, any significant savings could be reflected in reduced surcharges for future fiscal years.

The Primary Distribution Site approach developed by DLA for stock positioning is closely related to the airline industry's 'hub and spoke' concept. This approach may well reduce cost of operations at the hub through increased efficiency, but it risks added costs of transportation and unnecessary time delays along each spoke. There remains a need for a direct linkage between high demand areas and customers and local stock points for wholesale material.

APPENDIX A: STATISTICS AND PERCENTAGES

708,972 Total requisitions submitted to POE San Diego for DLA material for 12 month period from all sources for IPGs 1, 2 & 3.

137,936 Total requisitions submitted to POE San Diego for DLA material during the test period from all sources for IPGs 1, 2 & 3.

82,610 Total IPG 2 & 3 requisitions submitted to POE San Diego for DLA material from all sources during the test period.

61,775 Total "R" Service code requisitions submitted to POE San Diego for DLA material during the test period for IPGs 2 & 3.

$$82,610 \div 137,936 = .5989$$

Percent of IPG 2 & 3 to total during the test period.

$$708,972 \times .5989 = 424,603$$

IPG 2 & 3 requisitions annualized for 12 month period.

$$61,775 \div 82,610 = .7478$$

"R" Service code requisitions as percent of total during the test period

$$424,603 \times .7478 = 317,514$$

Total of "R" Service code requisitions for DLA material
annualized for 12 month period

$$791 \div 61,775 = .0128$$

Percent of IPG 2 & 3 requisitions received where valid "AA"
MSIR existed to Total IPG 2 & 3 received during the test
period.

$$.0128 \times 317,514 = 4,064$$

Annualized total of requisitions received for "AA" MSIR
items, adjusted for seasonality.

$$31,695 \div 61,775 = .5131$$

Percent of IPG 2 & 3 requisitions received where valid 9_
Cog MSIR existed to Total IPG 2 & 3 received during test.

$$.5131 \times 317,514 = 162,916$$

Annualized total of requisitions received for 9_ Cog MSIR
items, adjusted for seasonality.

$$29,289 \div 61,775 = .4741$$

Percent of IPG 2 & 3 requisitions received where No MSIR
existed to Total IPG 2 & 3 received during test.

$$.4741 \times 317,514 = 150,534$$

Annualized total of requisitions received for No MSIR items,
adjusted for seasonality.

APPENDIX B: RANDOM SAMPLE OF REQUISITIONS

This appendix contains the complete list of randomly selected requisitions, taken from the 791 requisitions that were originally submitted to San Diego as the POE, for which a valid "AA" MSIR was available, but which were not subsequently returned to San Diego for issue of material. This list catalogs the results of the research conducted, to include:

- Quantity on hand as of the supply action date
- Current status of the requisition
- Delay caused by mis-routing

Random Sample Selection of AOA/A01 Requisitions
Including Results of Research Conducted

COG	MSN	REQN	QTY	SAD	PRI	LHA	U/P	FRQ	MY	COG2	# O/H	STATUS	DATE	LOCAT	CMNTS	DLY
1 9G	5955011667024	R2153333403801	2	3349	13	S9G	221.00	2	N3	CX	29	SS	1006	NZZ		22
2 9C	1720009465420	R0336440311544	10	4035	6	S9C	113.04	11	D2	AX	45	BA	1036	SBC		
3 9D	8345009350411	R2013240478324	2	4054	13	S9T	21.85	0		CY	7					
4 9C	4820011897207	R0718433430623	1	3350	6	S9C	67.30	0		AX	5	BA	1030	SBC		
5 9D	8405010573490	R2111840320434	3	4038	13	S9T	18.70	26	92	CY	2	N/A	1031	N/A		
6 9G	6685010947219	R2105540394493	1	4040	13	S9G	1320.00	1	N3	CX	19	BZ	1031	SBC	No ESD	
7 9C	482000359937	R0336440460144	6	4049	6	S9C	4.10	1	93	AX	6	BA	1049	SBC		
8 9C	4940009084283	R0336440311464	1	4035	6	S9C	8.50	0		AX	16	BA	1036	NOC		
9 9Q	8125004887952	R2153040460936	24	4047	13	GSA	0.90	0		GG	1452					
10 9C	4720009132427	R0336340340726	4	4039	13	S9C	69.79	8	53	AX	2	N/A	1031	N/A		
11 9Q	7920011274376	R2105240240583	6	4026	13	GSA	0.43	0		GG	1823					
12 9D	8405010575582	R091924018F319	1	4024	13	S9T	18.70	59	92	CY	7					
13 9D	8405010575582	R2153340106631	1	4013	6	S9T	18.70	59	92	CY	7					
14 9Q	7610001429051	R0336440390056	5	4042	6	GSA	6.43	0		GG	352					
15 9D	8405010573498	R2111840171759	2	4028	13	S9T	18.70	59	92	CY	31					
16 9C	4710001425288	R0336340060858	2	4021	13	S9C	121.92	2	53	AX	2	BA	1022	SBC		
17 9G	6620011253345	R2057640478561	2	4053	6	NOZ	1246.85	9	23	CX	3					
18 9G	6605004318229	R0336340070734	1	4021	13	S9G	21.81	3	N2	CX	5	BV	1112		ESD	
19 9G	1045009107115	R209784010A541	2	4012	13	S9G	2.98	0		CX	4	SS	1027	NZZ		15
20 9G	6210012784741	R2162340358334	10	4042	13	S9G	14.37	2	14	CX	56	BB	1113		ESD	
21 9Z	5305010129401	R0336340090244	88	4021	13	S9T	1.81	3	63	KZ	1822	SS	1034	FEZ		13
22 9N	5962010037135	R0336440471278	3	4049	13	S9E	218.16	16	02	TX	219	SS	1034	SBE		15
23 9D	8405010573498	R2143933610455	2	4004	5	S9T	18.70	59	92	CY	31					
24 9G	9150010256028	R2142821112957	2	4035	13	S9G	4.20	6	N2	CX	88	CY			FREEZE	
25 9C	4330009445080	R2138740050761	1	4006	12	S9C	5.23	1	23	AX	114	BA	1006	SBC		
26 9G	6240006830725	R205754013A927	33	4018	6	S9G	0.36	0		CX	2	N/A	1036	N/A		
27 9D	8415002687869	R2013233370078	39	3344	13	S9T	14.30	69	92	CY	0	N/A	1036	N/A		
28 9C	4730001849288	R200153349A655	1	3351	6	S9C	9.16	2	N2	AX	0	N/A	1036	N/A		
29 9G	1560009713175	R0336340381145	1	4046	13	S9G	153.50	0		CX	1	SS	1036	SBG		10
30 9C	1710005653902	R0336333614601	2	4013	13	S9C	113.28	1	24	AX	15	BA	1014	SBC		
31 9N	5962011076934	R0336440480048	8	4049	13	S9E	2.64	0		TX	1	N/A	1034	N/A		
32 9C	4210004651906	R0336340450153	23	4048	13	S9C	115.66	16	13	AX	12	N/A	1034	N/A		
33 9G	5977005778150	R0336340071365	1	4021	13	S9G	24.70	0		CX	18	SS	1034	AQ5		16
34 9G	6685004838596	R0336340450156	1	4048	13	S9G	45.45	1	24	CX	2	SS	1057	SBG		9
35 9G	6605010379469	R0336340340867	37	4039	13	NOZ	62.47	0		CX	518					
36 9Z	5365012266577	R0336440480762	3	4049	6	S9T	2.14	0		KZ	284	SS	1060	P23		11

O/H: Qty as of SAD

N/A: Sufficient stock not on hand

Firm shipping data not available

Random Sample Selection of AOA/A01 Requisitions
Including Results of Research Conducted

COG	NSN	REQN	QTY	SAD	PRI	LHA	U/P	FRQ	MY	COG2	# O/H	STATUS	DATE	LOCAT	CMNTS	DLY
37 9G	680500752222	R2106340250264	1	4031	6	S9G	162.00	4	N2	CX	82	SS	4038	S8G		7
38 9D	8405010575582	R551384040F008	2	4049	13	S9T	18.70	59	92	CY	7					
39 9Q	9905013306323	R2129640411277	4	4041	13	GSA	8.88	0		GG	943					
40 9Z	5330011492004	R0336440480450	3	4049	13	S9I	2.10	3	73	KZ	317	SS	4060	PEZ		11
41 9C	2530010488026	R0336340090653	2	4022	13	S9C	547.60	0		AX	99	BA	4022	NOR		
42 9Q	7220010571897	R2096740240449	2	4027	13	GSA	228.82	0		GG	87					
43 9G	6920006889847	R2162340390762	6	4042	13	S9G	258.64	12	23	CX	226	BQ	4054			
44 9C	482001146305	R0881040402088	1	4045	6	S9C	796.07	4	73	AX	3	BA	4045	SBC		
45 9D	8405010573498	R2145140120580	2	4020	13	S9T	18.70	59	92	CY	31					
46 9G	6665012264638	R2111840460473	2	4053	6	S9G	24.00	0		CX	17	CE			Ref U/A	
47 9D	8405010573492	R2111833420336	36	3347	13	S9T	18.75	59	92	CY	71					
48 9D	8405010573494	R03363336261C3	30	4010	13	S9T	18.65	137	92	CY	51					
49 9G	4140012559276	R216233343A770	1	3347	13	S9G	941.12	56	33	CX	10	SS	4007	SRG		25
50 9C	4820010489775	R0336440311847	1	4035	6	S9C	25.96	1	73	AX	2	BA	4036	SBC		
51 9C	1085011967789	R216233348A806	8	4021	13	S9C	41.19	14	92	AX	540	BA	4027	NDZ	???	
52 9G	4140011236056	R210523357A505	1	3361	13	S9G	31.29	5	D2	CX	33	AOA	3361	NDZ	???	
53 9D	8405010573494	R2165740411365	20	4042	12	S9T	18.65	137	92	CY	51					
54 9G	1680011253138	R0336340091412	1	4022	13	S9G	751.51	28	43	CX	11	SS	4033	AQ5		11
55 9G	6240012268866	R216234012A972	4	4014	13	S9G	834.00	65	D3	CX	144	SS	4087	NDZ	???	73
56 9G	1560000064657	R0336340060066	3	4021	13	S9G	3.96	2	D2	CX	185	SS	4027	S8G		6
57 9G	3439008039500	R0464840420598	12	4045	6	S9G	4.39	0		CX	6	N/A	N/A	N/A	???	
58 9G	2040007275458	R0336340450195	2	4048	13	S9G	423.50	2	N2	CX	123	AOA	4048	NDZ		
59 9Q	7220010571897	R454114041D830	2	4042	6	GSA	228.82	0		GG	87					
60 9G	4130003743206	R071834036A812	1	4038	12	S9G	115.07	0		CX	1	SS	4040	S8G		2
61 9C	1630011471059	R0336440420506	14	4049	6	S9C	50.74	11	O2	AX	19	BA	4050	SUC		
62 9D	8405010573494	R0336333420X07	3	3349	13	S9T	18.65	137	92	CY	0	N/A	N/A	N/A		
63 9F	6130012291052	R206024041A714	1	4042	13	NOZ	1588.26	9	N3	TG	45					
64 9Z	5340012813603	R0336340101464	1	4022	13	S9I	15.50	0		KZ	0	N/A	N/A	N/A		6
65 9Z	533001930550	R0336440310335	18	4035	6	S9I	9.36	0		KZ	213	SS	4059	NUI		24
66 9C	2825009082369	R2013240062K76	2	4020	6	S9C	450.47	7	23	AX	49	BA	4023	AQ5		
67 9Z	5340004469112	R2001540358142	1	4042	6	S9I	7.98	1	O3	KZ	241	SS	4059	NUI		17
68 9Z	9540005422709	R210634013FX49	60	4021	13	NRZ	5.41	5	N2	KZ	220					
69 9D	8415009140313	R0336440390109	300	4042	6	S9T	5.75	0		CY	126	N/A	N/A	N/A		
70 9C	4320012132719	R0336440320869	2	4035	6	S9C	164.00	2	43	AX	1	N/A	N/A	N/A		
71 9D	6345009269219	R2001433450557	1	3347	13	S9T	22.05	26	92	CY	0	N/A	N/A	N/A		
72 9C	1650011677326	R0336440480543	1	4049	6	S9C	179.25	8	N2	AX	145	BA	4049	SBC		

O/H: Qty as of SAD
N/A: Sufficient stock not on hand
.: Firm shipping data not available

Random Sample Selection of ADA/A01 Requisitions
Including Results of Research Conducted

COG	NSN	REQN	QTY	SAD	PRI	LHA	U/P	FRQ	MY	COG2	O/H	STATUS	DATE	LOCAT	CMNTS	DLY
73	9G	6150004491189	R2103340408905	4042	6	S9G	128.49	0	N2	CX	76	SS	4109	NNZ	ESD	67
74	9G	6150011820418	R6591833420092	3346	6	S9G	3365.51	5	N2	CX	5	BB	4326			
75	9G	1560009713442	R0336333600667	4018	6	S9G	34.48	0		CX	1	N/A	N/A	N/A		
76	9Z	2840011366915	R0336440480369	4049	13	S9	16.56	9	O2	KZ	27					
77	9N	5895009408782	R219254049W459	4053	5	S9E	1180.69	1	14	TX	0	N/A	N/A	N/A		
78	9G	1560009669942	R0336340081392	4021	13	S9G	78.67	0	N2	CX	1	SS	4032	AQ5		11
79	9G	9340002688831	R201540388173	4042	6	S9G	9.46	1	N2	CX	26	SS	4047	S8G		5
80	9A	2910013268187	R5710033470717	3349	12	AKZ	493.00	1	N2	AZ	1					
81	9N	5930010401398	R0336340381275	4046	13	S9E	17.10	0		TX	72	SS	4056	S8E		10
82	9D	8405010575582	R0336333230X30	3350	13	S9T	18.70	59	92	CY	7					
83	9G	6240004614542	R2146633431059	3350	5	S9G	1.90	1	23	CX	4	N/A	N/A	N/A		
84	9C	3020012185382	R0336440320897	4035	6	S9C	50.33	0		AX	24	BA	4036	NOC		
85	9Z	5330004065136	R0336440310723	4035	6	S9	24.99	0		KZ	13	SS	4059	NUI		24
86	9G	6150004491189	R2103340408906	4042	6	S9G	128.49	0		CX	76	SS	4109	NNZ		67
87	9G	2040011372019	R2013233440125	3361	6	S9G	43.94	6	O2	CX	872	SS	4006	N0Z		10
88	9G	5940002692219	R0336440461170	4049	13	S9G	1.63	3	23	CX	4	SS	4056	S8G		7
89	9C	4820001818935	R2013233510051	3361	6	S9C	647.57	10	D2	AX	18	BA	3361	S8C		
90	9G	2090008459150	R2160540240800	4041	13	N0Z	41.00	1	34	CX	2160					
91	9G	6240006830725	R205754010A877	4014	6	S9G	0.36	0		CX	2	SS	4019	S8G		5
92	9Z	2925011429043	R0336340100209	4021	13	S9	130.63	42	63	KZ	80					
93	9C	3040012012627	R202244011A219	4013	6	S9C	375.63	0		AX	7	BA	4014	NOC		
94	9C	1020003800294	R212003334A251	4005	13	S9C	0.80	0		AX	130	BA	4006	NOC		
95	9G	6805003891986	R2111840170439	4028	6	S9G	89.96	1	24	CX	16	SS	4047	NNG		19
96	9Z	3110011188236	R2142840428111	4045	13	N0Z	51.86	11	N2	KZ	113					
97	9Z	5365007001644	R0336340080206	4021	13	S9	105.00	4	33	KZ	23	SS	4090	NAZ		69
98	9G	4140011236056	R2119833651236	4003	12	S9G	31.29	5	D2	CX	33	SS	4011	NPZ		8
99	9N	5820012336651	R2102332733037	4024	6	NUIZ	946.77	10	43	TX	294					
100	9C	4730011618651	R211983358AP86	4005	5	S9C	22.79	9	13	AX	378	BA	4006	S8C		

O/H: Qty as of SAD
N/A: Sufficient stock not on hand
Firm shipping data not available

APPENDIX C: SHIPPING STATISTICS

Days Delay from Supply Action Date to Confirmed Ship Date, by IPG

Issue Priority Group 2			Issue Priority Group 3		
Days Delay			Days Delay		
7	Mean	23.27	22	Mean	33.14
67	Standard Error	6.84	15	Standard Error	9.90
5	Median	17	15	Median	13
67	Mode	67	10	Mode	11
10	Standard Deviation	22.68	16	Standard Deviation	45.35
5	Variance	514.22	9	Variance	2,056.33
19	Kurtosis	1.14	25	Kurtosis	3.98
24	Skewness	1.53	11	Skewness	2.17
24	Range	62	73	Range	159
17	Minimum	5	6	Minimum	2
11	Maximum	67	2	Maximum	161
	Sum	256	11	Sum	696
	Count	11	10	Count	21
			7		
			8		
			151		
			161		
			51		
			13		
			11		
			69		

APPENDIX D: LIST OF ACRONYMS

AAC	Acquisition Advice Code
CIT	Consumable Item Transfer
Cog	Cognizance symbol
CONUS	Continental United States
DBOF	Defense Business Operating Fund
DDDC	Defense Distribution Depot, San Diego
DLA	Defense Logistics Agency
DMR	Defense Management Report
DMRD	Defense Management Review Decision
DOCID	Document Identification
DoD	Department of Defense
DoN	Department of the Navy
ESD	Estimated Shipping Date
FAD	Force Activity Designator
FISC	Fleet & Industrial Supply Center
FSC	Federal Supply Class
GEOSUP	Geographic Support
GSA	General Service Administration
ICP	Inventory Control Point
IPG	Issue Priority Group
MSIR	Master Stock Item Record
NC	Not Carried

NIS	Not In Stock
NSC	Naval Supply Center
NSN	National Stock Number
O&M,N	Operations and Maintenance, Navy
PDS	Primary Distribution Site
POE	Point of Entry
RSF	Requisition Status File
SAMMS	Standard Automated Material Management System
SDS	Specialized Distribution Sites
SWS	Satellite Warehouse Sites
UADPS	Uniform Automated Data Processing System
UMMIPS	Uniform Material Movement and Issue Priority System
UND	Urgency of Need Designator

APPENDIX E: A0A/A01 DATABASE

This appendix contains a partial list of the complete A0A/A01 database file of requisitions retrieved from the Requisition Status File maintained by FISC_SD during the test period 22 Nov 93 - 24 Feb 94. The actual file contained 82,610 records.

Partial list of Complete A0A/A01 Database
of Requisitions Submitted During Test Period
22 Nov 93 - 24 Feb 94

DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	OHV	UNIT PRICE	TRV	TR	MSIR	VALUE
A0A	9A	2610002044236	N633873350E001	12	4005	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2630010568757	N6338740048250	1	4019	NDZ	BM	R	9A	9	AKZ	3	0	0.00				0.00
A0A	9A	2610011543986	N633874004D004	27	4019	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610011541446	N633874008D001	32	4013	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610010453688	N6338740112002	9	4019	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610002462829	N6338740112003	15	4019	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610002697383	N6338740192001	8	4025	NDZ	BM	R	9A	14	AKZ	3	22	7.22	17	O2	9A	57.76
A0A	9A	2610002944325	N633874020D001	2	4026	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610002607347	N6338740272004	1	4034	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610007280151	N6338740272005	1	4034	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610002697377	N633874027D001	5	4035	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2630006893378	N6338740338281	2	4042	NDZ	BM	R	9A	7	AKZ	3	1	230.00	2	53	9A	460.00
A0A	9A	2610011481635	N6338740342006	5	4049	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610002607347	N6338740342007	3	4049	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610002621948	N6338740342008	4	4049	NDZ	BM	R	9A	7	AKZ	3	13	5.48	9	N2	9A	21.92
A0A	9A	2610007280151	N6338740342009	3	4049	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610004898013	N633874034D002	8	4049	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610002628789	N633874034E001	22	4042	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610004557138	N633874039D001	2	4046	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2630002948978	N6338740408258	2	4046	NDZ	BM	R	9A	7	AKZ	3	2	83.41	6	N2	9A	166.82
A0A	9A	2610000519450	N6338740422001	3	4049	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610007267647	N6338740422002	8	4049	NDZ	BM	R	9A	7	AKZ	3	15	41.97	16	92	9A	335.76
A0A	9A	2610007267647	N6338740428001	5	4048	NDZ	BM	R	9A	14	AKZ	3	15	41.97	16	92	9A	209.85
A0A	9A	2610005289629	N6340632166962	4	3348	NDZ	BM	R	9A	14	AKZ	1	0	0.00				0.00
A0A	9A	2610005287798	N6340640106920	6	4013	NDZ	BM	R	9A	14	AKZ	1	0	0.00				0.00
A0A	9A	5355013294753	N65888332061T4	48	3334	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0X	9A	5355013294753	N65888332061T4	3	3334	NDZ	BM	R	9A	6	N6Z	1	0	0.00				0.00
A0X	9A	5355013294753	N65888332061T4	10	3334	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0X	9A	5355013294753	N65888332061T4	10	3334	NDZ	BM	R	9A	6	N6Z	1	0	0.00				0.00
A0X	9A	5355013294753	N65888332061T4	25	3334	NDZ	BM	R	9A	6	N6Z	1	0	0.00				0.00
A0A	9A	2640000603550	N65888334405PQ	1	3347	NDZ	BM	R	9A	13	PAZ	0	271	0.06	23	D2	9A	6.00
A0A	9A	2640000603550	N65888334703PQ	30	3348	NDZ	BM	R	9A	13	AKZ	0	271	0.06	23	D2	9A	1.80

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DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	OHV	UNIT	TRV	TR	MSIR	VALUE
A0A	9A	2540011893460	N6600133260105	2	3333	NDZ	BM	R	9A	7	AKZ	1	0	0.00				0.00
A0A	9A	9905012391866	N689443337415C	10	3362	NDZ	BM	R	9A	9	AKZ	1	0	0.00				0.00
A0A	9A	2610000895997	R033633342P207	5	3349	NDZ	BM	N	9A	13	AKZ	3	91	4.07	14	33	9A	20.35
A0A	9A	5340011391849	R0336333430844	47	3347	NDZ	BM	N	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	2610000895997	R0336340060583	2	4021	NDZ	BM	N	9A	13	AKZ	3	91	4.07	14	33	9A	8.14
A0A	9A	5330006999021	R0336340340603	1	4039	NDZ	BM	N	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2640007586274	R0336340380889	6	4046	NDZ	BM	N	9A	13	AKZ	3	59	9.39	23	O2	9A	56.34
A0A	9A	2610002944799	R0336440310586	1	4035	NDZ	BM	N	9A	6	AKZ	3	9	159.00	5	82	9A	159.00
A0A	9A	2610005287138	R0336440310894	1	4035	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	2630008115602	R0336440311284	6	4035	NDZ	BM	R	9A	6	AKZ	3	10	63.20	7	O2	9A	379.20
A0A	9A	2640007586274	R0336440470570	8	4049	NDZ	BM	R	9A	13	AKZ	3	59	9.39	23	O2	9A	75.12
A0A	9A	2640008105861	R0336440470690	316	4049	NDZ	BM	R	9A	13	AKZ	3	1326	0.08	13	O2	9A	25.28
A0A	9A	6140012101964	R0464840420877	8	4045	NDZ	BM	R	9A	6	AKZ	3	52	57.22	107	O2	9A	457.76
A0A	9A	2640009307028	R0513932850075	1	3356	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2920011887438	R071984012D912	1	4014	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	2610001735230	R071984034D949	12	4040	NDZ	BM	N	9A	13	NOZ	3	119	6.12	22	N2	9A	73.44
A0A	9A	2640005552842	R071984034D950	20	4040	NDZ	BM	N	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2610000895997	R0719840480029	3	4053	NDZ	BM	N	9A	6	AKZ	3	91	4.07	14	33	9A	12.21
A0A	9A	2610001735230	R0719840480076	4	4053	NDZ	BM	N	9A	6	AKZ	3	119	6.12	22	N2	9A	24.48
A0A	9A	5120007338880	R0881033272E06	1	3348	NDZ	BM	R	9A	6	AKZ	3	5	4.65	7	N2	9A	4.65
A0A	9A	6140012101964	R200153348A648	1	3351	NDZ	BM	R	9A	13	AKZ	3	52	57.22	107	O2	9A	57.22
A0A	9A	6140012101964	R200153348A649	1	3351	NDZ	BM	R	9A	13	AKZ	3	52	57.22	107	O2	9A	57.22
A0A	9A	6140012101964	R200153349A690	1	3351	NDZ	BM	R	9A	13	AKZ	3	52	57.22	107	O2	9A	57.22
A0A	9A	6140012101964	R200154005A812	2	4008	NDZ	BM	R	9A	6	AKZ	3	52	57.22	107	O2	9A	114.44
A0A	9A	6140012101964	R200154033B121	3	4035	NDZ	BM	R	9A	13	AKZ	3	52	57.22	107	O2	9A	171.66
A0A	9A	6140012101964	R200154040B211	1	4042	NDZ	BM	R	9A	6	AKZ	3	52	57.22	107	O2	9A	57.22
A0A	9A	6140012101964	R200154040B212	1	4042	NDZ	BM	R	9A	6	AKZ	3	52	57.22	107	O2	9A	57.22
A0A	9A	2640010630280	R2013240246W62	13	4048	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2610001735230	R2074833441050	2	3347	NDZ	BM	R	9A	5	AKZ	3	119	6.12	22	N2	9A	12.24
A0A	9A	6140012101964	R209784005A511	1	4012	NDZ	BM	R	9A	6	AKZ	3	52	57.22	107	O2	9A	57.22
A0A	9A	6140012101964	R209784005A512	1	4012	NDZ	BM	R	9A	13	AKZ	3	52	57.22	107	O2	9A	57.22
A0A	9A	5210012459564	R210633356MJ01	2	3361	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00

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DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	OH/	UNIT	TR/	TR	MSIR	VALUE
A0A	9A	2630005546295	R2153333480075	4	3355	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2610002697378	R454113359R567	10	3363	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	2610002697378	R4541140100023	10	4012	NDZ	BM	N	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	2610002607364	R454114026R583	1	4031	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	433001182868	R4541140380172	170	4040	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	433001182868	R454114041AB85	8	4042	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	6140012101964	R5321233410604	1	3350	NDZ	BM	R	9A	13	AKZ	3	52	57.22	107	O2	9A	57.22
A0A	9A	2640009728183	R5321233510639	2	3362	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	6110011964855	R5321233540658	1	3362	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2930011687911	R5321233620710	1	3363	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2530011610006	R5321233620722	1	3363	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2530011610005	R5321233620723	1	3363	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5330012036551	R5321233630735	1	4004	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2640005552840	R5321233630746	1	4004	NDZ	BM	R	9A	13	AKZ	3	145	0.29	8	13	9A	29.00
A0A	9A	2510001068933	R5321240060822	1	4012	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2540011975478	R5321240060824	1	4012	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	6220008801624	R5321240130883	2	4018	NDZ	BM	R	9A	13	NOZ	3	3	25.41	7	O2	9A	50.82
A0A	9A	2930011687870	R5321240130897	1	4018	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2640005552834	R5321240130922	1	4018	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	6140005722553	R5321240130928	1	4018	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2940006047898	R5321240130938	1	4018	NDZ	BM	R	9A	13	AKZ	3	10	11.35	15	O2	9A	11.35
A0A	9A	2540011899723	R5321240250991	1	4032	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	6110012926532	R5321240251010	2	4032	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5945007893706	R5321240251014	1	4032	NDZ	BM	R	9A	13	AKZ	3	5	9.29	2	33	9A	9.29
A0A	9A	5945007893706	R5321240411160	1	4045	NDZ	BM	R	9A	13	AKZ	3	5	9.29	2	33	9A	9.29
A0A	9A	2540010965023	R5321240411167	1	4045	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2540007539214	R5321240411169	1	4045	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2610000519450	R5321240411171	10	4045	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5360010855570	R5510433551359	1	3355	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2510007005417	R5510433551362	1	3355	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	2610011714746	R5510433611536	2	3363	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2610011714746	R5510433611537	2	3363	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00

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DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	OHV	UNIT	TRV	TR	MSIR	VALUE
A0A	9A	2610011714746	R5510433611538	2	3363	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5330011899738	R5510433611539	2	3363	NDZ	BM	R	9A	13	AKZ	3	20	2.00	11		9A	4.00
A0A	9A	4820008327013	R5510433621630	1	3363	NDZ	BM	R	9A	6	NOZ	3	0	0.00				0.00
A0A	9A	2610002944801	R5510433621631	2	3363	NDZ	BM	R	9A	13	NOZ	3	0	0.00				0.00
A0A	9A	2510011899724	R5510433621703	1	3363	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2510011899725	R5510440061764	1	4006	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2530011126435	R5510440201995	1	4021	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	2540007372723	R5510440212032	1	4025	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5330011899738	R5510440282210	1	4031	NDZ	BM	R	9A	13	AKZ	3	20	2.00	11		9A	2.00
A0A	9A	2540007372723	R5510440332246	1	4034	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2610002628653	R5510440382345	4	4038	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	4730011578938	R5510440392375	2	4039	NDZ	BM	R	9A	6	AKZ	3	0	0.00				0.00
A0A	9A	2920011687891	R5510440472579	1	4048	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5330011899738	R5510440472580	2	4048	NDZ	BM	R	9A	13	AKZ	3	20	2.00	11		9A	4.00
A0A	9A	2610002628653	R5510440472596	4	4048	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2610011481635	R5510440482645	1	4049	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5999010892987	R5510440482647	1	4049	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5120001067598	R5510440492655	1	4053	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5120010326042	R5510440532694	3	4053	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5340011975470	R5510440532706	1	4053	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	5945007893706	R5544733550704	2	4035	NDZ	BM	R	9A	5	AKZ	3	5	9.29	2	33	9A	18.58
A0A	9A	2530011687876	R5710032365114	1	4025	NDZ	BM	R	9A	5	AKZ	3	0	0.00				0.00
A0A	9A	2610011714746	R5710032365115	2	4025	NDZ	BM	R	9A	5	AKZ	3	0	0.00				0.00
A0A	9A	2910013268187	R5710033470717	1	3349	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2510007005417	R5710033480804	1	3349	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2510007005417	R5710033480805	1	3349	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2610011543985	R5710033480807	4	3349	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2510007005417	R5710033480808	1	3349	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2610004898092	R5710033560991	4	3361	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	8040010246988	R5710033561001	2	3361	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2640005540269	R5710033561003	1	3361	NDZ	BM	R	9A	5	AKZ	3	0	0.00				0.00
A0A	9A	2510010915167	R5710033641120	1	4003	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00

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DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	OHV QTY	UNIT PRICE	TRV FRQ	TR M/Y	MSIR	VALUE
A0A	9A	2510010915167	R5710033641121	1	4003	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2510010915167	R5710033641122	1	4003	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2510010915167	R5710033641123	1	4003	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2510010915167	R5710033641124	1	4003	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	5180011560466	R5710033641130	1	4003	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2610011481635	R5710040111193	3	4012	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2930005637235	R5710040111201	1	4012	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2610011481635	R5710040121243	4	4013	NDZ	BM	R	9A	5	AKZ	3	0	0.00				0.00
A0A	9A	2920003043493	R5710040121249	1	4013	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2530006930617	R5710040181275	1	4020	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	6150007773068	R5710040181287	2	4020	NDZ	BM	R	9A	5	AKZ	3	0	0.00				0.00
A0A	9A	2510007005417	R5710040261393	1	4027	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2590006068504	R5710040271437	1	4032	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2610011481635	R5710040321504	3	4033	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2910011600613	R5710040321506	1	4033	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2610011481635	R5710040321512	5	4033	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	4720008518969	R5710040331522	2	4035	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2910011600613	R5710040341580	1	4035	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	2510008635592	R5710040341583	1	4035	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	5365007411433	R5710040451724	2	4048	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	3040001507127	R5710040451727	2	4048	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	4710007918078	R5710040451754	2	4048	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	4710007918077	R5710040451755	2	4048	NDZ	BM	R	9A	12	AKZ	3	0	0.00				0.00
A0A	9A	5935011354836	R6591833475K99	2	3349	NDZ	BM	R	9A	5	AKZ	1	0	0.00				0.00
A0A	9A	2610007296656	R659184018D240	2	4020	NDZ	BM	R	9A	13	AKZ	1	0	0.00				0.00
A0A	9A	2610005287703	R659184018D242	2	4020	NDZ	BM	R	9A	13	AKZ	1	0	0.00				0.00
A0A	9A	2520006781764	R659184018D244	6	4020	NDZ	BM	R	9A	13	AKZ	1	0	0.00				0.00
A0A	9A	2520006781765	R659184018D245	6	4020	NDZ	BM	R	9A	13	AKZ	1	0	0.00				0.00
A0A	9A	2540007372723	R659184018D249	3	4020	NDZ	BM	R	9A	13	AKZ	1	0	0.00				0.00
A0E	9A	2630008415602	X002444038CT75	8	4038	NDZ	BM	R	9A	8	AKZ	1	0	0.00				0.00
A0E	9A	2630005287630	X002444038CT76	2	4038	NDZ	BM	R	9A	8	AKZ	0	5	40.15			O2	80.30
A0E	9A	2640008105861	X0024640042A13	199	4004	NDZ	BM	N	9A	13	AKZ	3	1326	0.08			O2	15.92

Partial list of Complete A0A/A01 Database
of Requisitions Submitted During Test Period
22 Nov 93 - 24 Feb 94

DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	I.HA	RCI	QTY	UNIT	TRV	TR	MSIR	VALUE
A0E	9A	2610001735230	X0024640042F01	40	4004	NDZ	BM	N	9A	13	W4Z	3	119	6.12	22	N2	9A	244.80
A0E	9A	2610000895997	X0024640072F01	40	4007	NDZ	BM	N	9A	13	W2Z	3	91	4.07	14	33	9A	162.80
A0E	9A	2610002621948	X0024640072F03	32	4007	NDZ	BM	N	9A	13	AKZ	3	13	5.48	9	N2	9A	175.36
A0E	9A	2610004557106	X0024640072F04	25	4007	NDZ	BM	N	9A	13	AKZ	3	18	39.63	1	93	9A	990.75
A0E	9A	2640007586274	X002464007FF62	5	4007	NDZ	BM	R	9A	5	AKZ	0	59	9.39	23	O2	9A	46.95
A0E	9A	2640008105861	X0024640352A28	380	4035	NDZ	BM	N	9A	13	AKZ	3	1326	0.08	13	O2	9A	30.40
A0E	9A	2640002502474	X0024640392F02	5	4039	NDZ	BM	N	9A	13	AKZ	3	0	0.00				0.00
A0A	9C	3020005424148	209A59333480653	1	3348	NDZ	BM	R	9C	5	S9C	1	0	0.00				0.00
A0A	9C	4720012100361	209A5940241020	25	4025	NDZ	BM	R	9C	12	S9C	1	0	0.00				0.00
A0A	9C	4720010048081	209A5940241024	25	4025	NDZ	BM	R	9C	12	S9C	1	0	0.00				0.00
A0A	9C	4720011456685	209A5940241025	25	4025	NDZ	BM	R	9C	12	S9C	1	0	0.00				0.00
A0A	9C	4720012414129	209A5940241026	25	4025	NDZ	BM	R	9C	12	S9C	1	0	0.00				0.00
A0A	9C	4310004455852	209A5940251056	20	4025	NDZ	BM	R	9C	12	S9C	1	0	0.00				0.00
A0D	9C	0115LF0166100	H9137740102307	6	4011	NDZ	BM	R	9C	5	S9C	1	0	0.00				0.00
A0A	9C	4730008738942	N0022140075009	20	4007	NDZ	BM	R	9C	8	S9C	1	0	0.00				0.00
A0D	9C	0420LP1801900	N0024240058163	2	4013	NDZ	BM	R	9C	13	S9C	1	0	0.00				0.00
A0A	9C	2920009308959	N0024433405RC3	2	3346	NDZ	BM	R	9C	15	S9C	0	10	125.21	5	33	9C	250.42
A0A	9C	4220002873740	N002443343301A	90	3346	NDZ	BM	R	9C	8	S9C	3	216	1.86	12	O2	9C	167.40
A0A	9C	4730001960881	N002443344103A	11	3347	NDZ	BM	R	9C	8	S9C	3	162	0.22	14	O2	9C	2.42
A0A	9C	3040011765998	N002443347032W	5	3347	NDZ	BM	R	9C	14	S9C	3	8	7.58	3	13	9C	37.90
A0A	9C	4730005423359	N002443350122A	4	3351	NDZ	BM	R	9C	8	S9C	3	10	89.62	34	92	9C	358.48
A0A	9C	4730005423362	N002443350123A	11	3351	NDZ	BM	R	9C	8	S9C	3	32	25.04	31	92	9C	275.44
A0A	9C	4730006938989	N002443355168A	80	3356	NDZ	BM	R	9C	8	S9C	3	150	1.88	3	13	9C	150.40
A0A	9C	4730001433883	N002443361102A	60	3362	NDZ	BM	R	9C	8	S9C	3	215	0.69	18	O2	9C	41.40
A0A	9C	4730002772550	N002444004110A	480	4005	NDZ	BM	R	9C	8	S9C	3	685	0.49	29	O2	9C	235.20
A0A	9C	4730004940904	N002444004117E	105	4005	NDZ	BM	R	9C	8	S9C	3	339	2.36	59	92	9C	247.80
A0A	9C	4730001961999	N002444006111A	25	4007	NDZ	BM	R	9C	8	S9C	3	146	0.88	17	O2	9C	22.00
A0A	9C	4730002221838	N002444006113A	50	4007	NDZ	BM	R	9C	8	S9C	3	125	0.21	25	O2	9C	10.50
A0D	9C	0104LF0277400	N0024440071P30	2	4011	NDZ	BM	R	9C	10	S9C	1	0	0.00				0.00
A0A	9C	4720007295338	N002444010114E	59	4011	NDZ	BM	R	9C	8	S9C	3	212	10.87	54	92	9C	641.33
A0A	9C	4930002745713	N002444010130A	114	4011	NDZ	BM	R	9C	8	S9C	3	358	2.37	68	92	9C	270.18
A0A	9C	4730005423359	N002444010140A	1	4011	NDZ	BM	R	9C	8	S9C	3	10	89.62	34	92	9C	89.62

Partial list of Complete A0A/A01 Database
of Requisitions Submitted During Test Period
22 Nov 93 - 24 Feb 94

DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	OH/ QTY	UNIT PRICE	TR/ FRQ	TR M/Y	MSIR	VALUE
A0A	9A	2640001388324	N5572140330408	4	4038	NDZ	BM	N	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2640002423467	N5572140330409	4	4038	NDZ	BM	N	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2610000609960	N5572140390422	12	4042	NDZ	BM	N	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2640002502474	N570253350Q878	10	3351	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2610004054365	N5702540317092	3	4033	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2610004721400	N5702540317093	2	4033	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2610004054365	N5702540397159	3	4042	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2610004721400	N5702540397161	4	4042	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2610002697383	N5709240126020	2	4018	NDZ	BM	R	9A	6	AKZ	0	22	7.22	17	O2	9A	14.44
A0A	9A	2520000974152	N5709240256068	2	4026	NDZ	BM	R	9A	6	NOZ	1	0	0.00				0.00
A0A	9A	2590011931747	N5709240256073	4	4026	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2590010934152	N5709240456011	1	4046	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2920009298321	N600424038GP22	2	4047	NDZ	BM	R	9A	6	AKZ	1	0	0.00				0.00
A0A	9A	2610011946238	N6025833404422	4	3351	NDZ	BM	R	9A	7	AKZ	1	0	0.00				0.00
A0A	9A	2610002697383	N6025833565002	30	3361	NDZ	BM	R	9A	13	AKZ	3	22	7.22	17	O2	9A	216.60
A0A	9A	2640008105861	N6025940170393	2434	4021	NDZ	BM	R	9A	13	AKZ	3	1326	0.08	13	O2	9A	194.72
A0A	9A	5310011361184	N6025940380362	50	4041	NDZ	BM	R	9A	13	AKZ	3	0	0.00				0.00
A0A	9A	2610004557138	N6202133274050	4	3334	NDZ	BM	R	9A	13	AKZ	1	0	0.00				0.00
A0A	9A	2610002043016	N6202140114056	4	4013	NDZ	BM	R	9A	13	AKZ	1	0	0.00				0.00
A0A	9A	2640007792565	N6202140324801	2	4039	NDZ	BM	R	9A	13	AKZ	1	0	0.00				0.00
A0A	9A	2610000610501	N6338733502005	3	4005	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610011541446	N6338733502006	82	4005	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610011541451	N6338733502008	11	4005	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610001630418	N6338733502009	12	4005	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610002043914	N6338733502010	3	4005	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610005289631	N6338733502012	1	4005	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610011541446	N6338733508005	48	3361	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610012039355	N6338733508006	19	3361	NDZ	BM	R	9A	14	AKZ	3	0	0.00				0.00
A0A	9A	2610002621948	N6338733508007	5	3361	NDZ	BM	R	9A	14	AKZ	3	13	5.48	9	N2	9A	27.40
A0A	9A	2610011541452	N633873350D004	6	4005	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610011543985	N633873350D005	34	4005	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00
A0A	9A	2610012039355	N633873350D006	15	4005	NDZ	BM	R	9A	7	AKZ	3	0	0.00				0.00

APPENDIX F: A5A/A51 DATABASE

This appendix contains a partial list of the complete A5A/A51 database file of requisitions retrieved from the Requisition Status File maintained by FISC_SD during the test period 22 Nov 93 - 24 Feb 94. The actual file contained 5,892 records.

Partial List of Complete A5A/A51 Database
of Requisitions Returned During Test Period
22 Nov 93 - 24 Feb 94

DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	TRV	TR	MSIR	OH/	UNIT
													FRQ	M/Y		QTY	PRICE
A5A	9C	1615010745152	W81PL233480300	1	4027	NDZ	BM	N	AX	7	N72	0				0	0.00
A5A	9H	1005008764033	W52H097301H538	6	4012	NDZ	BM	7	BF	13	B14	3	20	92	9H	6	114.00
A5A	AX	4710010621947	N000194047FS18	1	4049	NDZ	BA	N	9C	6		0	1	24	AX	72	11.23
A5A	AX	1615001068360	N001013252F000	1	3349	NDZ	BA	N	9C	13		0	5	53	AX	3	7.09
A5A	AX	4730013014221	N0010133483353	1	3350	NDZ	BA	N	9C	6		0	2	D2	AX	66	21.92
A5A	AX	4730013232045	N0010133483355	1	3350	NDC	BA	N	9C	6		0	4	23	AX	11	9.82
A5A	AX	4730013232045	N0010133483355	9	3350	NDC	BM	7	9C	6	S9C	0	4	23	AX	11	9.82
A5A	AX	1620000778548	N00146334305C9	8	3347	NDC	BA	F	9C	7		0	25	D2	AX	150	100.83
A5A	AX	1630007805815	N00146400200E4	156	4006	NDZ	BA	F	9C	9		0	4	93	AX	571	27.16
A5A	AX	1450004073024	N0014640060099	2	4010	NDZ	BA	F	9C	14		0	9	D3	AX	14	126.00
A5A	AX	3040000133644	N0014640160002	5	4021	NDZ	BA	F	9C	9		0	15	N3	AX	40	278.94
A5A	AX	4720012027159	N00146402002D5	6	4025	NDC	BA	F	9C	14		0	7	13	AX	59	191.99
A5A	AX	3040000133644	N0014640340074	4	4038	NDZ	BA	F	9C	9		0	15	N3	AX	40	278.94
A5A	AX	4210011520821	N00146404100A8	4	4046	NDZ	RA	F	9C	14		0	13	D2	AX	1	313.68
A5A	AX	1630007805815	N0014640410105	179	4047	NDZ	BA	F	9C	9		0	4	93	AX	571	27.16
A5A	AX	1095006575141	N001583341F028	8	3344	NDZ	BA	N	9C	7		0	28	D3	AX	0	5.75
A5A	AX	1740008338455	N0015833503204	2	3354	NDZ	BA	N	9C	6		0	1	D3	AX	2	455.00
A5A	AX	1740008338455	N0015833503204	2	3354	NDZ	BA	N	9C	6		0	1	D3	AX	2	455.00
A5A	AX	1730000259237	N0015840453209	9	4046	NDZ	BM	7	9C	6	S9C	0	4	D3	AX	118	3.49
A5A	AX	1730000259237	N0015840453209	5	4046	NDZ	BA	N	9C	6		0	4	D3	AX	118	3.49
A51	AX	4730010152722	M0017240326132	3	4038	NDZ	BA	N	9C	12		0	1	24	AX	5	1.07
A5A	AX	2825012354225	N001813343B181	1	3349	NDZ	BA	N	9C	6		0	1	D3	AX	0	940.00
A5A	AX	4320011351728	N0018831960264	1	4014	NDZ	BA	N	9C	13		0	16	14	AX	61	36.25
A5A	AX	1610013083887	N001883281GL26	2	4024	NDZ	BA	N	9C	15		0	15	14	AX	84	109.00
A5A	AX	1610013083887	N0018832870041	2	4024	NDZ	BA	N	9C	6		0	15	14	AX	84	109.00
A5A	AX	1610013083887	N0018832910235	10	4024	NDZ	BA	N	9C	6		0	15	14	AX	84	109.00
A5A	AX	1615011257025	N0018840100393	8	4018	NDZ	BA	N	9C	13		0	3	93	AX	785	7.64
A5A	AX	1620000562833	N0018840240149	4	4031	NDC	BA	N	9C	6		0	33	O2	AX	200	284.11
A5A	AX	1620000562833	N0018840410196	2	4047	NDC	BA	N	9C	6		0	33	O2	AX	200	284.11
A5A	AX	1620000833503	N0018932990HRH	21	3361	NDZ	BA	N	9C	8		0	28	D3	AX	0	178.33
A5A	AX	1620000833503	N0018932990HRH	1	3361	NDZ	BA	N	9C	8		0	28	D3	AX	0	178.33
A5A	AX	4720009132427	N0018932990NPZ	6	3362	NDZ	BA	N	9C	6		0	8	53	AX	2	69.79

Partial List of Complete A5A/A51 Database
of Requisitions Returned During Test Period
22 Nov 93 - 24 Feb 94

DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	TR/ FRQ	TR M/Y	MSIR	OH/ QTY	UNIT PRICE
A5A	AX	4730004484503	N0018933470HUL	17	3351	NDZ	BA	N	9C	8		0	4	33	AX	20	63.00
A5A	AX	1630001713473	N0018933540KTK	7	3361	NDZ	BA	N	9C	15		0	46	93	AX	4	139.14
A5A	AX	4720009132427	N0018933540MZN	5	3361	NDZ	BA	N	9C	15		0	8	53	AX	2	69.79
A5A	AX	2920012285650	N0018933540PTZ	7	4010	NDC	BA	N	9C	15		0	41	O2	AX	36	109.39
A5A	AX	4730005549874	N0018940030VNP	8	4010	NDZ	BA	N	9C	15		0	1	14	AX	3	33.50
A5A	AX	1620004323356	N0018940460QVN	10	4049	NDZ	BA	N	9C	8		0	30	23	AX	64	467.00
A5A	AX	4710011643572	N0019732243457	8	4003	NDZ	BA	N	AX	9		0	17	N2	AX	118	198.08
A5A	AX	1005011403279	N0019733503290	6	3354	NDZ	BA	N	9C	9		0	7	O2	AX	4	116.00
A5A	AX	1020011769956	N0019733643408	5	4004	NDZ	BA	N	9C	9		0	6	23	AX	21	51.77
A5A	AX	1020011851347	N0019740142642	1	4048	NDZ	BA	N	9C	7		0	1	24	AX	0	777.62
A5A	AX	1095011967789	N0019740483551	98	4054	NDZ	BA	N	1H	9		0	14	92	AX	431	41.19
A5A	AX	3040011473535	N002063354F005	2	4005	NDZ	BA	N	9C	13		0	12	13	AX	57	11.18
A5A	AX	1620000597793	N0021340353828	1	4039	NDC	BA	N	9C	5		0	7	33	AX	65	1089.06
A5A	AX	4730012971727	N0021633504157	1	3355	NDC	BA	N	9C	6		0	14	33	AX	1	132.27
A5A	AX	1615011266040	N002363344002A	1	3349	NDZ	BA	N	9C	7		0	37	23	AX	91	123.89
A5A	AX	1615009254600	N002363364005K	2	4006	NDZ	BA	N	9C	14		0	5	33	AX	43	89.56
A5A	AX	3040011256925	N002364011001R	6	4018	NDZ	BA	N	9C	7		0	1	14	AX	5	272.00
A5A	AX	3040001824830	N002364011004K	2	4018	NDZ	BA	N	9C	7		0	3	14	AX	216	211.00
A5A	AX	3040001824830	N002364025004P	1	4035	NDZ	BA	N	9C	14		0	3	14	AX	216	211.00
A5A	AX	1650012045359	N002364035D387	7	4040	NDZ	BA	N	9C	5		0	17	O3	AX	64	155.23
A5A	AX	4940002238972	N002443322113K	1	4024	NDZ	BA	F	9C	8		0	13	92	AX	8	3.75
A5A	AX	1615012019644	N0024433425TKZ	8	3344	NDC	BA	N	9C	15		0	3	N3	AX	164	151.57
A5A	AX	1710008941985	N0024433425TL2	14	3344	NDC	BA	N	9C	15		0	74	O3	AX	25	12.51
A5A	AX	2815012711433	N0024433425TLE	1	3344	NDZ	BA	N	9C	15		0	7	13	AX	19	19.68
A5A	AX	4710011854871	N0024433428521	1	3344	NDC	BM	7	9C	8	S9C	0	6	D2	AX	16	1292.96
A5A	AX	4730010863788	N0024433428570	4	3344	NDZ	BA	N	9C	8		0	1	D3	AX	18	152.10
A5A	AX	4730011618207	N0024433428573	12	3344	NDZ	BA	N	9C	8		0	2	53	AX	96	22.20
A5A	AX	4730011769038	N0024433428574	28	3344	NDZ	BA	N	9C	8		0	20	13	AX	15	22.76
A5A	AX	4820007805821	N0024433428582	7	3344	NDC	BA	N	9C	8		0	2	23	AX	131	68.69
A5A	AX	1005012249749	N0024433546DVM	1	3356	NDZ	BA	N	9C	15		0	4	92	AX	3	1777.32
A5A	AX	1010012259887	N0024433546DVN	2	3356	NDZ	BA	N	9C	15		0	3	O3	AX	34	1046.49
A5A	AX	1615007617838	N0024433546DVS	3	3356	NDZ	BA	N	9C	15		0	4	13	AX	46	141.07

Partial List of Complete A5A/A51 Database
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22 Nov 93 - 24 Feb 94

DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCH	TR/FRQ	TR M/Y	MSIR	OH/ QTY	UNIT PRICE
A5A	AX	1620007479890	N0024433546DW1	11	3356	NDZ	BA	N	9C	15		0	7	D2	AX	319	12.38
A5A	AX	1620011257750	N0024433546DW7	3	3356	NDZ	BA	N	9C	15		0	2	D3	AX	84	21.00
A5A	AX	1650000134125	N0024433546DWF	3	3356	NDC	BA	N	9C	15		0	23	13	AX	203	25.86
A5A	AX	1650011257153	N0024433546DX5	1	3356	NDC	BA	N	9C	15		0	20	13	AX	26	1056.69
A5A	AX	1650011257223	N0024433546DX7	1	3356	NDZ	BA	N	9C	15		0	5	63	AX	35	160.01
A5A	AX	1650011257224	N0024433546DX8	1	3356	NDZ	BA	N	9C	15		0	10	O2	AX	88	188.61
A5A	AX	1650011278733	N0024433546DXA	2	3356	NDZ	BA	N	9C	15		0	10	43	AX	62	98.99
A5A	AX	1650011403243	N0024433546DXB	35	3356	NDZ	BA	N	9C	15		0	5	13	AX	27	2.50
A5A	AX	2940009206851	N0024433546DZJ	10	3356	NDC	BA	N	9C	15		0	33	92	AX	333	3.70
A5A	AX	3020008139578	N0024433546E14	1	3356	NDZ	BA	N	9C	8		0	4	13	AX	5	1396.72
A5A	AX	3020011444307	N0024433546E1E	6	4045	NDZ	BA	N	9C	15		0	31	24	AX	47	140.51
A5A	AX	3020011452679	N0024433546E1F	2	3356	NDZ	BA	N	9C	15		0	12	N3	AX	2	1232.94
A5A	AX	3020011545311	N0024433546E1G	4	3356	NDZ	BA	N	9C	15		0	11	73	AX	26	367.87
A5A	AX	3040004194172	N0024433546E1W	15	3356	NDZ	BA	N	9C	15		0	2	93	AX	62	12.00
A5A	AX	3040011866624	N0024433546E28	1	3356	NDZ	BA	N	9C	15		0	7	D2	AX	28	247.10
A5A	AX	3040012133562	N0024433546E2A	7	3356	NDZ	BA	N	9C	15		0	7	13	AX	0	135.86
A5A	AX	4320007727001	N0024433546E3M	8	3361	NDZ	BA	F	9C	15		0	12	53	AX	8	151.62
A5A	AX	4810006012448	N0024433546E98	1	3361	NDZ	BA	N	9C	15		0	6	D2	AX	2	2413.77
A5A	AX	4820000568986	N0024433546E9L	2	3361	NDZ	BA	N	9C	15		0	7	43	AX	20	265.38
A5A	AX	4820012238097	N0024433546EBK	2	3361	NDC	BA	N	9C	15		0	76	92	AX	426	524.05
A5A	AX	4940007643408	N0024433546EBV	5	3361	NDZ	BA	N	9C	15		0	5	33	AX	1	16.67
A5A	AX	5640011644338	N0024433546EC0	18	3361	NDZ	BA	N	9C	8		0	18	73	AX	203	129.49
A5A	AX	1450012132064	N0024433546GR8	1	3361	NDZ	BA	N	9C	15		0	5	D3	AX	0	14.56
A5A	AX	1620003713991	N0024433546GRH	9	3361	NDC	BA	N	9C	15		0	52	N2	AX	10	182.00
A5A	AX	1620009003929	N0024433546GRK	13	3361	NDC	BA	N	9C	15		0	11	O3	AX	416	27.50
A5A	AX	1620009003929	N0024433546GRL	5	3361	NDZ	BA	N	9C	15		0	11	O3	AX	416	27.50
A5A	AX	1630011064862	N0024433546GRR	1	3361	NDC	BA	N	9C	15		0	67	23	AX	47	162.80
A5A	AX	1650011468373	N0024433546GS6	2	3361	NDC	BA	N	9C	15		0	124	13	AX	1192	49.83
A5A	AX	1650011468373	N0024433546GS7	31	3361	NDC	BA	N	9C	15		0	124	13	AX	1192	49.83
A5A	AX	4730011614114	N0024433546GTC	2	3361	NDZ	BA	N	9C	15		0	3	D3	AX	104	25.15
A5A	AX	4820011161249	N0024433546GTJ	3	3361	NDC	BA	N	9C	15		0	9	N3	AX	33	443.57
A5A	AX	4820011161249	N0024433546GTK	3	3361	NDZ	BA	N	9C	15		0	9	N3	AX	33	443.57

Partial List of Complete A5A/A51 Database
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22 Nov 93 - 24 Feb 94

DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	TR/ FRQ	TR M/Y	MSIR	OH/ QTY	UNIT PRICE
A5A	AX	1620000387890	N0024433566JXW	1	4007	NDZ	BA	N	9C	15		0	4	D3	AX	3	134.98
A5A	AX	1620004314036	N0024433566JXY	1	4007	NDZ	BA	N	9C	15		0	5	73	AX	3	162.00
A5A	AX	4810011345156	N0024433566K13	2	4007	NDC	BA	N	9C	15		0	29	N2	AX	6	2226.22
A5A	AX	4820012051082	N0024433566K1C	1	4007	NDZ	BA	N	9C	15		0	3	N3	AX	26	75.79
A5A	AX	4730002790116	N0024433626S89	8	4003	NDZ	BA	N	9C	15		0	5	N3	AX	14	365
A5A	AX	1620000387890	N0024433636TBV	2	4007	NDZ	BA	N	9C	15		0	4	D3	AX	3	134.98
A5A	AX	1620007479890	N0024433636TBZ	11	4007	NDZ	BA	N	9C	15		0	7	D2	AX	319	12.38
A5A	AX	1620009003929	N0024433636TC1	5	4007	NDZ	BA	N	9C	15		0	11	O3	AX	416	27.50
A5A	AX	1650011257153	N0024433636TC3	1	4007	NDC	BA	N	9C	15		0	20	13	AX	26	1056.69
A5A	AX	1620001697451	N0024433636THD	3	4007	NDZ	BA	N	9C	15		0	2	14	AX	16	57.93
A5A	AX	1620001697451	N0024433636THE	1	4007	NDZ	BA	N	9C	15		0	2	14	AX	16	57.93
A5A	AX	1620000833500	N002444005718T	12	4010	NDZ	BA	N	9C	15		0	8	D2	AX	1	92.93
A5A	AX	3020011452679	N002444005719F	1	4010	NDZ	BA	N	9C	15		0	12	N3	AX	2	1232.94
A5A	AX	4730009688339	N00244400571AQ	1	4010	NDZ	BA	N	9C	15		0	5	23	AX	13	86.37
A5A	AX	1620004323356	N00244400571Q1	2	4010	NDZ	BA	F	9C	15		0	30	23	AX	64	467.00
A5A	AX	4710011618647	N00244400571Q8	1	4010	NDZ	BA	N	9C	15		0	2	13	AX	47	102.76
A5A	AX	1620009696657	N00244401077EB	1	4011	NDZ	BA	N	9C	15		0	7	N2	AX	41	216.94
A5A	AX	1630011487316	N00244401077EC	44	4011	NDC	BA	N	9C	15		0	47	13	AX	2034	5.14
A5A	AX	1650011257153	N00244401077EH	1	4011	NDC	BA	N	9C	15		0	20	13	AX	26	1056.69
A5A	AX	1710012951833	N00244401077EL	2	4014	NDZ	BA	N	9C	15		0	9	D2	AX	12	24.80
A5A	AX	2805009696658	N00244401077EN	3	4011	NDZ	BA	N	9C	15		0	4	23	AX	2	31.50
A5A	AX	4320012291845	N00244401077FE	2	4011	NDZ	BA	N	9C	15		0	8	92	AX	14	465
A5A	AX	4940009108269	N00244401077GS	1	4011	NDZ	BA	N	9C	15		0	1	14	AX	22	31.01
A5A	AX	5640011644338	N00244401077GU	18	4011	NDZ	BA	N	9C	15		0	18	73	AX	203	129.49
A5A	AX	5840011665021	N00244401077VL	12	4011	NDZ	BA	N	9C	15		0	8	14	AX	57	115.47
A5A	AX	1615009097569	N0024440127B3T	2	4014	NDZ	BA	N	9C	15		0	8	73	AX	35	4.90
A5A	AX	1620004314036	N0024440127B40	1	4014	NDZ	BA	N	9C	15		0	5	73	AX	3	162.00
A5A	AX	1620004511443	N0024440127B43	1	4014	NDZ	BA	N	9C	15		0	5	D2	AX	23	761.00
A5A	AX	1620007479890	N0024440127B45	12	4014	NDZ	BA	N	9C	15		0	7	D2	AX	319	12.38
A5A	AX	3020010595522	N0024440127B5B	1	4014	NDZ	BA	N	9C	15		0	2	O3	AX	0	604.40
A5A	AX	1620003713991	N0024440127B5V	6	4014	NDC	BA	N	9C	15		0	52	N2	AX	10	182.00
A5A	AX	1620004323356	N0024440127BFX	2	4014	NDZ	BA	F	9C	15		0	30	23	AX	64	467.00

Partial List of Complete A5A/A51 Database
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DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	TRV	TR	MSIR	OH/	UNIT
																QTY	PRICE
A5A	AX	4730011677445	N0024440127BTH	3	4014	NDZ	BA	N	9C	15		0	2	14	AX	26	6.63
A5A	AX	4730011677445	N0024440127BTJ	19	4014	NDZ	BA	N	9C	15		0	2	14	AX	26	6.63
A5A	AX	4940004941533	N0024440197HSO	36	4021	NDZ	BA	N	9C	15		0	11	93	AX	124	12.52
A5A	AX	1650011468372	N0024440197JP3	33	4021	NDC	BA	N	9C	15		0	94	13	AX	956	57.07
A5A	AX	1650011468373	N0024440197JP4	6	4021	NDC	BA	N	9C	8		0	124	13	AX	1192	49.83
A5A	AX	1650011468373	N0024440197JP5	49	4021	NDC	BA	N	9C	8		0	124	13	AX	1192	49.83
A5A	AX	3040011400266	N0024440197JP8	4	4021	NDC	BA	N	9C	15		0	7	93	AX	13	137.07
A5A	AX	3040011400266	N0024440197JPC	1	4021	NDC	BA	N	9C	15		0	7	93	AX	13	137.07
A5A	AX	4730011614114	N0024440197JPN	1	4021	NDZ	BA	N	9C	15		0	3	D3	AX	104	25.15
A5A	AX	482001161249	N0024440197JPV	3	4021	NDZ	BA	N	9C	15		0	9	N3	AX	33	443.57
A5A	AX	482001161249	N0024440197JPW	2	4021	NDZ	BA	N	9C	15		0	9	N3	AX	33	443.57
A5A	AX	1020002252276	N0024440247RP2	1	4026	NDZ	BA	N	9C	15		0	1	14	AX	35	84.26
A5A	AX	301001124222	N0024440247RQA	2	4027	NDZ	BA	N	9C	15		0	13	63	AX	25	993.06
A5A	AX	4820010337237	N0024440247RT7	1	4027	NDZ	BA	N	9C	15		0	3	33	AX	9	664.93
A5A	AX	1620009699651	N0024440247SDT	3	4027	NDZ	BA	N	9C	15		0	8	D2	AX	44	210.97
A5A	AX	4820011313034	N0024440248502	2	4027	NDZ	BA	N	9C	8		0	19	D2	AX	0	368.82
A5A	AX	1620009688324	N0024440248503	4	4027	NDZ	BA	N	9C	8		0	11	N2	AX	85	467.69
A5A	AX	1650013151701	N0024440248517	1	4027	NDZ	BA	N	9C	8		0	3	O3	AX	28	919.00
A5A	AX	1650010218644	N0024440248522	1	4027	NDZ	BA	N	9C	8		0	2	14	AX	22	303.01
A5A	AX	4320012905253	N0024440248534	1	4027	NDZ	BA	N	9C	8		0	3	63	AX	4	203.04
A5A	AX	1620007479890	N0024440267UUX	15	4028	NDZ	BA	N	9C	15		0	7	D2	AX	319	12.38
A5A	AX	1650010218644	N0024440267UV4	1	4028	NDZ	BA	N	9C	15		0	2	14	AX	22	303.01
A5A	AX	1650011278732	N0024440267UV6	3	4028	NDZ	BA	N	9C	15		0	8	63	AX	4	392.84
A5A	AX	1710009101839	N0024440267UV8	3	4028	NDZ	BA	N	9C	15		0	2	O3	AX	0	518.00
A5A	AX	2805009699658	N0024440267UVJ	3	4028	NDZ	BA	N	9C	15		0	4	23	AX	2	31.50
A5A	AX	4320012450828	N0024440267UWE	2	4028	NDC	BA	N	9C	15		0	23	O2	AX	142	234.60
A5A	AX	4540011739888	N0024440267UWL	1	4028	NDZ	BA	N	9C	8		0	6	23	AX	11	2529.89
A5A	AX	4940010146037	N0024440267UY9	1	4028	NDZ	BA	N	9C	15		0	8	23	AX	34	132.93
A5A	AX	2825009082369	N0024440317YF9	1	4032	NDZ	BA	N	9C	15		0	7	23	AX	24	450.47
A5A	AX	4520008320732	N0024440317YGP	1	4032	NDZ	BA	N	9C	15		0	5	D2	AX	25	81.22
A5A	AX	4730012450803	N0024440317YHF	1	4032	NDZ	BA	N	9C	15		0	10	O2	AX	82	96.50
A5A	AX	1620000049883	N00244403383CH	1	4035	NDZ	BA	N	9C	15		0	13	D2	AX	7	1409.48

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DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	TR/ FRQ	TR M/Y	MSIR	OH/ QTY	UNIT PRICE
A5A	AX	1650011403950	N00244403383CS	6	4035	NDZ	BA	N	9C	15		0	7	O2	AX	525	27.86
A5A	AX	1620004052480	N00244403383WF	7	4038	NDZ	BA	N	9C	8		0	8	D2	AX	5	698.00
A5A	AX	4820011161249	N00244403383WY	3	4035	NDZ	BA	N	9C	15		0	9	N3	AX	33	443.57
A5A	AX	4820011161249	N00244403383WZ	3	4035	NDZ	BA	N	9C	15		0	9	N3	AX	33	443.57
A5A	AX	1620000658907	N002444033889RH	1	4042	NDZ	BA	N	9C	15		0	4	N2	AX	11	1410.26
A5A	AX	1630011487316	N002444033889RM	7	4042	NDC	BA	N	9C	15		0	47	13	AX	2034	5.14
A5A	AX	1720008695453	N002444033889RQ	72	4042	NDC	BA	N	9C	15		0	28	13	AX	42305	7.95
A5A	AX	3010011124222	N002444033889SP	3	4042	NDZ	BA	N	9C	15		0	13	63	AX	25	993.06
A5A	AX	4820000568986	N002444033889VM	1	4042	NDZ	BA	N	9C	15		0	7	43	AX	20	265.38
A5A	AX	3020008139578	N0024440408D9S	1	4042	NDZ	BA	N	9C	8		0	4	13	AX	5	1396.72
A5A	AX	1615009925191	N0024440408DU5	1	4045	NDZ	BA	N	9C	15		0	6	23	AX	9	84.27
A5A	AX	1630008733008	N0024440458GFD	2	4047	NDZ	BA	N	9C	15		0	1	24	AX	61	23.72
A5A	AX	1630011487316	N0024440458GFF	85	4047	NDZ	BA	N	9C	15		0	47	13	AX	2034	5.14
A5A	AX	4720012268462	N0024440458GHN	1	4047	NDZ	BA	N	9C	15		0	1	24	AX	2	56.98
A5A	AX	4730002027223	N0024440458GHU	1	4047	NDZ	BA	N	9C	15		0	4	92	AX	49	145.03
A5A	AX	1630008733005	N0024440458H6X	4	4047	NDZ	BA	N	9C	15		0	10	N2	AX	18	82.38
A5A	AX	1620007617913	N0024440473015	1	4049	NDZ	BM	7	9C	8	S9C	0	6	O3	AX	39	367.46
A5A	AX	4440010175521	N0024440473022	2	4049	NDC	BA	N	9C	8		0	27	13	AX	2	204.15
A5A	AX	4710004920619	N0024440473024	2	4049	NDZ	BA	N	9C	8		0	4	N3	AX	3	254.31
A	AX	1630007895576	N0024440473028	56	4049	NDC	BM	7	9C	8	S9C	0	36	13	AX	0	14.00
A	AX	1630007895576	N0024440478JPC	53	4049	NDC	BM	7	9C	8	S9C	0	36	13	AX	0	14.00
A5A	AX	1650012132220	N0024440478JPH	1	4049	NDZ	BA	N	9C	8		0	7	13	AX	6	2211.60
A5A	AX	1720008729464	N0024440478JPM	1	4049	NDZ	BA	N	9C	15		0	2	O3	AX	13	387.49
A5A	AX	4330011605278	N0024440478JQT	1	4049	NDC	BA	N	9C	15		0	22	O2	AX	53	743.37
A5A	AX	4540011739888	N0024440478JQV	1	4049	NDZ	BA	N	9C	8		0	6	23	AX	11	2529.89
A5A	AX	1615009248132	N0024632558403	1	4010	NDZ	BM	7	9C	15	S9C	0	17	93	AX	752	6.21
A5A	AX	1615000730999	N002463344G528	1	3348	NDZ	BA	N	9C	6		0	8	N2	AX	0	2385.58
A5A	AX	4720012379485	N002463355D217	2	3356	NDZ	BA	N	9C	6		0	7	33	AX	327	23.68
A5A	AX	1620000741564	N002463356D438	2	3361	NDZ	BA	N	9C	6		0	11	92	AX	38	6.13
A5A	AX	1620011907803	N002463356FF52	10	3361	NDZ	BA	N	9C	12		0	12	O2	AX	246	540.38
A5A	AX	1615011589586	N002463361DD82	4	3363	NDZ	BM	7	9C	6	S9C	0	22	33	AX	215	206.93
A5A	AX	1615007617838	N002463362D436	1	3363	NDZ	BA	N	9C	6		0	4	13	AX	46	141.07

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DOCID	COG	NSN	REQN	QTY	SAD	RIT	S/C	M/C	DIST	PRI	LHA	RCI	TRV	TR	MSR	OH/	UNIT
													FRQ	M/Y		QTY	PRICE
A5A	AX	1615005683541	N002464004D217	2	4021	NDZ	BA	N	1R	13		0	12	O2	AX	20	85.68
A5A	AX	1615005683541	N002464004D218	2	4021	NDZ	BA	N	1R	13		0	12	O2	AX	20	85.68
A5A	AX	4720012457916	N002464004D440	1	4018	NDZ	BA	N	9C	6		0	8	33	AX	65	89.54
A5A	AX	4720012268461	N002464004D441	1	4018	NDZ	BA	N	9C	6		0	3	13	AX	8	43.11
A5A	AX	1620011618356	N0024640112E06	2	4012	NDZ	BM	7	9C	13	S9C	0	14	13	AX	21	291.28
A5A	AX	1620011684699	N0024640112E07	2	4012	NDC	BA	N	9C	13		0	27	13	AX	1	44.19
A5A	AX	4940010146037	N002464013A956	6	4025	NDZ	BA	N	9C	6		0	8	23	AX	34	132.93
A5A	AX	1620011684699	N002464016FF77	1	4039	NDC	BA	N	9C	5		0	27	13	AX	1	44.19
A5A	AX	1095008707743	N002464020E816	3	4024	NDZ	BM	7	9C	6	S9C	0	1	14	AX	47	14.46
A5A	AX	4720001631395	N002464026D228	1	4027	NDZ	BA	N	1R	13		0	3	43	AX	32	116.79
A5A	AX	4720012268471	N002464026D229	1	4027	NDZ	BA	N	9C	13		0	2	14	AX	13	123.67
A5A	AX	1620011678933	N002464033HH79	1	4034	NDZ	BA	N	9C	6		0	2	33	AX	0	506.11
A5A	AX	4320000210085	N002464040B874	1	4042	NDZ	BA	N	9C	6		0	1	24	AX	0	237.24
A5A	AX	4730001651596	N0025333491035	3	3361	NDZ	BA	N	9C	9		0	7	N2	AX	48	76.52
A51	AX	4730011618650	N0033440020945	14	4010	NDC	BA	N	9C	8		0	10	43	AX	153	27.68
A51	AX	4710011618645	N003344041E138	1	4045	NDZ	BA	N	1R	5		0	3	N2	AX	35	64.74
A51	AX	4730012230018	N0038931342250	3	4041	NDZ	BA	N	9C	5		0	10	24	AX	0	62.29
A51	AX	4730012230018	N0038931342258	6	4041	NDZ	BA	N	9C	5		0	10	24	AX	0	62.29
A51	AX	4730012230018	N0038931342262	4	4041	NDZ	BA	N	9C	5		0	10	24	AX	0	62.29
A51	AX	4730012230018	N0038931342266	6	4041	NDZ	BA	N	9C	5		0	10	24	AX	0	62.29
A51	AX	4730009284506	N0060433530098	31	3356	NDZ	BA	N	9C	7		0	24	O2	AX	320	24.12
A51	AX	4330010409149	N0060440020203	1	4011	NDZ	BA	N	9C	9		0	1	14	AX	32	77.00
A51	AX	2920012285650	N0060440110480	5	4012	NDC	BA	N	9C	14		0	41	O2	AX	36	109.39
A51	AX	4410011789404	N0060440111217	1	4012	NDZ	BA	N	9C	14		0	6	D2	AX	71	4.78
A51	AX	4730000825995	N0060440160167	28	4019	NDZ	BA	N	9C	9		0	15	N2	AX	1631	142.00
A51	AX	4720012050447	N0060440200157	1	4021	NDC	BA	F	9C	14		0	64	92	AX	212	50.15
A51	AX	1615011168532	N0060440230046	6	4026	NDZ	BM	7	9C	9	S9C	0	19	O2	AX	148	34.65
A51	AX	4720010218401	N0060440280089	14	4031	NDZ	BA	N	9C	14		0	2	14	AX	92	79.08
A51	AX	1095011258474	N0060440280099	20	4031	NDZ	BA	N	9C	14		0	26	O2	AX	3	51.09
A51	AX	1095011900037	N0060440280110	3	4031	NDC	BA	N	9C	14		0	30	13	AX	0	1438.32
A51	AX	4730000825995	N0060440390064	28	4041	NDZ	BA	N	9C	7		0	15	N2	AX	1631	142.00
A5A	AX	1095005652787	N0062040030010	96	4006	NDZ	BA	N	9C	7		0	2	73	AX	172	22.26

APPENDIX G: A0A/A01 & A5A/A51 DATABASE

This appendix contains a complete list of the combined A0A/A01 and A5A/A51 requisitions for commons items submitted during the test period 22 Nov 93 - 24 Feb 94. This file highlights the discrepancies identified in the thesis where some requisitions for a given item were properly returned to San Diego for issue of material and others were not.

ADA/A01 and A5A/A51 Requisitions for Common Items
Sorted by National Stock Number

DOOD	COG	NSN	REQN	QTY	SAD	S/C	DIST	PRI	LHA	RCI	OH	UNIT	TRANS	MO/	COG2	VALUE [2]
											QTY (1)	PRICE	FREQ	YR		
A5A	AX	1095011967789	R216233348A806	7	4027	BA	9C	13		0	431	\$41.19	14	92	AX	\$288.33
A0A	9C	1095011967789	R216233348A806	8	4021	BM	9C	13	9C	3	431	\$41.19	14	92	AX	\$329.52
A0A	9C	1095011967789	R2162340198043	1	4020	BM	9C	13	9C	0	431	\$41.19	14	92	AX	\$41.19
A5A	TX	1290008871883	R2111840171369	1	4031	BA	E9	6		0	26	\$28.43	2	93	TX	\$28.43
A0A	9N	1290008871883	R2111840171369	3	4028	BM	9N	6	9E	3	26	\$28.43	2	93	TX	\$85.29
A5A	AX	1620011684699	R0336340390225	2	4047	BA	9C	13		0	1	\$44.19	27	13	AX	\$88.38
A0A	9C	1620011684699	R0336340390226	4	4046	BM	9C	13	9C	3	1	\$44.19	27	13	AX	\$176.76
A0A	9G	167000430525	R2074833441008	1	3347	BM	9G	5	9G	0	181	\$38.42	20	02	CX	\$38.42
A51	CX	167000430525	R2180440200015	12	4025	BM	9G	5	9G	0	181	\$38.42	20	02	CX	\$461.04
A0A	9C	1710003158857	R0336340020025	1	4010	BM	9C	13	9C	3	1	\$293.00	11	02	AX	\$293.00
A5A	AX	1710003158857	R0336340340400	1	4045	BA	9C	13		0	1	\$293.00	11	02	AX	\$293.00
A5A	AX	1710003158857	R2099333580208	3	3362	BA	9C	5		0	1	\$293.00	11	02	AX	\$879.00
A0A	9C	1710005653902	R0336333614601	2	4013	BM	9C	13	9C	3	13	\$113.28	1	24	AX	\$226.56
A5A	AX	1710005653902	R0336340340509	2	4045	BA	9C	13		0	13	\$113.28	1	24	AX	\$226.56
A0A	9C	2825009082369	R2013240062K76	2	4020	BM	9C	6	9C	3	24	\$450.47	7	23	AX	\$900.94
A0A	9C	2825009082369	R2013240062K89	1	4014	BM	9C	6	NOZ	3	24	\$450.47	7	23	AX	\$450.47
A5A	AX	2825009082369	R2013240090097	4	4021	BA	E9	13		0	24	\$450.47	7	23	AX	\$1,801.88
A5A	KZ	2925011429043	R0336340100209	6	4024	BA	9Z	13		0	54	\$130.63	35	63	KZ	\$783.78
A0A	9Z	2925011429043	R0336340100209	7	4021	BM	9Z	13	9Z	3	37	\$130.63	42	63	KZ	\$914.41
A5A	KZ	2925011429043	R0336340390090	3	4047	BA	9Z	13		0	54	\$130.63	35	63	KZ	\$391.89
A5A	KZ	2925011429043	R0336440480398	3	4053	BA	9Z	13		0	54	\$130.63	35	63	KZ	\$391.89
A0A	9Z	2995001869165	R0336440460878	2	4049	BM	9Z	13	9Z	3	38	\$296.70	6	N3	KZ	\$593.40
A5A	KZ	2995001869165	R2099333440898	4	3347	BA	9Z	5		0	38	\$296.70	6	N3	KZ	\$1,186.80
A0A	9Z	3120003403311	R2001540338078	1	4035	BM	9Z	13	9Z	3	35	\$121.00	11	02	KZ	\$121.00
A5A	KZ	3120003403311	R2111840100103	1	4020	BA	E9	6		0	35	\$121.00	11	02	KZ	\$121.00
A0A	9G	4140012568478	R2129540141968	1	4018	BM	9G	6	9G	3	1	\$1,211.00	35	N2	CX	\$1,211.00
A5A	CX	4140012568478	R2129540141968	1	4040	BA	9G	6		0	1	\$1,211.00	35	N2	CX	\$1,211.00
A5A	CX	4140012568478	R21387323A215	3	4040	BA	9G	5		0	1	\$1,211.00	35	N2	CX	\$3,633.00
A51	CX	4140012568478	R2142830553201	1	4040	BA	9G	5		0	1	\$1,211.00	35	N2	CX	\$1,211.00
A51	CX	4140012568478	R214473295A060	1	4040	BA	9G	5		0	1	\$1,211.00	35	N2	CX	\$1,211.00
A51	CX	4140012568478	R2145132080433	1	4040	BA	9G	5		0	1	\$1,211.00	35	N2	CX	\$1,211.00
A5A	CX	4140012568478	R2145132370824	1	4040	BA	9G	6		0	1	\$1,211.00	35	N2	CX	\$1,211.00
A0A	9G	4140012568478	R216234012A991	1	4014	BM	9G	13	9G	3	1	\$1,211.00	35	N2	CX	\$1,211.00
A5A	AX	4210013143759	R0464833211085	1	4042	BA	9C	13		0	1	\$413.71	19	D2	AX	\$413.71
A5A	AX	4210013143759	R0464840420949	1	4046	BA	9C	13		0	1	\$413.71	19	D2	AX	\$413.71

ADA/A01 and A5A/A51 Requisitions for Common Items
Sorted by National Stock Number

DOCID	COG	NSN	REQN	QTY	SAD	S/C	DIST	PRI	LHA	RCI	OH QTY (1)	UNIT PRICE	TRANS FREQ	MO/ YR	COG2	VALUE (2)
A0A	9C	4210013143759	R214514012A762	2	4020	BM	9C	13	S9C	3	1	\$413.71	19	D2	AX	\$827.42
A0A	9C	4210013143759	R214514021A791	10	4024	BM	9C	13	S9C	3	1	\$413.71	19	D2	AX	\$4,137.10
A0A	9C	4210013143759	R214514024A830	10	4027	BM	9C	13	S9C	3	1	\$413.71	19	D2	AX	\$4,137.10
A0A	9C	4210013143759	R214514025A844	4	4027	BM	9C	13	S9C	3	1	\$413.71	19	D2	AX	\$1,654.84
A0A	9C	4210013143759	R214514031A897	2	4033	BM	9C	13	S9C	3	1	\$413.71	19	D2	AX	\$827.42
A0A	9C	4330011558079	R213134013A512	1	4020	BM	9C	6	S9C	3	64	\$7.64	12	D2	AX	\$7.64
A5A	AX	4330011558079	R2138740278532	1	4033	BA	9C	5		0	64	\$7.64	12	D2	AX	\$7.64
A51	AX	4330011558079	R214473345A882	3	3348	BA	9C	12		0	64	\$7.64	12	D2	AX	\$22.92
A51	AX	4540011739888	R200254023A576	1	4026	BA	9C	5		0	11	\$2,529.89	6	23	AX	\$2,529.89
A0A	9C	4540011739888	R202243319A003	1	3334	BM	9C	6	S9C	3	11	\$2,529.89	6	23	AX	\$2,529.89
A0A	9C	4720004122387	R0336440310735	25	4035	BM	9C	6	S9C	3	1	\$15.00	20	D2	AX	\$375.00
A5A	AX	4720004122387	R0336440310735	8	11	BA	9C	6		0	1	\$15.00	20	D2	AX	\$165.00
A0A	9C	4730010585490	R0336333430711	42	3347	BM	9C	6	S9C	3	761	\$9.12	15	13	AX	\$383.04
A5A	AX	4730010585490	R0336333430711	8	3348	BA	9C	6		0	797	\$9.12	14	13	AX	\$346.56
A0A	9C	4730010585490	R0336333430711	45	4018	BM	9C	13	S9C	3	761	\$9.12	15	13	AX	\$410.40
A5A	AX	4730010585490	R0336333430711	8	4019	BA	9C	13		0	797	\$9.12	14	13	AX	\$328.32
A51	AX	4730011098113	R0912440180597	2	4026	BA	9C	13		0	40	\$330.55	2	14	AX	\$651.10
A0A	9C	4730011098113	R2074833441231	1	3347	BM	9C	5	S9C	3	40	\$330.55	2	14	AX	\$330.55
A5A	AX	4820000699531	R0583240101146	1	4014	BA	9C	6		0	49	\$135.36	26	63	AX	\$135.36
A5A	AX	4820000699531	R201243357A768	1	4036	BA	9C	13		0	49	\$135.36	26	63	AX	\$135.36
A5A	AX	4820000699531	R201243357A770	1	4019	BA	9C	6		0	49	\$135.36	26	63	AX	\$135.36
A5A	AX	4820000699531	R2013233420036	1	3362	BA	E9	13		0	49	\$135.36	26	63	AX	\$135.36
A5A	AX	4820000699531	R2013240290007	2	4039	BA	E9	6		0	49	\$135.36	26	63	AX	\$270.72
A0A	9C	4820000699531	R2102333480503	11	4048	BM	9C	6	S9C	3	48	\$135.36	27	63	AX	\$1,488.96
A5A	AX	4820000699531	R2102333480503	8	4049	BA	E9	6		0	49	\$135.36	26	63	AX	\$812.16
A5A	AX	4820000699531	R211833420026	1	3348	BA	E9	6		0	49	\$135.36	26	63	AX	\$135.36
A0A	9C	4820010337233	R200154005A827	1	4006	BM	9C	6	S9C	3	188	\$327.75	7	73	AX	\$327.75
A5A	AX	4820010337233	R202244027A272	3	4035	BA	9C	13		0	189	\$327.75	6	73	AX	\$93.25
A51	AX	4940004941533	R033624019RE82	1	4031	BA	9C	5		0	124	\$12.52	11	93	AX	\$12.52
A5A	AX	4940004941533	R0336440126446	2	4020	BA	9C	13		0	124	\$12.52	11	93	AX	\$25.04
A0A	9C	4940004941533	R0336440144414	5	4020	BM	9C	6	NUZ	3	124	\$12.52	11	93	AX	\$62.60
A5A	AX	4940004941533	R0881040380506	1	4045	BA	9C	5		0	124	\$12.52	11	93	AX	\$12.52
A0A	9C	4940004941533	R2001533650369	1	4003	BM	9C	13	S9C	3	124	\$12.52	11	93	AX	\$12.52
A0A	9C	4940004941533	R2059140111232	4	4013	BM	9C	6	NRZ	3	124	\$12.52	11	93	AX	\$50.08
A5A	AX	4940004941533	R206024035A517	1	4045	BA	9C	13		0	124	\$12.52	11	93	AX	\$12.52

ADA/A01 and A5A/A51 Requisitions for Common Items
Sorted by National Stock Number

DDCD	COG	NSN	REQN	QTY	SAD	S/C	DIST	PRI	LHA	RCI	OH	UNIT PRICE	TRANS FREQ	MO/YR	COG2	VALUE [2]
A51	AX	4940004941533	R2074840250465	E 2	4045	BA	9C	5		0	124	\$12.52	11	93	AX	\$25.04
A0A	9C	4940004941533	R2153040070485	1	4011	BM	9C	13	5C	3	124	\$12.52	11	93	AX	\$12.52
A5A	AX	4940004941533	R2165740321128	1	4034	BA	9C	12		0	124	\$12.52	11	93	AX	\$12.52
A5A	KZ	5305011871905	R0336440480631	B 6	4053	BA	9C	13		0	112	\$6.80	3	73	KZ	\$40.80
A0A	9C	5305011871905	R0336440480631	10	4049	BM	9C	13	5C	3	112	\$6.80	3	73	KZ	\$68.00
A5A	KZ	5310007929182	R0336340080535	B 1	4024	BA	9C	13		0	105	\$15.77	1	14	KZ	\$15.77
A0A	9C	5310007929182	R0336340080535	2	4021	BM	9C	13	5C	3	105	\$15.77	1	14	KZ	\$31.54
A5A	KZ	5310011783969	R0336440420503	B 1	4054	BA	9C	6		0	63	\$138.00	11	02	KZ	\$138.00
A0A	9C	5310011783969	R0336440420503	2	4049	BM	9C	6	5C	3	63	\$138.00	11	02	KZ	\$276.00
A5A	KZ	5310012187059	R2013233420899	B 3	3362	BA	9C	6		0	6	\$63.00	2	03	KZ	\$189.00
A0A	9C	5310012187059	R2013233420899	4	3361	BM	9C	6	5C	3	6	\$63.00	2	03	KZ	\$252.00
A0A	9C	5315012727872	R205983353A811	1	4007	BM	9C	12	5C	3	4	\$38.54	18	02	KZ	\$38.54
A5A	KZ	5315012727872	R213873324A664	E 5	3349	BA	9C	5		0	4	\$38.54	18	02	KZ	\$192.70
A5A	KZ	5315012727872	R218273317A560	F 13	3349	BA	9C	13		0	4	\$38.54	18	02	KZ	\$501.02
A0A	9C	5330005807622	R0336440310985	B 24	4035	BM	9C	6	5C	3	64	\$53.57	1	24	KZ	\$1,285.68
A5A	KZ	5330005807622	R0336440310985	13	4038	BA	9C	6		0	64	\$53.57	1	24	KZ	\$696.41
A5A	KZ	5340001196266	R0336340060726	1	4031	BA	9C	13		0	7	\$20.50	1	14	KZ	\$20.50
A0A	9C	5340001196266	R0336440460520	1	4049	BM	9C	13	5C	3	7	\$20.50	1	14	KZ	\$20.50
A0A	9C	5340010605814	R0336333430713	9	3347	BM	9C	6	5C	3	52	\$15.29	23	73	KZ	\$137.61
A5A	KZ	5340010605814	R2099333140802	10	3344	BA	9C	5		0	52	\$15.29	23	73	KZ	\$152.90
A5A	KZ	5340010605814	R2099333140803	1	3344	BA	9C	5		0	52	\$15.29	23	73	KZ	\$15.29
A5A	KZ	5340010605814	R2099333140809	1	3344	BA	9C	5		0	52	\$15.29	23	73	KZ	\$15.29
A5A	KZ	5340010605814	R2099333190803	10	3344	BA	9C	5		0	52	\$15.29	23	73	KZ	\$152.90
A5A	KZ	5340010605814	R2099333190804	10	3344	BA	9C	5		0	52	\$15.29	23	73	KZ	\$152.90
A5A	KZ	5340010605814	R2099333190805	10	3344	BA	9C	5		0	52	\$15.29	23	73	KZ	\$152.90
A5A	KZ	5340010605814	R2099333210850	2	3344	BA	9C	5		0	52	\$15.29	23	73	KZ	\$30.58
A5A	KZ	5340010605814	R2099333210851	2	3344	BA	9C	5		0	52	\$15.29	23	73	KZ	\$30.58
A5A	KZ	5340010605814	R2099340180923	2	4027	BA	9C	5		0	52	\$15.29	23	73	KZ	\$30.58
A5A	KZ	5340011253028	R0336332511093	A 2	3349	BA	9C	6		0	1	\$162.80	45	23	KZ	\$325.60
A0A	9C	5340011253028	R0336440480188	1	4049	BM	9C	13	5C	3	1	\$162.80	45	23	KZ	\$162.80
A51	KZ	5340011253028	R0912431570509	F 1	3349	BA	9C	13		0	1	\$162.80	45	23	KZ	\$162.80
A5A	KZ	5340013263952	R4541132738713	C 6	4049	BA	9C	6		0	127	\$271.93	45	33	KZ	\$1,631.58
A5A	KZ	5340013263952	R454113291DF02	A 11	4049	BA	9C	6		0	127	\$271.93	45	33	KZ	\$2,991.23
A5A	KZ	5340013263952	R454113294MR03	A 20	4049	BA	9C	6		0	127	\$271.93	45	33	KZ	\$5,438.60
A5A	KZ	5340013263952	R4541133001341	A 9	4049	BA	9C	6		0	127	\$271.93	45	33	KZ	\$2,447.37

[1]: Qty O/H as of file run date 2 Mar 94

[2]: Value of Requisition

Sorted by National Stock Number

DOCID	COG	NSN	REQN	QTY	SAD	S/C	DIST	PRI	LHA	RCI	OH	UNIT	TRANS	MO/	COG2	VALUE (2)
											QTY (1)	PRICE	FREQ	YR		
A5A	KZ	5340013263952	R4541133120163	10	4049	BA	9Z	6		0	127	\$271.93	45	33	KZ	\$2,719.30
A5A	KZ	5340013263952	R4541133330842	10	4049	BA	9Z	6		0	127	\$271.93	45	33	KZ	\$2,719.30
A5A	KZ	5340013263952	R4541133360G56	15	4049	BA	9Z	6		0	127	\$271.93	45	33	KZ	\$4,078.95
A5A	KZ	5340013263952	R4541133550G86	10	4049	BA	9Z	6		0	127	\$271.93	45	33	KZ	\$2,719.30
A0A	9Z	5340013263952	R4541133550G86	10	3361	BM	9Z	6	59	3	123	\$271.93	47	33	KZ	\$2,719.30
A5A	KZ	5340013263952	R4541133550G87	10	4049	BA	9Z	6		0	127	\$271.93	45	33	KZ	\$2,719.30
A0A	9Z	5340013263952	R4541133550G87	10	3361	BM	9Z	6	59	3	123	\$271.93	47	33	KZ	\$2,719.30
A0A	9Z	5340013263952	R4541133550G88	10	3361	BM	9Z	6	59	3	123	\$271.93	47	33	KZ	\$2,719.30
A5A	KZ	5340013263952	R4541133550G88	10	4049	BA	9Z	6		0	127	\$271.93	45	33	KZ	\$2,719.30
A0A	9Z	5340013263952	R4541133590F94	4	3363	BM	9Z	6	59	3	123	\$271.93	47	33	KZ	\$1,087.72
A5A	KZ	5340013263952	R4541133590F94	4	4049	BA	9Z	6		0	127	\$271.93	45	33	KZ	\$1,087.72
A5A	KZ	5340013263952	R4541140340B20	6	4049	BA	9Z	6		0	127	\$271.93	45	33	KZ	\$1,631.59
A0A	9Z	5340013263952	R4541140340B20	6	4035	BM	9Z	6	59	3	123	\$271.93	47	33	KZ	\$1,631.59
A5A	KZ	5340013263952	R4541140480D00	6	4054	BA	9Z	6		0	127	\$271.93	45	33	KZ	\$1,631.59
A51	KZ	5340013263952	R556213089F211	30	4049	BA	9Z	5		0	127	\$271.93	45	33	KZ	\$8,157.90
A51	KZ	5340013263952	R556213327F200	5	4049	BA	9Z	5		0	127	\$271.93	45	33	KZ	\$1,359.65
A5A	KZ	5365005924784	R0336340020037	2	4011	BA	9Z	13		0	3	\$102.98	16	33	KZ	\$205.96
A5A	KZ	5365005924784	R0336340064601	3	4014	BA	9Z	13		0	3	\$102.98	16	33	KZ	\$38.94
A0A	9Z	5365005924784	R0336340340529	3	4039	BM	9Z	13	59	3	3	\$102.98	16	33	KZ	\$38.94
A5A	KZ	5365005924784	R2099333460744	3	3347	BA	9Z	5		0	3	\$102.98	16	33	KZ	\$38.94
A5A	KZ	5365005924784	R2099333580391	2	3362	BA	9Z	5		0	3	\$102.98	16	33	KZ	\$205.96
A0A	9Z	5365007001644	R0336340080206	3	4021	BM	9Z	13	59	3	23	\$105.00	4	33	KZ	\$315.00
A5A	KZ	5365007001644	R0336340080206	1	4024	BM	9Z	13	59	0	23	\$105.00	4	33	KZ	\$105.00
A5A	KZ	5365007001644	R0336340080206	1	4024	BA	9Z	13		0	23	\$105.00	4	33	KZ	\$105.00
A0A	9Z	5365011644079	R0336440390302	6	4047	BM	9Z	6	59	3	165	\$43.26	1	24	KZ	\$259.56
A5A	KZ	5365011644079	R0336440390302	1	4048	BA	9Z	6		0	165	\$43.26	1	24	KZ	\$43.26
A0A	9N	5930010293034	R2082633400943	1	4012	BM	9N	13	NUZ	3	661	\$87.35	7	33	TX	\$87.35
A5A	TX	5930010293034	R2111840171586	2	4031	BA	E9	6		0	661	\$87.35	7	33	TX	\$174.70
A0A	9N	5930010293034	R2146633431037	1	3363	BM	9N	5	NUZ	3	661	\$87.35	7	33	TX	\$87.35
A5A	TX	5930010293034	R2146640241037	1	4024	BA	TX	5		0	661	\$87.35	7	33	TX	\$87.35
A0A	9N	5930012635185	R2144740408222	1	4042	BM	9N	13	NRZ	3	9	\$380.47	11	43	TX	\$380.47
A5A	TX	5930012635185	R2145140458112	1	4049	BA	9N	13		0	9	\$380.47	11	43	TX	\$380.47
A5A	TX	5961012064137	R209654007A655	1	4024	BA	9N	6		0	1	\$188.21	27	33	TX	\$188.21
A0A	9N	5961012064137	R210554048A582	1	4049	BM	9N	13	5SE	3	1	\$188.21	27	33	TX	\$188.21
A0A	9N	5961012064137	R2105840190986	2	4027	BM	9N	13	5SE	3	1	\$188.21	27	33	TX	\$376.42

(2): Value of Requisition

A0A/A01 and A5A/A51 Requisitions for Common Items
Sorted by National Stock Number

DOCID	COG	NSN	REQN	QTY	SAD	S/C	DIST	PRI	LHA	RCI	OH	UNIT PRICE	TRANS FREQ	MO/YR	COG2	VALUE (2)
A5A	TX	5961012064137	R2119840351788	2	4039	BA	9N	13		0	1	\$188.21	27	33	TX	\$376.42
A0A	9G	5995011016859	R2143033470745	1	3355	BM	9G	13	NRZ	3	56	\$102.42	1	D3	CX	\$102.42
A5A	CX	5995011016859	R2143033510753	1	3354	BA	CX	6		0	56	\$102.42	1	D3	CX	\$102.42
A5A	CX	5995011667025	R2129533471468	3	3350	BA	9G	13		0	58	\$229.43	19	N2	CX	\$688.29
A0A	9G	5995011667025	R2153333403800	2	3349	BM	9G	13	59G	3	58	\$229.43	19	N2	CX	\$458.86
A0A	9N	5998010534303	R2129640461730	15	4048	BM	9N	6	59E	3	70	\$165.08	2	13	TX	\$2,476.20
A5A	TX	5998010534303	R2129640461730	6	4049	BA	9N	6		0	70	\$165.08	2	13	TX	\$990.48
A51	CX	6130010091508	R0336240500378	2	4054	BA	9G	5		0	28	\$2,145.20	46	D3	CX	\$4,290.40
A0A	9G	6130010091508	R0336340381193	10	4046	BM	9G	13	59G	3	23	\$2,145.20	47	D3	CX	\$21,452.00
A5A	CX	6130010091508	R0336440471340	2	4053	BA	9G	13		0	28	\$2,145.20	46	D3	CX	\$4,290.40
A5A	CX	6130010091508	R2099333480530	3	4003	BA	9G	5		0	28	\$2,145.20	46	D3	CX	\$6,435.60
A51	CX	6210005508833	R0583440040327	1	4033	BA	9G	12		0	2	\$9.89	1	24	CX	\$9.89
A0A	9G	6210005508833	R0719840480271	7	4053	BM	9G	6	59G	3	2	\$9.89	1	24	CX	\$69.23
A0A	9G	6210005508833	R209673365A159	10	4003	BM	9G	13	59G	3	2	\$9.89	1	24	CX	\$98.90
A5A	CX	6210012784741	R2162340248090	5	4027	BA	9G	6		0	56	\$14.37	2	14	CX	\$71.65
A5A	CX	6210012784741	R2162340248091	5	4027	BA	9G	6		0	56	\$14.37	2	14	CX	\$71.65
A0A	9G	6210012784741	R2162340358334	10	4042	BM	9G	13	59G	3	56	\$14.37	2	14	CX	\$143.70
A5A	CX	6240012268866	R0336833033E92	1	4041	BA	9G	6		0	186	\$834.00	65	D3	CX	\$834.00
A0A	9G	6240012268866	R2129540242119	1	4027	BM	9G	13	59G	3	186	\$834.00	65	D3	CX	\$834.00
A5A	CX	6240012268866	R2129540262155	1	4031	BA	9G	6		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R2134522360697	1	4028	BA	9G	5		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R2134522580772	1	4048	BA	9G	5		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R2134523160047	1	4048	BA	9G	5		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R2134523350118	1	4048	BA	9G	5		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R213453031D218	1	4048	BA	9G	5		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R2134530831894	1	4048	BA	9G	5		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R2134530972074	1	4048	BA	9G	12		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R2134533271072	1	4048	BA	9G	5		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R2134632675637	1	4028	BA	9G	5		0	186	\$834.00	65	D3	CX	\$834.00
A51	CX	6240012268866	R2134633638393	1	4004	BA	9G	5		0	186	\$834.00	65	D3	CX	\$834.00
A0A	9G	6240012268866	R2136740118179	1	4012	BM	9G	12	59G	3	186	\$834.00	65	D3	CX	\$834.00
A0A	9G	6240012268866	R2142840104895	1	4014	BM	9G	6	59G	3	186	\$834.00	65	D3	CX	\$834.00
A0A	9G	6240012268866	R2142840104896	2	4014	BM	9G	6	59G	3	186	\$834.00	65	D3	CX	\$834.00
A0A	9G	6240012268866	R214284018A977	1	4020	BM	9G	13	59G	3	186	\$834.00	65	D3	CX	\$1,668.00
A0A	9G	6240012268866	R2142840468118	1	4049	BM	9G	6	59G	3	186	\$834.00	65	D3	CX	\$834.00

(1) Qty OAH as of file run date 2 Mar 94
(2) Value of Requisition

ADA/A01 and A5A/A51 Requisitions for Common Items
Sorted by National Stock Number

DOCID	COG	NSN	REQN	QTY	SAD	S/C	DIST	PRI	LHA	RCI	QH	UNIT	TRANS	MD/	COG2	VALUE (2)
											QTY (1)	PRICE	FREQ	YR		
A0A	9G	6240012268866	R2144740258112	1	4026	BM	9G	13	S9G	3	186	\$834.00	65	D3	CX	\$834.00
A0A	9G	6240012268866	R214514031A884	1	4033	BM	9G	6	S9G	3	186	\$834.00	65	D3	CX	\$834.00
A0A	9G	6240012268866	R214514033A947	1	4038	BM	9G	6	S9G	3	186	\$834.00	65	D3	CX	\$834.00
A5A	CX	6240012268866	R2153340210305	1	4031	BA	1H	6		0	186	\$834.00	65	D3	CX	\$834.00
A0A	9G	6240012268866	R216233340A753	2	3346	BM	9G	13	S9G	3	186	\$834.00	65	D3	CX	\$1,658.00
A0A	9G	6240012268866	R216234012A972	4	4014	BM	9G	13	S9G	3	186	\$834.00	65	D3	CX	\$3,336.00
A0A	9G	6240012268866	R2162340188033	1	4020	BM	9G	13	S9G	3	186	\$834.00	65	D3	CX	\$834.00
A0A	9G	6350006623208	R0336333600542	73	4018	BM	9G	13	S9G	3	58	\$22.48	67	92	CX	\$1,641.04
A5A	CX	6350006623208	R209933307E542	1	4007	BA	9G	12		0	58	\$22.48	67	92	CX	\$22.48
A5A	CX	6350006623208	R209933340E057	2	3348	BA	9G	12		0	58	\$22.48	67	92	CX	\$44.96
A5A	CX	6350006623208	R209933340E348	2	3344	BA	9G	12		0	58	\$22.48	67	92	CX	\$44.96
A5A	CX	6350006623208	R209933342A205	12	3347	BA	9G	12		0	58	\$22.48	67	92	CX	\$269.76
A5A	CX	6350006623208	R2099340180714	7	4027	BA	9G	5		0	58	\$22.48	67	92	CX	\$157.36
A51	CX	6350006623208	R2180433540773	20	4003	BA	9G	12		0	58	\$22.48	67	92	CX	\$449.60
A5A	CX	6605003991986	R0464840420388	1	4046	BA	9G	6	S9G	3	16	\$89.96	1	24	CX	\$89.96
A0A	9G	6605003991986	R211840170439	1	4028	BM	9G	6	S9G	3	16	\$89.96	1	24	CX	\$89.96
A0A	9G	6680011510846	R0336340390116	2	4046	BM	9G	13	NUZ	3	119	\$282.09	6	03	CX	\$54.18
A5A	CX	6680011510846	R0980840450293	3	4049	BA	9G	13		0	121	\$282.09	4	03	CX	\$86.27
A0A	9G	6830013208823	R2106333420866	4	3349	BM	9G	6	S9G	3	91	\$286.60	84	02	CX	\$1,146.40
A0A	9G	6830013208823	R5325733480938	1	3349	BM	9G	13	S9G	3	91	\$286.60	84	02	CX	\$286.60
A0A	9G	6830013208823	R5325733480953	4	3349	BM	9G	13	S9G	3	91	\$286.60	84	02	CX	\$1,146.40
A5A	CX	6830013208823	R554473343E152	3	4033	BA	9G	5		0	99	\$286.60	82	02	CX	\$859.80

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