

Introduction

Page 1 - MILSTRIP for FMS

Welcome to MILSTRIP for FMS. This ~~module of instruction~~[Learning Guide](#) is intended for a diverse community consisting of Security Cooperation Offices, foreign customers and those dealing in logistics issues associated with the foreign military sales program.

Page 2 - Does This Really Happen?

Security Cooperation Officers and their host nation customers need to understand the "language" of supply requisitioning and status tracking. That language is "MILSTRIP", or Military Standard Requisition and Issue Procedures. Our Bandarian SCO, "MAJ Help" is new on the job and is now beginning to realize just how important it is to understand that language and the documents that contain MILSTRIP information.

Page 3 - Why this ~~Module~~[Learning Guide](#)?

The Military Standard Requisition and Issue Procedures play (MILSTRIP) an integral role in the foreign customer's ability to provision systems supported under the Foreign Military Sales program. MILSTRIP was originally developed to support ~~US~~[U.S.](#) military units. Using the same system to support our international customers, MILSTRIP was adapted to account for the unique FMS requirements. These unique characteristics can be confusing to the ~~US~~[U.S.](#) and customer logisticians and non-logisticians.

Page 4 - How To Use This ~~Module~~[Learning Guide](#)

This ~~module~~[learning guide](#) has a twofold purpose. First, to provide information on how to interpret a MILSTRIP document. Second, to provide a just-in-time tool for SCOs, logisticians, foreign customers and others to utilize in developing and interpreting MILSTRIP documents.

You may select any section of this ~~module~~[learning guide](#) to review as your needs may dictate. In addition, a "MILSTRIP Translator" tool is available in all sections of this ~~module~~[learning guide](#), accessed by clicking on the "Resources" ~~(i)~~ button below.

Page 5 - Prerequisites and Assumptions

While there are no prerequisites to taking this ~~module~~[learning guide](#), you should be in a position that requires a working knowledge of MILSTRIP and the ability to interpret the variety of documents you may encounter during your daily duties. A basic knowledge of the DoD supply system will greatly enhance your understanding of requisition process and relationship to MILSTRIP.

Page 6 - Goals and Objectives

Each objective will be addressed in its own section of this ~~lesson~~[learning guide](#). Should you have questions on this lesson, you may contact the ~~DISAMISCS~~ faculty ~~through the email address on this screen~~[by clicking on the e-mail icon \(envelope\) below](#).

Section One - The MILSTRIP Document

Page 1 - Section Objectives

In this first section, we'll look at the information contained in a MILSTRIP document and how that information is organized on the document. We will identify the FMS unique record positions that distinguish the document from a MILSTRIP document submitted by a U.S. organization. Finally we will look at the relationship between the Letter of Offer and Acceptance and the MILSTRIP documents.

Page 2 - MILSTRIP Background

A MILSTRIP document is a series of codes and other descriptive information used to requisition material and provide status to customers. The MILSTRIP data format is based on 1960's eighty column punch card technology. While today's processing of MILSTRIP documents is no longer done on "punch cards", the format (and inherent limitations) of the original document design remains. The Internet-accessible "SCIP" (Security Cooperation Information Portal) is a typical example of how MILSTRIP data is input today.

Regardless of how the data is input, these alpha-numeric codes and descriptors are placed into the 80 "record positions" on the document. Some codes occupy a single record position, while others span several record positions.

Page 3 - Categories of MILSTRIP Documents

MILSTRIP documents are identified by the purpose they serve. While there are many different MILSTRIP documents identified in the MILSTRIP handbook, we will focus on three primary categories of documents: requisitions, status, and shipment status documents. The first two characters of the Document Identifier Code (DIC) indicate the category of the document, e.g. "A0" is a requisition document; an "AE" is a status document, and an "AS" is a shipping status document. Position 3 of the requisition DIC provides additional information, depending on the category of the document. For requisitions, the 3rd character defines the type of identification data used in the document, e.g. an NSN or a part number. In the case of all other categories of document (status, shipping, etc.), the 3rd character identifies where the document will be sent, e.g. to the addressee or back to the original sender. For now, we'll just be talking about the categories of documents, so we'll label them as A0_, AS_, etc., with the "_" serving as a placeholder for the 3rd character. NOTE: While there is a fourth category of documents, A5_ Material Release Order (MRO), used to transition from requisition to requirements, the international customer doesn't have visibility into these documents so they will not be discussed during [this lesson in this learning guide](#).

Page 4 - MILSTRIP Processing

This screen depicts the flow of a MILSTRIP document in its three primary roles, namely as requisition, status and shipping documents. A typical transaction begins with a requisition and ends with materiel delivery to the customer. Click on the button above to submit and track a typical transaction. As you'll see, the DLA Transaction Services serves as the routing "post office" for all MILSTRIP document routing to and from the customer and the MILDEP unique computer systems, MISIL (Navy), SAMIS (Air Force), and CISIL (Army).

Page 5 - The MILSTRIP Document

As we mentioned before, the MILSTRIP document is based on the old 80 column "punch card." From those 80 columns, we derive the 80 "record positions". We have broken the MILSTRIP document into five major sets of record positions:

- The first set is the identification data.
- The second set is the document number.
- The third set is the supplementary address.
- The fourth set is advice/status data.
- The fifth set is additional information data.

Each section will be discussed in greater detail in the following sections.

Page 6 - Document Identification RPs

The MILSTRIP document identification record positions can be found in the first 29 positions of the document. These fields identify the who and what of this particular MILSTRIP document. Click on the highlighted areas in the document for a description of the purpose of each of these first six record position groups. The check marks will track your progress as you review the field descriptions.

Page 7 - Document Identification RPs (continued)

Document number fields (30-43). These fields are fixed for this requisition and are used to track the status of this and only this requisition. Record positions 30-35 are unique in FMS. Once this document number is assigned to a requisition it is never changed--all future status updates, shipment status, material release orders, etc will use this document number.

Page 8 - Supplementary Address RPs

Supplementary Address fields (45-50). These fields provide additional information to the [USU.S.](#) supply system and are found on the LOA. For example the Purchaser's Military Service ("Purchaser Procuring Agency") code is found on the bottom of the LOA, while data used in the shipment of material to the customer is found on the front cover and within the line item of materials within the LOA.

Page 9 - Advice/Status RPs

Advice/Status Record Positions (44, 60-66). These fields are used to provide specific preferences to the MILDEPs and ICPS.

Page 10 - Other RPs

Other fields (51-59, 67-80). Depending on the type of document, these codes will have multiple meanings. Specific break down of these positions will be covered in later sections.

Page 11 - LOA to MILSTRIP Relationship

The MILSTRIP documents have been standard to the [USU.S.](#) government since the 1960's. With the advent of military assistance DoD needed to include the foreign customers in the MILSTRIP process. To accomplish this without creating a different system for our international customers, DoD modified the

record positions in the standard MILSTRIP documents to support FMS customers. The unique FMS positions then are used to identify the country, case, delivery location, and method or type of payment (cash or credit) the FMS Purchaser will use for purchases. The unique codes on the MILSTRIP document can be found on the LOA. Use the green controls above to view the relationships of the nine FMS-unique codes between the LOA and the MILSTRIP document.

Page 12 - MILSTRIP Translation

As you can see in the animation above, there is a direct correlation between a typical DLA Transaction Services transaction output (at the top of the screen) and the codes in the 80 record position MILSTRIP document. As you've already seen, there are numerous types of MILSTRIP documents, and a fair number of codes that are used in each of the record positions. You could look them up in the MILSTRIP Handbook for FMS (located on the [DISAMISCS](#) website) or use the MILSTRIP Translator in this [course learning guide](#).

The Translator has "pull-down" menus that contain the most often used FMS-related codes. Click on the "Jump to Translator" button now to try it out. You can get to the translator anytime in this [course learning guide](#) by clicking on "Resources" ([i](#)), then "Translator."

Click on the "Repeat Animation" button to view this animation again.

Page 13 - Review Question 1

What record positions in the MILSTRIP document are unique to FMS?

Page 14 - Review Question 2

In addition to the requisition (A0_) document, what are the other two primary documents in the MILSTRIP system the International customer will be provided?

Page 15 - Review Question 3

The Routing Identifier Code (RIC), rp 4-6, tells the [USU.S.](#) supply system _____.

Page 16 - Review Question 4

An important piece of information on the MILSTRIP requisition is the Mark For and Freight Forwarder codes. Where on the LOA will you find these codes?

Page 17 - Matching Exercise

Drag the tinted rectangles representing FMS-related MILSTRIP codes on the left into the empty record positions in the document on the right. Correctly placed rectangles will lock on the document. After your second try, we'll offer to show you where it belongs.

Page 18 - Section Summary

In this first section, we have focused on the information contained in a MILSTRIP document and how that information is organized on the document. While MILSTRIP was developed for the [USU.S.](#) Government, DoD adapted the system to support the international customers. [During this lesson](#) [In this](#)

[section](#), we identified the FMS unique characteristics of the MILSTRIP document and the relationship to the LOA.

Section Two - Requisitions

Page 1 - Section Objectives

In this second section, we will look at the customer prepared requisition document for a blanket order case and a Cooperative Logistics Supply Support Arrangement (CLSSA) case. We will focus on the unique MILSRIP entries for both types of cases as well as focusing on specific issues that can be addressed by MILSTRIP.

Page 2 - Requisitioning

The first step in receiving what you need is to make sure you are requisitioning the right item, using the right document, and letting the item manager know your special needs. As Maj Help is finding out, the ability to read a MILSTRIP document will prove useful in assisting your customer to solve most of the day to day problems they will encounter. As the requisitioner, knowing how to tell the [USU.S.](#) supply system what you need is crucial to getting the right item, when you need it. During this section we will identify the most common MILSTRIP positions and codes used to requisition material from the [USU.S.](#) supply system. Some positions will not be discussed in this and subsequent sections, for description of those record positions refer back to Section 1 or the references provided in our resources.

Page 3 - DIC to Item Identifier Relationship

The first step in preparing any requisition is to determine how you will requisition the item. Does it have a national stock number (NSN)? In the absence of a NSN, what other DoD identifying information or manufacturers part number will be used in this requisition? Based on the item identification data, the next step is to select the appropriate DIC for this [requisitionrequisition](#).

Most items are identified with a NSN. When using the NSN and no other information needs to be provided to the source of supply, the appropriate DIC to use is an A01. Click on "NSN" above to learn more about A01 requisitions.

If the identifying information is "other DoD" identifying information, such as Navy publications and ammunition, then the appropriate DIC is A04. Click on "Other DoD Data" above to learn more about A04 requisitions.

Lastly, some items require additional, or "exception" data to clearly identify the item to the [USU.S.](#) supply system. In this case you'll use a DIC of A05. Click on "Exception Data" above to learn more about A05 requisitions.

Page 4 - Routing Identifier Code (RIC)

All requisitions will be routed to the International Logistics Control Organizations (ILCO), identified by the Routing [Identifier-Identifier](#) code (RIC), RP's 4-6, based on the implementing agency for the case. The corresponding [USU.S.](#) Service code is found in the document number, RP 30. Click on each of the

service symbols above for the [USU.S.](#) Implementing Agency code and associated RIC. In addition to the three service codes, you may find several other implementing agency codes in use. To view other agency codes roll over the text. Regardless of the IA, all requisitions will be routed to one of the three ILCOs.

Page 5 - Non-Standard Requisitions

In addition to the RIC codes for the ILCOS, there are additional codes that may be used to requisition material through the [USU.S.](#) supply system. The customer may submit the requisition directly to WWRS or to the PROS and SNAP programs for requisitions of nonstandard items. The customer may submit requisitions to WWRS and PROs regardless of the implementing agency. SNAP is an Army program and will reflect an agency code of "B." Click on each of the symbols above to view the correct DIC and RIC for the various programs.

Page 6 - Document Serial Number

The serial number is used to track individual requisitions. Duplicate serial numbers are never assigned if all other data in the document number is the same. The serial numbers for customer initiated requisitions are assigned each day by the customer and may begin with 0001 and continue consecutively through 4999. Other serial numbers may be authorized by a U.S. Military Department on a case-by-case basis; however, in no event will duplicate serial numbers be assigned to requisitions with the same document date. Serial numbers for implementing agency initiated requisitions will be unique from customer derived serial numbers. Click on the pictures above to see an example of the serial number codes. Additional service unique serial number codes can be found in the MILSTRIP references for each service under [RESOURCESResources \(i\)](#).

Page 7 - Blanket Order vs CLSSA Cases

The major benefit of the CLSSA case over a blanket order case is the response time in filling requisitions based on the priority of the requisition. You can identify CLSSA cases by three pieces of information in the requisition, the type of assistance code in RP 35, the Demand/Suffix code in RP 44, and the case designator in RPs 48-50. To view the relationship between these record positions and the type of case, click on each of the case descriptions above.

Page 8 - Supplemental Address

In addition to the customer service code in RP 45 and the case designator in RPs 48-50, the Offer Release code and Freight Forwarder codes are vital to the transportation process and can provide you important information related to the shipment of the [requisitionrequisition](#). The O/R code is found on the LOA in column 6 and establishes the requirement for advance notice of shipments. The freight forwarder code is found on the front page of the LOA and is provided by the customer upon acceptance of the case.

Page 9 - Supplemental Address - XX & XW

In some cases the shipments will not be going to the freight forwarder but will be shipped by the Implementing Agency using the Defense Transportation System (DTS). Click on the C-5 for an explanation of the codes used for a DTS shipment.

There are other times when material is shipped to a staging area in the [USU.S.](#). Click on the truck for an explanation of the appropriate codes in this instance.

Page 10 - Required Availability Date (RAD)

The Required Availability Date (RAD) can be defined as a date in the future in which items are available for release and transportation to the international customer. The RAD is based on the delivery dates in the LOA. Generally RP 62-64 are left blank indicating UMMIPS time standards are acceptable to the requisitioner. Customer initiated requisitions may contain an entry in RP 62-64 reflecting requested changes to the RAD when deliveries are required either prior to or later than the UMMIPS time standards. In addition, RP 62-64 may also be used to notify the Implementing Agency of requisitions in support of high priority Non Mission Capable Supply (NMCS) and Anticipated NMCS (ANMCS) conditions. Click on the [yellow ovals/buttons](#) for an explanation of the codes used in the RAD/RDD fields.

Page 11 - Advice Codes

Advice codes are used by the requisitioner to provide essential information to the [USU.S.](#) supply system when the narrative format is not feasible. Use of the appropriate advice code is critical to avoiding common problems experienced by the international customer. Several scenarios are provided above to demonstrate the use of advice codes in providing essential information to the [USU.S.](#) supply system. Click on any of the scenarios to view a short movie.

Page 12 - Distribution Codes

In preparing a requisition, the "Distribution" fields (RPs 54-56) will need to be filled in by the requisitioner per service policies. RP 54 is the distribution code and identifies the activity receiving status information, generally the ILCO, along with the requisitioner. For the AF and Army, RP 55-56 identify the line number on the case the requisition is being submitted against. For the Navy, RP 55-56 will be the Cognizance Symbol ("COG") for the type of material being [requisitioned/requisitioned](#).

Click on each symbol above for service-specific discussions about the distribution fields.

Page 13 - Review Question 1

If you see a 'N', '3' or '4' in column 35 (Type of Assistance), what code should you expect to see in column 44 (DEM/SUF)?

Page 14 - Review Question 2

You are in the process of preparing a requisition for Navy publications. What are the correct entries for record positions 1-6

Page 15 - Review Question 3

What advice code will you use to tell the [USU.S.](#) supply system not to substitute or backorder any unfilled quantities of your requisition for aircraft batteries?

Page 16 - Review Question 4

What are the proper codes to enter into RP 46 and 47 for [USU.S.](#) Government sponsored transportation to the final destination?

Page 17 - Requisition Exercise

You are the Bandarian supply technician filling out the first requisition for the day. Your vehicle maintenance NCO needs an engine (P/N 5705273, CAGE code 19207) as a routine requisition. Looking up this P/N in your catalogs, you determine the NSN to requisition is 2815-01-214-8820. Requisition is against the FMS case below. You need this exact NSN and cannot accept a substitute. The year is 2010 and the julian date is 159. Bandaria is currently classified as FAD III. Since this is an Army case, we filled in the USASAC-unique requirement for a "0" in column 7.

Page 18 - Section Summary

In this second section, we looked at the customer prepared requisition document for a blanket order case and a Cooperative Logistics Supply Support Arrangement (CLSSA) case. We focused on the unique MILSTRIP entries for both types of cases as well as on specific issues that can be addressed by MILSTRIP.

Section Three - Supply Status Documents

Page 1 - Section Objectives

In this third section, we'll look at the status documents the international customer may receive in response to a requisition. Several of the more common status codes will be presented in scenario format to highlight the sequence of MILSTRIP documents the international customer may expect to see over the life a requisition.

Page 2 - Importance of Supply Status Documents

In a perfect world, all of the parts and supplies ordered on a requisition would show up from the requested source, in one shipment, and on or before the requested delivery date. Often this is exactly what happens, but when it doesn't, the customer needs to know what is happening. This information is provided in the form of a status document. The codes in a status document tell if an order has been back-ordered, cancelled, substituted, partially shipped...if Maj Help knew where to find these codes and how to interpret them, he'd know exactly why the Bandarians haven't received their parts.

Page 3 - Review Question 1

Typically when the ILCO receives (or generates) a requisition, a supply status document (AE_) is sent to the customer, acknowledging ~~receipt~~ receipt (or informing of the submission) of the requisition. This may be followed up by several status documents providing a variety of information to the customer. As the customer reviews the status documents, it is important to be able to trace these AE_ documents to one and only one A0_ requisition. There are certain fields (record positions) in the requisition that are used to track all subsequent documents, and will be the same throughout the life of the requisition. Look over the selections below and click on the one choice that best describes the field (or fields) that must remain the same.

Page 4 - Purpose of the AE_ Document

Whenever there is a change in the status of a requisition, the AE_ Supply Status Document is used to provide the customer the current status of the requisition. There are many different purposes for the AE_ document, as depicted above. Often the information on the AE_ document will be in direct response to the advice codes used by the requisitioner in the original requisition. For example, if the advice code was a 2C (do not back order), subsequent AE_ documents might advise the customer of a cancellation of unfilled quantities. If a suitable substitute is available, the customer will be notified of substitution unless they specifically request no substitution in the requisition advice code.

Page 5 - RPs that WILL change on AE_ documents

Since the MILSTRIP format is a multipurpose format, limited in its ability to relay information, there are fields within the requisition that will change with release of supply status documents. Fields that will change are the Document Identifier Code, the Routing Identifier Code, the demand/suffix code, the Required ~~Availability~~ Availability Date, and the advice code. Click on each of the shaded areas for an example and explanation of the changes.

Page 6 - RPs That MAY Change on AE_ Documents

There are a few record positions that may or may not change on an AE_ document, depending on the original requisition and the actions taken by the ILCO and source of supply. Click on each of the highlighted sections for an explanation of the possible changes that can occur.

Page 7 - RPs Containing New Information

Additional information will be included in status documents which may be used by the customer in tracking the status of the requisition if the status is other than a rejection. RPs 67-69 will contain a RIC for the last known source of information to which follow-ups will be directed. RPs 70-73 will contain an estimated ship date. If the AO_ is a CLSSA requisition, RP 72 will contain a Cooperative Logistics Program Support Code (CLPSC) in the BU or BW status documents. Click on the link above for an explanation of the CLPSCs. RPs 74-80 will contain the Unit Price, in dollars and cents, for the requisitioned item. High dollar items exceeding the seven positions will have special characters. Click on the link above for an explanation of the high dollar codes.

Page 8 - ILCO Submitted Requisitions

How do we know that the status document is a result of an ILCO submitted requisition? Remember the service will submit the requisitions for a defined order case and may submit for blanket order cases. Here we have an "A01" requisition with a serial # of "9102". Click on "ILCOs" to see the process for this service-submitted requisition.

Page 9 - Customer Submitted Requisitions

Here is a requisition for 50 spark plugs (NSN 2920-00-004-6788) submitted by the Bandarian Air Force to the [USU.S.](#) Army. When the ILCO (USASAC in this case) responds to the customer ~~acknowledging~~[acknowledging](#) the requisition, almost all of the original information from the requisition is used, except for the DIC (RP 1-3) and the demand code (RP 44). In this example, the ILCO responds to the customer with a DIC of "AE1", and then adds their transaction response date (RP 62-64), the code of "BW" which says the requisition is being processed (RP 65-66), the RIC of the responsible ICP, which in this case is SMS (RP 67-69) and the unit price of \$2.11 (RP 74-80).

At the same time that the ILCO sends this "thank you for your order" status message to the customer, they forward the requisition on to the ICP.

Pg 10 - ICP's Response To Original Requisition

How the ICP responds to a requisition depends largely on information contained in the original requisition. In a perfect world, the requested item is a DoD stocked item and there is sufficient current inventory to fill the requisition without qualification. However, nothing is perfect - requisitions get backordered, cancelled; NSNs become inactive or obsolete, some items have special acquisition advice codes, and sometimes customers provide incorrect information or have special needs.

Click on the Next Button below to see how the ICP responds to six typical situations.

Pg 11 - Requisition Filled as Requested

When all of the requested items are available for issue and shipment, the ICP responds back on a AE_ document with a status code of "BA". Note what has changed on the "BA" document as compared to the "BW" document:

- The RIC code (RPs 4-6) is now that of the ICP (SMS in this case).
- The transaction response date (RPs 62-64) has been updated to "113".
- The advice codes (RPs 65-66) now says "BA."
- RPs 67-69 now contain the RIC of the originating ILCO.
- Finally, there is now an estimated shipping date of "6130" in RPs 70-73.

Pg 12 - Requisition Partially Filled/Remainder Backordered

When some of the requested items are available for issue and shipment and some need to be back-ordered, the ICP responds back on a AE_ document with a status code of "BA" for the available quantity, and with "BB" for the back-ordered quantity. Again, note what has changed on the "BA" and "BB" documents as compared to the "BW" document:

- The RIC code (RPs 4-6) is now that of the ICP (SMS in this case).
- RP 25-29 has 30 available on the BA and 20 back-ordered on the BB.
- The BA document has an "A" suffix in RP 44, and the BB document has a "B" suffix in RP 44.
- The transaction response date (RPs 62-64) has been updated to "113".
- The advice codes (RPs 65-66) now says "BA" and "BB" respectively.
- RPs 67-69 now contain the RIC of the originating ILCO.
- Finally, there is now an estimated shipping date of "6130" in RPs 70-73 of the BA document, and "6360" on the BB document.

Pg 13 - Requisition Partially Filled/Remainder Cancelled

Here is an example of what can happen when a requisition contains an advice code of 2C ("fill or kill"). If only some of the requested items are available for issue and shipment, then the ICP responds back on a AE_ document with a status code of "BA" for the available quantity (10 ea), and with "CB" for the cancelled quantity (40 ea), as per the customer's request. These quantities are reflected in RP 25-29.

On both documents, the RIC code (RP 4-6) is now that of the ICP (AKZ in this case), and the transaction response date (RP 62-64) has been updated. Since the ICP needs to send an info copy of these documents to the ILCO, RPs 67-69 now contain the RIC of the originating ILCO.

Pg 14 - Requisition Direct Vendor Filled With Price Change

In this example, the ~~requisition~~requisition is being forwarded for direct vendor delivery, indicated by a status code of "BV". This document reflects the current contract price for the requisitioned items. As a result of new contracts containing price changes, the ICP will issue another status document with a "B7" status code advising the customer of the new price.

Pg 15 - Requisition Filled/Part Number Changed To NSN

Sometimes items are requisitioned using incorrect or obsolete identification data (NSN's , part #'s, etc.). When this occurs, the ICP will substitute an equivalent item (if available), and the item identification data will be changed using a "BG" supply status code. After this document is issued, the substituted item will be issued using whatever status documents are applicable (in this case, the full quantity is available and a "BA" status document is issued).

Always examine the NSN, the unit price and quantity upon receipt of a BG status document. If the substituted item will not suffice, submit a cancellation request as soon as possible.

Pg 16 - Requisitioned Quantity Excessive

In this last example, the customer ordered more than the normal demand quantity (1000 ea) without using the advice code of 2L (exceeds normal demands). The maximum release quantity is 60, and only 40 are on hand. The ICP responds back for the available quantity on a AE_ document with a status code of "BA" and with a "BB" status for the back-ordered quantity. The remaining 940 spark plugs are cancelled by the ICP using a status code of "CS".

Pg 17 - Review Question 2

How can you identify an ILCO submitted requisition?

Pg 18 - Review Question 3

You have ~~recieved~~received the following supply status document. What is one possible explanation for the entry in RP 44?

Pg 19 - Review Question 4

What status code will you receive advising you of cancellations of unfilled quantities when advice code 2C is used by the requisitioner?

Pg 20 - Review Question 5

What is the estimated ship date (ESD)? Based on the ESD, which RIC will you request follow-up status in the event you have not received your shipment?

Pg 21 - Supply Status Exercise

You are the item manager processing a customer generated requisition. The AE2 document below with "BW" status was provided to the customer based on a valid requisition. Today's Julian date is 062. Of the initial quantity of 50, 20 will be shipped on Julian date 092 from DEF DIST DEPOT SUSQUEHANNA PA (SNG) as last known source for follow-up. Using the information above complete the supply status document advising the customer of release of 20 items.

Pg 22 - Section Summary

In this third section, we looked at the status documents the international customer may receive in response to a ~~requisition~~requisition. Several of the more common status codes were presented in

scenario format to highlight the sequence of MILSTRIP documents, from requisition to supply status, that the international customer might expect to see over the life a requisition.

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Section Four - Modifiers, Follow-Ups and Cancellations

Page 1 - Section Objectives

In this fourth section, we will look at ways to modify existing requisitions. How to request cancellation of an existing requisition. How to follow up on requisitions and cancellations requests that have not returned status documents to the customer within prescribed time limit.

Page 2 - Use of Modifier, Follow-Up & Cancellation Documents

Once a requisition is submitted, most of the information it contains must remain unchanged to ensure integrity, but Major Help has learned that there are a few fields that may be modified, notably those dealing with ~~priorites~~priorities, delivery dates and the identification of the freight forwarder. He has also learned that he can send follow-up documents for requisitions that have not ~~recieved~~received status, and he has learned how to request cancellation for submitted requisitions. In this section, you'll learn the rules and procedures for follow-ups, modifications and cancellations.

Page 3 - Requisition Modifier Documents

Although many of the fields on the original requisition are "locked" for the life of the document, it is possible for a few select fields to be modified after submission. A requisition modifier document may be initiated by the requisitioner or ILCO only prior to receipt of "BA" or "BV" status. The documents above depict examples of modifications that might occur in the fields where modifications are permitted. Click on each highlighted field for further information on what can be modified, and under what conditions.

Note that the international customer normally will only modify the Priority Designator code (60-61) and the Required Availability Date (62-64).

Page 4 - Cancellation Documents

Occasionally, a submitted requisition will need to be cancelled. Cancellation of requisitions may be initiated by the requisitioner, the ILCO, or the item manager.

Under normal circumstances, cancellation requests represent a discontinued need of specific items and quantities. Funds will not be de-obligated and individual due-in records will not be updated until status has been received indicating that cancellation has been accomplished. Accordingly, cancellation of a single requisition is the preferred method as opposed to a cancellation request for multiple requisitions.

Page 5 - Follow-Up Documents

There are four basic types of follow-up inquiries which will be discussed on this and the following page. Normally, all the codes on the follow-up ~~documents~~documents will duplicate the original requisition codes with the exception of document identifier (RP 1-3). In some cases the RIC (RP 4-6), will also change to reflect the last supply activity taking action on the requisition.

Page 6 - Review Question 1

What fields in a requisition may be changed by the international customer?

Page 7 - Review Question 2

The document identifier to follow-up on a requisition for which you have received no status is ___?

Page 8 - Review Question 3

An AFC document is used for what purpose?

Page 9 - Section Summary

In this fourth section, we looked at ways to modify existing requisitions; how to request cancellation of an existing requisition, and how to "follow-up" on requisitions and cancellation requests that have not returned status documents to the customer within prescribed time limits.

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Section Five - Shipping Documents

Page 1 - Section Objectives

In this fifth section, we'll look at what role the shipping document plays in the requisitioning process and how a transportation control number or "TCN" is constructed. We'll also look at how to tell if the shipment is consolidated or split, and learn to identify other tracking data that might appear on the MILSTRIP document.

Page 2 - Use of Shipping Documents

Fortunately, researching questions on shipping issues is easy enough to do - if you know how to read the transportation-related codes in the MILSTRIP shipping document. Shipment status documents should be used to update open requisition files in anticipation of receipt of material, or as a basis for subsequent tracer action when material is not received. Knowing if shipments are arriving in single or multiple consignments and what mode of conveyance the shipment will be sent by are just a few other examples of information contained in the MILSTRIP shipping document.

Page 3 - A0_ to AS_ Relationship

When the supply activity is ready to ship the requisition, it prepares a shipment status document to notify the customer that the material is ready to be sent. As with the supply status documents, many of the fields on the AS_ document match the original A0_ requisition document fields (as the blue entries above illustrate), but other fields are used for codes only relevant to the shipment status document.

The most important of these codes are the "AS_" document identifier in record positions 1 through 3; the actual or estimated Julian shipping date in record positions 57 through 59; and a "transportation control number", or "TCN" in positions 60 through 76. Click on each of the labeled boxes above for more information on these fields. We'll look at other transportation-related codes and the TCN in more detail on subsequent screens.

Page 4 - More Shipping Codes

There are three other fields associated with shipping documents that you should be aware of - a "transportation hold code" in record position 51, a "mode-of-shipment code" in record position 77, and a "port of embarkation" code in record positions 78 through 80. Click on each of the labeled boxes above for more information on these fields.

Page 5 - TCN Construction

The TCN is a 17-character data element assigned to control and manage every shipment unit throughout the transportation pipeline, from shipper to final destination. The TCN for each shipment is unique and not duplicated, it is the basic tracking, tracing, and control number. The TCN is constructed in three parts: the document number from the FMS MILSTRIP requisition, the suffix code from the status document, and a partial/split shipment code. Click on each of the parts for further explanation.

Page 6 - Other Tracking Information

Take a look at the AS1 document above. Do the entries in RPs 60-75 constitute a TCN? How are you going to track this shipment? There may be times when you receive a document that has something other than a TCN in RPs 60-76. When you encounter what appears to be other than a TCN, contact the ILCO/case manager to determine what the correct TCN is or if there is a commercial carrier tracking number that can be used to track the shipment. You will need to provide the document number to the shipper in order to track the requisition to a shipping document.

Page 7 - Shipment Tracking

The purchaser can then track the status of requisitions and anticipated receipt date of material based on the estimated ship date (ESD) in a status document or the shipped date in a shipping document. When material is shipped, MILSTRIP establishes timelines for distribution of shipping documents to the purchaser, generally 24 hours to three working days depending on the priority. But what happens when the purchaser doesn't receive a shipping document or an unreasonable amount of time has passed from the shipped date and no material has arrived? Click on the characters above to learn more about shipment tracking.

Page 8 - Review Question 1

What is the purpose of the TCN?

Page 9 - Review Question 2

The "B" in rp 74 of this TCN indicates this is a_____.

Page 10 - Review Question 3

Given the following TCN, DBNA5401810210XAX, the customer receives only part of the original quantity from their freight forwarder, the rest appears to be lost. What must the customer do prior to submitting a supply discrepancy report?

Page 11 - Section Summary

In this fifth section, we looked at what role the shipping document plays in the requisitioning process and how a transportation control number or "TCN" is constructed. We also looked at how to tell if the shipment is consolidated or split, and learned to identify other tracking data that might appear on the MILSTRIP document.

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Section Six - Learning Guide Exercise

Page 1 - Section Objectives

In this sixth and last section, we'll look at a few typical situations involving MILSTRIP in which you can apply what you've learned in this [course learning guide](#). This exercise is to challenge your new found knowledge of MILSTRIP. Answer the questions to the best of your ability. This exercise is not timed or scored; it is for your review.

Page 2 - ~~Course~~ Exercise Part 1a

You are the supply person responsible for ordering materials for your unit. You have been given a list of items that must be ordered for your Air Force UH-60 helicopters. Your maintenance unit uses document serial number series 0300-0399. Your freight forwarder code is 3 and your mark-for code is C. Your organization is FAD III. Use CLSSA case BN-B-KAB. The term of sale is cash with acceptance. Prepare appropriate requisitions for these items. Today is 0123.

Order 5 each aircraft airflow baffle, NSN 2840-01-223-8463. (NOTE: This is a CLSSA equity list item.) The source of supply (RIC) is B17. It is a stock funded item that should be shipped to your freight forwarder using a DTC of 5. This item is needed for routine replenishment of stock. This is the first requisition of the day. Only this item is acceptable, so you must communicate to the item manager that you will not accept any substitutes.

Page 3 - ~~Course~~ Exercise Part 1b

You receive this status document a few days later. Based on this document, you should:

Page 4 - ~~Course~~ Exercise Part 1c

A few weeks later, you receive another status document. Your requisition is being filled by ____.

Page 5 - ~~Course~~ Exercise Part 1d

Your maintenance chief informs you that he has used the last aircraft airflow baffles in inventory and that he needs those replacements quickly. Submit a document modifier to upgrade the priority of the items already on requisition. Inform the item manager that you require expedited handling of this requisition.

Page 6 - ~~Course~~ Exercise Part 1e

You receive this status document a few weeks later. Is the entry in RPs 62-64 correct?

Page 7 - ~~Course~~ Exercise Part 1f

You receive two status documents on day 173 and 174. What depot(s) is/are filling this requisition? Enter the RIC in capital letters in the box or boxes below then press the Enter key.

Page 8 - ~~Course~~ Exercise Part 1g

Reference document 3, enter the TCN for this shipment then press the Enter key.

Page 9 - ~~Course~~ Exercise Part 1h

Does this complete your requisition?

Page 10 - Course Exercise Part 1i

You now receive the following status document on day 215. Is your requisition complete?

Page 11 - Course Exercise Part 2a

Your UH-60 helicopter is ~~gounded~~grounded for a broken strut. It is a NMCS requisition and this item is needed urgently. Order one aircraft strut, 1560-01-124-6137.

The source of supply (RIC) is S9G. It is a stock funded item that should be shipped to your freight forwarder. (DTC = 5). This is a CLSSA equity list item.

You're requisitioning off of the same CLSSA case (BN-B-KAB). Here are the details you'll need repeated from the first ~~requisition~~requisition:

Your maintenance unit uses document serial number series 0300-0399. Your freight forwarder code is 3 and your mark-for code is C. Your organization is FAD III. The term of sale is cash with acceptance. Today is still 0123, and this is the second requisition of the day.

Page 12 - Course Exercise Part 2b

What does the information in RPs 74-80 indicate?

Page 13 - Course Exercise Part 2c

What does this status document tell you?

Page 14 - Course Exercise Part 3a

After confirmation from the ILCO, you receive the following status document a few days later from the item manager. What status is this document providing?

Page 15 - Course Exercise Part 3b

You ~~reciever~~receive the following document the next day. What does this status document tell you?

Page 16 - Course Exercise Part 3c

In response to the "CS" status code you will verify the quantity rejected, as reflected in RPs 25-29. If the requirement still exists, submit a new requisition for the required quantity using advice code ____ . Press the enter button when done.

Page 17 - Course Exercise Part 3d

You resubmitted your requisition for 50 capacitors on Julian date 0135. After the ILCO confirms your requisition it is passed to the item manager. A few days later you receive the following status documents. What do they tell you?

Page 18 - Course Exercise Part 3e

Your supervisor determines that the ESD on suffixed document 'B' is unacceptable. What document identifier would you use to request improved ESD?

Page 19 - Course Exercise Part 3f

Is it acceptable to submit an AFC document requesting an improved ESD for this AE1 document?

Learning Guide Summary

The objectives for this lesson were:

1. Identify the various FMS-related MILSTRIP documents and the types of information they contain.
2. Identify and interpret requisition-unique data on MILSTRIP documents.
3. Identify and interpret supply status data on MILSTRIP documents and identify appropriate responsive actions.
4. Identify and interpret modifier, follow-up and cancellation data on MILSTRIP documents.
5. Identify and interpret shipping-unique data on MILSTRIP documents and identify appropriate responsive actions.
6. Complete a comprehensive scenario based exercise to demonstrate proficiency in managing MILSTRIP documents.