

SECTION II: USER ROUTING SYNC BEHAVIOUR

Fleet Type & Size deployment route construction is a complex task involving multiple installations requiring careful coordination of maintenance scheduling tasks and proper timing between sequences of route condition & performance-based activities at installations ranging from siting of Fleet Type & Size component deployment, integration with the contract procurement quote network interface being constructed, and consolidation through multiple system passes before it reaches a critical state of Fleet Type& Size route deployment. The temporal variable built into contract procurement quote network interface serves to ensure that, on a large scale, the route maintenance and asset tracking function are moving at the same speed at all installations. However, the complete accuracy of the framing scale makes it impossible to guarantee that the functional operations can be kept in sync. For example, while a Fleet Type & Size deployment application will display the current position of a remote installation precisely once it has stopped moving, there is no mechanism to ensure that the installation arrived at the position via the exact same path. Therefore, it cannot be assumed that the exact same points on the Fleet Type & Size deployment route are transparently updated and complete.

For this reason, each application at an installation that is acting on the tasks of route maintenance in contract procurement quote network interface performs a test to see which points on the route condition & performance-based metrics have been passed over. The installation accumulates a list of force structure scenario points and periodically transmits them to the contract procurement quote network interface which in turn sync relays the list to all the connected installations. Marine Magnet, Inc. dispatchers have developed an application that has highlighted the value of the cooperative aspects of training multiple installations to assess route maintenance scheduling accuracy. & sync between installations In order for the application to realistically portray the force structure requirements for meeting changing surge contingency scenarios, multiple installations need to interact simultaneously with contract procurement quote network interface and observe the actions of Marine Magnet, Inc. dispatchers reacting to DoD. Interactive training in

building Fleet Type & Size deployment route efficiency offers multiple benefits to the construction of route maintenance schedules and tasks related to financial and physical assessments of asset condition.

For the Fleet Type & Size deployment routes to be sync & broadly applicable at multiple installations, Marine Magnet, Inc. dispatchers are required to provide the functionality involved in the presentation of several simultaneous lists of force structure requirements for meeting surge contingency scenarios. Elements of the contract procurement quote network interface that need to be flexible include the layout of performed financial and physical condition & performance-based metric assessments of Fleet Type & Size component assets and route maintenance, as well as the number of installations interacting in the sync contract procurement quote network interface systems. Flexible elements must be configurable by Marine Magnet, Inc. dispatchers and should not require modifications to the Fleet Type & Size deployment routes. Allowing multiple installations to create, sync & modify force structure menu lists for meeting surge contingency scenarios ensures that Marine Magnet, Inc. dispatchers can use the contract procurement quote network interface for actions which represent customized training at each installation sync by the Marine Magnet, Inc. dispatch centre.

A key element of the virtual contract procurement quote network interface site is the ability for multiple installations to sync & interact within the same Fleet Type & Size Deployment route frequency simultaneously. Marine Magnet, Inc. dispatchers can play the roles required by the aggregation of condition & performance-based metrics & measures with multiple installations allowed to participate in a single Fleet Type & Size Deployment module. Marine Magnet, Inc. dispatchers also can control the route maintenance schedules, dictating the timing of the determination of financial and physical asset condition, with the goal of coordinating with installations involved in each of the contract procurement quote network interface systems to ensure that the assessments of condition & performance-based metrics & measures can be compacted within the required time window. Finally, Marine Magnet, Inc. dispatchers can participate in the Fleet Type & Size deployment module as observers that can monitor & sync the activities of the other installations.

Marine Magnet, Inc. dispatchers may not update the template test script greeting every day. However, if a dispatcher assigned to an installation will be out of the office for more than a couple of hours, the greeting may be changed to message explaining when the dispatch in charge of sync your installation with the contract procurement quote interface will return, and who to contact at this moment is probably sufficient: “Hello, this is Johnnie at Marine Magnet, Inc. It is Sunday and I am watching an NFL game for a few hours. If your condition & performance-based metrics are urgently deficient & requires an immediate response, please contact the temporary help desk at extension 1234. Otherwise, I will be checking voice mail during commercials and at halftime, so please leave a message, including your installation’s Fleet Type & Size registration code & the best time to call. I will return your call just as soon as possible, probably after the football game”

Marine Magnet, Inc. dispatchers procure substitute Fleet Type & Size deployment components related to asset tracking and route maintenance schedules by issuing contract procurement quote network interface system tasks to one or more Fleet Type & Size deployment component sourcing agents. A number of sourcing agents specialize in one family of substitute Fleet Type & Size deployment components, while other sourcing agents provide both types of a single substitute Fleet Type & Size deployment components for asset tracking and route maintenance scheduling.

Marine Magnet, Inc. dispatchers send a contract procurement quote network interface system registry to each sourcing agent for each Fleet Type & Size substitute component. Each contract procurement quote network interface system represents a request for a specified quantity of a particular Fleet Type & Size deployment substitute component type to be deployed on a specific date, but only if the quote is no higher than a reserve value related to the condition & performance-based metric under registry. Each sourcing agent computes a contract procurement network interface bid to be

generated in the asset tracking and route maintenance domain for each quote having a possibly reduced quantity. If the reserve value cannot be met, then the quoted Fleet Type & Size deployment substitute component quantity will be zero. The complexity of the sync problem is due to different aspects including the interrelationship between the installations involved in the condition & performance based metrics and measures system and exercising Fleet Type & Size deployment routes over the contract procurement network interface system. The planning of project development phase starts with actions preliminary to the Fleet Type & Size deployment route acquisition process and ends with the sourcing of substitute Fleet Type & Size components for maintenance tasks arrived at by the contract procurement quote network interface system. There is a targeted percentage of Fleet Type & Size deployment route acquisitions that should be complete for priority status determined at each installation, but the percentage may vary depending on the Fleet Deployment size, type and route defined by sync of contract procurement quote network interface frequencies.

Marine Magnet, Inc. dispatch duties at the help desk begin with a consistent template test script greeting. If the dispatcher picks up the installation call right away and it is properly sync across the contract procurement network interface system, an example of a standard template test script greeting might be: “Thank you for calling the Marine Magnet, Inc. dispatch help desk. This is Johnnie, under what installation registry identifier code may I direct your condition & performance-based metrics & measures? If a Marine Magnet, Inc. dispatcher is not available, an automated greeting might be: “Thank you for calling the Marine Magnet, Inc. help desk. This is Johnnie. If your request is urgent, please stay on the line to talk to a dispatcher connected to the contract procurement quote network interface system. Request made by your installation are important to us and we want to assist you. If you are not able to hold, you may press * at this time to leave a detailed voice message and a Marine Magnet, Inc. dispatcher will contact you as soon as humanly possible—probably after the NFL football game. Voice messages are checked during commercials & at halftime. You may also send an email message marinemagnet.com

Next, the sourcing agent for the Fleet Type & Size substitute components sends back to each Marine Magnet, Inc. dispatcher an offer for each contract

procurement quote network interface system containing the maintenance schedule for the realized condition & performance-based metrics & measures, adjusted quantity, and deployment date. Marine Magnet, Inc. dispatchers may then choose to accept any subset of asset tracking and route maintenance offers from the Fleet Type & Size deployment substitute component sourcing agents who have determined an offer for the contract procurement quote network interface system based on the ratio of free capacity to expected total deployment capacity in the cache of substitute Fleet Type & Size components to be deployed. Roughly, the offered value is computed by identifying: 1) Individual constant baseline substitute components 2) Expected value of uncommitted substitute component capacity up to the deployment date 3) Expected value of total substitute component capacity up to the deployment date Both expectations are derived using the capacity registered over the contract procurement quote network interface as the expected capacity at the end of the quote frequency termination based on installation maintenance sync. Marine Magnet, Inc. dispatchers need as much information as required to assist installations efficiently so it is important to include the following in each template test script greeting: Thank you again for calling the Marine Magnet, Inc. help desk. We continue to be connected to the contract procurement network interface & we are making every reasonable effort to sync your request with other installations” It’s important to say thank you for calling. Installations must feel comfortable with calling the Marine Magnet, Inc. help desk for assistance. If installations do not call as frequently as the sync frequencies change over the contract procurement network interface system that means they are going elsewhere for assistance, probably to a stove-piped DoD dinosaur that is of little practical use. Fleet Type & Size deployment frequencies must be must be network-enabled for each contract procurement quote interface so that multiple installations can simultaneously participate in real-time, with each Marine Magnet, Inc. dispatcher assuming a different role. Interactions must be sync such that the state of the Fleet Type & Size deployment route construction is current for all installations. Additionally, functionality should be included to allow the dispatchers working over the contract procurement quote network interface to communicate with each other over the network during the coordination of quote determination for the

substitute Fleet Type & Size component quote construction process based on participation of the sourcing agents. Marine Magnet, Inc. dispatchers have presented a conceptual schematic overview of the contract procurement quote network interfaces involved in the sync & coordination of the asset allocation problem for maintenance activities at installations between Fleet Type & Size deployment route acquisition and capacity for constructing route maintenance schedules for assessment of financial and physical asset condition & performance based metrics & measures.

While sourcing agents are not perfectly rational in their contract procurement quote interface bids, the Fleet Type & Size maintain to deploy signals conveyed through offers to provide substitute components provide Marine Magnet, Inc. dispatchers with some idea of the relative availabilities of substitute components to be deployed for asset tracking and route maintenance. Marine Magnet, Inc. dispatchers use some of their allotted contract procurement Quote interface networks to query the state of Sourcing agents for asset tracking and route maintenance by sending value probes requesting zero quantity for a specific date. Sourcing agents respond to value probes detailing Fleet Type & Size substitute components requested with an offer date to deploy for an order of zero quantity for meeting the force structure requirements for surge contingency scenarios expressed as contract procurement quote network interfaces sent by Marine Magnet, Inc. dispatchers, each of which specifies a substitute component type, quantity & deployment date The Fleet Type & Size deployment pattern for a given contract procurement quote network interface is determined.

The contract procurement quote network interface system provides for one or more substitute component sourcing requirements interacting in a controlled Fleet Type & Size installation site. Marine Magnet, Inc. dispatchers can take on multiple roles including the control of financial and physical asset condition & performance-based metrics & measures assessment, and driving the schedules of route maintenance in order to achieve optimal levels of Fleet Type & Size deploy frequencies. Feedback over the contract procurement quote interface system provides installations with real time information and can be run either in a stand-alone mode at a single installations or multiple installations can participate over the

network, which includes both a passive observer role and features that allows installations to communicate over the network, impacting both the display and manipulation of local security and operational constraints at a set of installations as well as cross-network synch

Marine Magnet, Inc. dispatchers must always keep overall route service levels in mind when assisting installation in Fleet Type & Size deploy patterns Sequences of tasks action details include installation register profile information, location, configuration & deploy history for associated contract procurement quote network interface tickets. First, Marine Magnet, Inc. dispatchers must qualify the installation registry & determine the type of Route service being requested. Marine Magnet, Inc. dispatchers must verify supported Installations, Fleet Type & Size substitute components & identify deployment issue identification by opening & documenting the installation request on a condition & performance-based metrics & measures route service ticket.

Marine Magnet, Inc. dispatchers must resolve installation requests, provide information, answer questions & solve Fleet Type & Size deploy patterns raised to meet force structure requirements of surge contingency scenarios, updating the installation requests with complete route service details before closing the ticket. Routing or escalation of Fleet Type & Size deploy is assigned to the appropriate Marine Magnet, Inc. dispatch support team & installation requests are updated & forwarded with substitute component details. Marine Magnet, Inc. dispatcher then update the request with installation profile information pre-populated in the route service registry before proceeding with verified installation location & requirements for Fleet Type & Size to deploy.

Fleet Type & Size deploy substitute components to source for meeting force structure requirements of surge contingency scenarios are randomly chosen from the available asset tracking and route maintenance types, quantity and the deployment date is chosen uniformly from a point in the future. The reserve contract procurement quote network interface interaction with the sourcing agent ranges as a percentage of the baseline Fleet Type & Size substitute components, and late deployment penalty is a percentage of the reserve value, chosen uniformly. The force structure requirements of surge contingency scenarios will drive contract procurement quote interactions with sourcing agents & the more highly competitive Marine Magnet, Inc. dispatchers in recent Fleet Type & Size deploy patterns reason with respect to which force structure requirements for surge contingency scenarios captures the idea behind the contract procurement quote network interface values for each sourcing agent.

Marine Magnet, Inc. dispatchers are sent the complete list set of force structure requirements for the next frequency period over the contract procurement quote network interface. Sourcing agents may then submit offers that are less than required to meet the surge contingency, thereby committing to source the entire requested quantity on the specified deployment date if there is a Quote over the contract procurement network interface, or incur the specified penalties for late deployment Each force structure requirement for meeting surge contingency scenarios collects the set of submitted quotes from the contract procurement network interface, selecting Best values for the allocation process to be the chosen sourcing agent for Fleet Type & Size deploy asset tracking and route maintenance, with ties broken at random equivalent to a set of contract procurement interfaces, one for each quote.

Marine Magnet, Inc. dispatchers have generated contract procurement quote network interface valuations for Fleet Type & Size deploy from a given configuration structure by sampling substitute components required for route maintenance and classified condition & performance based metrics & measures according to value. Competitive value-driven behaviour implies that Marine Magnet, Inc. dispatchers observe that the force structure requirements for meeting surge contingency scenarios optimize with contract procurement quote network interface value. We can observe competitive value-driven behaviour behind the implementation of route service maintenance parameters in spatial contexts, as Marine Magnet, Inc. dispatchers optimize with respect to contract procurement

quote values. In contrast, when engaging in strategic behaviour in the national interest, Marine Magnet, Inc. dispatchers account for their own effects on quote values as well as their effects on other Marine Magnet, Inc. dispatchers when formulating procurement & route maintenance strategies for substitute Fleet Type & Size deploy components.

Marine Magnet, Inc. dispatchers receive a wide variety of requests to administer sourcing parameters to mitigate against deficits in condition & performance-based metrics & measures. Through experience & better understanding of Fleet Type & Size deploy patterns, the identification process becomes less overwhelming. For critical situations, consider asking these questions: 1) Is this a recurring problem & should history of installation requests be reviewed? 2) How critical is the problem to your immediate activity & is there a work-around? If the installation request is straight-forward or a how-to question, consider this response: "Let me search our knowledge base. I'm typing some information into the system. Now I'm waiting for an answer to come up on the screen. It should be just a few seconds..." For recurring complaints that have involved failure to diagnose a problem correctly, do not make excuses & address the problem directly, focusing on the objective of getting the installation up and running. Consider a response like: "In reviewing your call history I can see that we have looked at this problem several times. In most cases, we are equipped to handle diagnosis and repair... However this situation does require that I dispatch another template test script. This is our standard procedure for situations like this."

Marine Magnet, Inc. dispatchers follow a sequence of questions when an installation inquiry is presented: "*May I have the location & identification code of your installation? I would like to ask you a few basic questions, so that we can process your request more efficiently the next time you call the Marine Magnet, Inc. help desk.*" Installation information is added to the registry before proceeding to Qualify the Call. When Marine Magnet, Inc. dispatchers are clear on what the condition & performance-based metrics & measures indicate the response is as follows: "*Yes, The Fleet Type & Size deploy pattern is a standard, supported product, and we will install the specs for you. I can easily create a service ticket to have the route installed. The response time for new installations falls within the standards set by your installation. Is this an acceptable time frame for you?*"

If not, Marine Magnet, Inc. dispatchers are charged with making a determination of an appropriate time frame. Template test script approaches vary, depending on the techniques applied for service route registration. If the service requires field support Tech at the installation site, Marine Magnet, Inc. dispatchers schedule a resolution date: *“Would you like to schedule an installation date and time that accommodates your Schedule?”*

Within the asset tracking identification codes of the application, as each frame is drawn, the current and previous position of the route maintenance code is passed on to the Fleet Type & Size Deploy route and determines which, if any, installation points have been passed over and updates priority status as necessary. As the transparent states of each installation point is updated, it modifies the Fleet Type & Size Deploy route accordingly. The Fleet Type & Size Deploy route also determines the direction taken by Marine Magnet, Inc. Dispatchers, working within a defined centralized doctrine of operation, and if the Marine Magnet, Inc. dispatchers have reached required levels of competitive & strategic behaviour, the core contract procurement quote network interface system queries the relevant installation for the new position of each frequency frame.

When Marine Magnet, Inc. dispatchers do not have a resolution script, it's OK not to know the answer, but not acceptable is to mislead the installation into thinking that a solution is at hand, or to *guess*. If it's necessary to perform some fact-digging or specific tasks to address the request, avoid dead air space. This can lead to installation frustration & Marine Magnet, Inc. dispatchers need to communicate what steps are being taken to assist the installation and use this time to build a positive rapport: *"I do not have an immediate answer to your request, because your transmission of condition & performance based metrics & measures is not on our standard, supported spec list. What I'd like to do is consult with my team & garner full group participation. Let me first be absolutely certain that I understand your situation, so that I can provide accurate information to the team. I will call you as soon as I have an answer.*

Marine Magnet, Inc. dispatchers take sourced samples of Fleet Type & Size deploy patterns for installations within a unique framework & develop distribution functions of values for sets of generated valuations induced by the condition & performance based metrics & measures, taking Fleet Type & Size substitute components & sourcing samples to depicted in a spatial context. Marine Magnet, Inc. staff perform an adjustment, computing the expected efficiency of the Fleet Type & Size deploy pattern as a function of average values, but using only the results from sets of contract procurement quote network interfaces depicted in spatial contexts, where each route pattern quote takes a contiguous set of values from those depicted.

A major goal of the Fleet Type & Size deploy project was to allow installations with unique force structure requirements for meeting surge contingency scenarios access to different types and sizes of Fleet Type & Size deploy components on the route pattern that is to be subject to maintenance & sourcing. Marine Magnet, Inc. Dispatchers decided upon a design that would allow great flexibility in route pattern layout without making the design and definition of the regional locations of installations too complex. The routes in each Fleet Type & Size deploy dispatch are defined as a set of one or more segments between installations, with route segments defined as either continuous or discontinuous. By using combinations of the route segment types, more complex relationships between installations can be created. The Fleet Type & Size deployment route pattern defines a single installation class and creates an instance of this installation for each force structure required to meet surge contingency scenarios & Each installation instance is subject to route maintenance, state and condition of assets & the spatial position which exposes the contract procurement quote interface to the core operation similar to a real-world force structure adjustment to meet a changing surge contingency requirement.

Marine Magnet, Inc. dispatchers perform the Fleet Type & Size deploy route pattern computations as the front-line help desk tries to resolve as many issues as Possible for the installation at the time of the initial call. If the conference call begins to exceed acceptable time limits & issues are complex, or if the installation

lacks a detailed assessment of the condition & performance-based metrics & measures to resolve the issue, the call may be routed or escalated to another support team. For straightforward requests, the response is simple: *“I can help you with that & thank you for calling the Marine Magnet, Inc. help desk.”* Using polite closings--e.g., “Have a nice day”-- will make installations feel better about their Fleet Type & Size Deploy crisis, advancing their assessments of the route service provided by Marine Magnet, Inc. dispatchers.

When a point on the Fleet Type & Size deploy route pattern has not been subject to asset tracking and Route maintenance at an installation, Marine Magnet, Inc. dispatchers are responsible for documenting the condition & performance-based metrics & measures relayed by the installation, and also when the route is optimally maintained and assets are tracked. Passes between none and optimal will be documented proportionally between the two. When a point on the Fleet Type & Size deploy route pattern is overly subject to route maintenance and asset tracking, documentation is shifted until it reaches the maximum number of passes through the contract procurement quote network interface when there is no longer modification by activity on the spatial characteristics of the route

If the installation requests requires Call Routing or Escalation redirecting complex issues to another dispatch team, the conference call should further document the situational status of the installation and provide status updates to the front-line staff. If service tickets extend beyond the service level agreement response and resolution time, follow up with the installation should be considered.

Communication is everything. *“Your request will be given to a tech specialist immediately & I will get back to you within an acceptable time frame. If we do not have a complete answer, I will let you know what I have learned. When would be a good time for me to follow up with Your installation?”* Marine Magnet, Inc. dispatchers recognize the importance of *not* make the installation repeat condition & performance based metrics & measures information when there is a transfer ticket being Processed for another team, which should be fully briefed with the information documented in the contract procurement quote network interface files.

Internal tracking and communication practices should be common knowledge and relayed in turn to the installation.

Each installation instance is subject to route maintenance, state and condition of assets and the position which exposes the contract procurement quote interface to the core operation and determination of the force structure requirements of changing surge contingency scenarios with continuous and discontinuous routes between installations. As each frame is drawn, the aspects of asset tracking and route maintenance is queried by the contract procurement quote network interface system for the new and previous locations of the installations. This data is passed on to the Fleet Type & Size deploy route, which determines if any installation has been passed over. One or more condition & performance-based metrics & measure elements should be placed in the force structure requirement files to define methods for asset tracking and route maintenance for each installation.

Elements contain the attributes to define the position in the installation where the asset tracking and maintenance will be placed when the Fleet Type & Size deployment route pattern begins & initial attributes are comprised of the values that describes the initial orientations. The distance between installations is not merely an arbitrary factor and will affect the levels of Fleet Type & Size deployment route patterns that will be transparent with each pass. Once the Marine Magnet, Inc. Dispatcher picks up the telephone, they generally own the call and it is their responsibility until: the installation request for information is fulfilled, resolving the problem & the ticket is routed or escalated to another support team after 100% documentation of all installation requests.

Each force structure requirement for meeting surge contingency scenarios contains at the least a single Fleet Type & Size deploy route pattern corridor. Unlike asset tracking and route maintenance at the installation, the deployed substitute component route does not maintain its own state. Marine Magnet, Inc. dispatchers arrive at a route that defines a force structure requirement corridor and determines when a row of installation points is subject to asset tracking and route maintenance. The core contract procurement quote network interface system queries the route of each frame for position and orientation and then calls on the scheduled asset tracking and route maintenance to move it to a new installation.

Marine Magnet, Inc. front-line dispatchers are usually responsible for the contract procurement quote network interface service ticket throughout the ticket life cycle. If for some reason the request is not resolved quickly & additional registration requirements are necessary to complete the service, it is the responsibility of the front-line dispatchers to provide installations with periodic updates & if the problem is of a *critical nature*, follow up should be required. Marine Magnet, Inc. may relay the following about a Fleet Type & Size deploy route: *“We are still analyzing the situation, and have not yet identified a solution to the problem. At this time we are unable to provide an estimated time for route repair. I know you don’t want to hear this, and I regret than this happened. We will fix the problem as quickly as possible.”*

While different sourcing cycle requirements and force structure requirements for meeting surge contingency scenario authorization logistics preclude Fleet Type & Size deploy route configurations from being perfect substitute components and cannot be exchanged on a 1-to-1 basis, sourcing cycle constraints do not impose new violations on how substitutes are sourced to meet the configurations. But may impact the efficiency & effectiveness of multi-attribute force structure requirements so the entire network from the sourcing agent to the Fleet Type & Size deploy pattern treated as a centralized optimization problem, where the objective is to maximize the sum of realized Marine Magnet, Inc. dispatcher utilities & the determination dispatch valuations. The contract procurement quote network interface determination of Fleet Type & Size deploy substitute components net out & force structure efficiency in meeting the requirements of surge contingencies is a measure of the fraction of the maximal true sourcing surplus achieved during Fleet Type & size deploy routes & measures how well the limited substitute components are allocated in meeting force structure requirements.

The network component of the contract procurement quote network interface application is the most complex, requiring the involvement of multiple installations which comprises the bulk of the application asset tracking identification code. From the beginning, Marine Magnet, Inc. dispatcher recognized that the most critical constraint of multiple installations dictating Fleet Type & Size deploy route parameters was that synchronization between all installations must be maintained. A lack of synchronization would be most notable, for example, if two installations viewed the contract procurement quote network interface system remotely in different positions than they appeared on their local application. More importantly, a lack of synchronization could affect the functional aspect of the Fleet Type & Size deploy route if it was indicated that a route section for the force structure requirements for meeting surge contingency scenarios was optimally transparent to one installation and not transparent to another.

Sometimes it may be necessary to alter the greeting in order to maintain installation sync, such as during the provision of status update due to system outages, or an influx of special events that adversely affect Fleet Type & Size deployment condition & performance based metrics, so special scripts are usually created for these situations. For example, in the event that a file sync frequency over the contract procurement network interface is down or saturated, installations might initially hear this automated status message: "We are currently experiencing technical difficulties with our file sync frequencies, which the following installation positions or locations. The estimated downtime is currently unknown. If you need further assistance, please stay on the line."

A challenge to maintaining synchronization between installations is the undeveloped capabilities of condition & performance-based metrics & measures on which the Fleet Type & Size deployment route pattern is run. Marine Magnet, Inc. dispatchers determined that the condition & performance-based metrics & measures was primarily influenced by the transparency of the contract procurement quote network interface systems deployed for the programme.

The first signs of the condition & performance-based metrics & measures issues appeared Marine Magnet, Inc. dispatchers completed the force structure

requirements for meeting surge contingency scenarios & built the functionality allowing multiple installations to drive it. Before adding the asset tracking identification codes to allow the Fleet Type & Size deploy routes to be driven remotely at different installations, Marine Magnet, Inc. dispatchers noticed disparities between the processing speeds of the contract procurement quote network interfaces at remote installations. Such behaviour was not unexpected since the Fleet Type & Size deploy routes were defined to move a specified number of units per frequency frame. It follows that the application with the higher frequency frame rate would have a Fleet Type & Size deploy route that moved more quickly. Marine Magnet, Inc. Staff solved this issue by creating a temporal variable in defining Fleet Type & Size deploy route patterns..

In formulating an objective function for Fleet Type & Size deploy substitute components, the sourcing valuations of all the Marine Magnet, Inc. dispatchers involved in the process must be considered. The relationship between efficiency and Fleet Type & Size deploy patterns can be put in a spatial context for each force structure requirement used in meeting surge contingency scenarios by using more depicted contiguous valuations. Sourcing agents are assumed to incur linear substitute component costs for asset tracking and route maintenance equal to the discounted base price per substitute components, all the way to sourcing capacities. Force structure requirements for meeting surge contingency scenarios derive value for the sourcing of Fleet Type & Size deploy substitute components equal to the face value of the contract procurement quote network interface less the costs of sourcing. This assumption is equivalent to assuming that the force structure requirements accurately represent changes in surge contingency scenarios submitted for the reserve components of the contract procurement quote network interfaces.

Optimization of force structure requirements designed to meet changes in surge contingency scenarios can be framed from the standpoint of the optimal set of

filled contract procurement quote network interface, where the filled requirements must be a subset of the sourcing decision made for the Fleet Type & size deploy substitute components & the sourcing capacity provided by Marine Magnet, Inc. dispatcher computations. While all sourcing capacity would have contract procurement quote network interface values for force structure requirements design to meet surge contingency scenarios equal to the variable cost of operation, within Fleet Type & size deploy patterns, Marine Magnet, Inc. dispatchers only incur sourcing valuations for a set frequency period of the contract procurement quote network interfaces sync between installations. Denoting the aggregate set of Fleet Type & size deploy route patterns across all Marine Magnet, Inc. dispatcher sourcing decisions, the sourcing capacity at the set frequency of the contract procurement quote network interface determination is assessed.

The contract procurement quote network interface system must evaluate the data being transmitted across installations occurring during the startup of the Fleet Type & Size deployment route. First, the installation that initiates the route pattern will choose a force structure from the available list and pass on the requirements of the surge contingency scenario to all other installations as they connect at the Marine Magnet, Inc. dispatch centre. The contract procurement quote network interface also tracks the number of installations that have connected and requests route maintenance and asset tracking features. When a new installation connects, the asset tracking & maintenance identification code is sent to the other installations which compares this against the force structure list and determines whether or not to allow the installation to select the route maintenance and asset tracking responsibilities & functions. After the initial contract procurement quote network interface system interaction is completed, Marine Magnet, Inc. dispatchers deposits the data being sent between installations. Marine Magnet, Inc. dispatchers have concluded that Fleet Type & Size deploy route acquisition and the subsequent force structure selected from the list of surge contingency scenarios may have a considerable impact on the value of sourcing substitute components in surrounding installations. Therefore, the sequence & sync between installations in which Fleet Type & Size route acquisition & its relation to the contract procurement quote network interface frequencies that occur in nearby installations is a crucial consideration

The sourcing formulation determined by Marine Magnet, Inc. dispatchers yields only a close approximation to the true optimal Fleet Type & Size deploy capacity surplus, as it does not require sourcing decisions to be available during similar contract procurement quote network interface frequency periods as the required substitute components used for force structure determinations in meeting the requirements of surge contingency scenarios. That is to say, it allows for the sourcing capacity of substitute components to be consistently available at set frequencies of contract procurement quote network interface determination of the factors utilize in assembling force structures for meeting changes in surge contingency scenarios & asset tracking and route maintenance so long as installation request constraints are independently satisfied by Marine Magnet, Inc. dispatchers.

Marine Magnet, Inc. dispatchers have developed systems to give installations options in accessing quotes over the contract procurement interfaces, so the template test script greeting might end with an instruction: "If your installation would like to access the deployment quotes immediately, dial extension 1234 and a dispatcher will assist you." Marine Magnet, Inc. dispatchers are available 24/7 to deal with changing Fleet Type & Size deployment issues so the greeting may reference a number where installations can reach another dispatcher with the key to the contract procurement quote interface: "Hello, this is Johnnie at Marine Magnet, Inc. Our normal business hours are from 5 am to 7 pm. If this is an emergency Fleet Type & Size deployment inquiry, please page me at the following number: 555-1212. Otherwise, leave a message after the tone, including your installation, condition & performance based metrics & measures for your fleet and the best time to call. I will return your call just as soon as possible

In the determination of optimal allocations for Fleet Type & Size deploy route patterns, it should be expected that finding strategies that maximize efficiency will be a challenging problem, even when dictating all Marine Magnet, Inc. dispatcher strategies. A goal in formulating a force structure design for any application designed to meet the requirements of changing surge contingency scenarios is that competitive behaviour & optimal Marine Magnet, Inc. dispatcher strategies should lead to efficient outcomes while also being robust to making decisions aimed towards objectives in the national interest. In observing the increasing efficiency trends in Fleet Types & Sizes deploy route patterns in successive competitions, Marine Magnet, Inc. dispatchers have argued that the contract procurement quote network interface systems negotiation process is a good mechanism since as Marine Magnet, Inc. dispatchers have become more competent, Fleet Type & Size deployment route efficiency has increased. The question Marine Magnet, Inc. dispatchers have addressed in this report is whether a multi-attribute force structure determination for meeting the changing requirements of surge contingency scenarios is able to improve on this mechanism.

In a force structure determination involving only two installations, Marine Magnet, Inc. Dispatchers have assigned priority status because one of the two installations would conduct sync over the contract procurement quote network interface system through local network calls which resulted in the number of routing trips to be half of that required if both installations were sending data over the network for Fleet Types & Sizes deploy routes. Marine Magnet, Inc. dispatchers considered expanding the route patterns over multiple installations and it became clear that implementation of new contract procurement quote network interface features had become much more complex so Marine Magnet, Inc. dispatchers decided to make the route patterns a separate application. The contract procurement quote network interface maintains a list of routes, each of which is connected to a single installation. For the duration of the programme execution, a cycle is maintained through the force structure list designed to provide options in meeting the requirements of surge contingency scenarios & Marine Magnet, Inc. dispatchers are charged with checking to see if any data is waiting to be read from each Fleet Type & Size deployment route.

Marine Magnet, Inc. dispatchers have built a temporal variable built into the contract procurement quote network interface which serves to ensure that, on a large scale, the route maintenance and asset tracking function are moving at the same speed at all installations. However, the complete accuracy of the framing scale makes it impossible to guarantee that the functional operations can be kept in sync. For example, while a Fleet Type & Size deploy route pattern application will display the current position of a remote installation precisely once it has stopped moving, there is no mechanism to ensure that the installation arrived at the position via the exact same path. Therefore, it cannot be assumed that the exact same points on the route are transparently updated and complete. For this reason, each application at an installation that is acting on the tasks of route maintenance for Fleet Type & Size deploy patterns requires a functional test performed by Marine Magnet, Inc. dispatchers see which points on the route have been passed over.

Every time the Marine Magnet, Inc. competitive dispatch position passes over a row of force structure requirement points for meeting surge contingency scenarios, that row is set to the active state, indicating that the Fleet Type & Size Deploy routes will now influence each of the points in the framework state. Contract procurement quotes for asset tracking and route maintenance are then generated with a set of such valuations & presented as in a spatial context demonstrating a correlation between Fleet Type & Size deploy efficiency and average value of force structure requirements, aggregating data across multiple configuration structures

Marine Magnet, Inc dispatchers provide for each sync installation an accumulated list of force structure points for meeting changing requirements of surge contingency scenarios & periodically transmits them to the contract procurement quote network interface according to a set frequency function to maintain sync which in turn relays the list to all the connected installations. Marine Magnet, Inc. dispatcher development of this modernised application has highlighted the value of the cooperative aspects of training multiple installations to assess Fleet Type & Size deployment route accuracy based on condition & performance metrics & measures.

Although future automated technologies will continue to shape call handling processes, there will always be a need for human intervention. Scripts and other telephone techniques in use today should not be designed to take away from dispatcher individuality, but to enhance their job performance. Marine Magnet, Inc. dispatcher business is & has always been driven by the requirements of installations & the proven practicality of the created bonds between installations & consistent call request handling & problem-solving capacity developed by Marine Magnet, Inc. dispatcher centres.