### **PCS Claim – Member Travel Only**

#### **Overview**

#### Introduction

This guide provides procedures for entering a PCS claim in TPAX when just the member is traveling. Use the Member Travel Only guide to complete a basic claim. Click on the various links on the next page for additional details for your specific scenario.

#### Reference

#### (a) Joint Travel Regulations (JTR)

# Scanning **Documents**

It is important to upload ALL supporting documentation to the PCS claim/settlement. All documents should be scanned into a single PDF file. PPC can't open anything other than a PDF. Some of the required items include the following:

- Signed PCS Orders
- Lodging Receipts with proof of payment (for TLE reimbursement)
- Airfare/Booking Agent Fee Receipts
- Alaska Marine Highway Itinerary (mandatory if taking the ferry)
- Receipts for all items over \$75

#### Maximum Amount Payable

Remember that the maximum TPAX will pay for a PCS claim is equivalent to the fastest driving route from the old Permanent Duty Station (PDS) to the new PDS. You can take any route or method of transportation, but keep in mind that is the maximum amount payable.

#### CG Finance Center

The Coast Guard Finance Center (FINCEN) processes the following:

- Personally Procured Moves (PPM)
- Privately Owned Vehicle (POV) Shipment
- POV Storage
- Temporary Lodging Allowance (TLA) Claims

Do **NOT** send these items to PPC. They will be returned and you will only prolong payment.

**Note:** Travel in accordance with policy for a POV Shipment must be included in your travel claim. The POV Shipment expense is handled by FINCEN.

#### **Flying**

If any part of your PCS travel involves flying, **ALWAYS** pick TP-Government Procured Plane vice CP – Commercial Plane to ensure the system will pay out correctly.

## Overview, Continued

#### Travel Time Chart

This chart determines how many travel days are authorized based on miles driven.

Number of Miles Driven	Number of Travel Days Authorized
400 or less	1
401-750	2
751-1100	3
1101-1450	4
1451-1800	5
1801-2150	6
2151-2500	7
2501-2850	8
2851-3200	9
3201-3550	10
3551-3900	11
3901-4250	12
4251-4600	13
4601-4950	14

#### Contents

Topic	See Page
Member Travel Only	3
Circuitous/Indirect Travel	35
Flying – CONUS to CONUS	39
Flying – CONUS to OCONUS	43
Flying – OCONUS to OCONUS	46
Flying – OCONUS to CONUS	47
Home to 1st PDS (Cadets) or Direct Commission	48
Mixed Mode – Alaska Ferry (1 POV)	51
Mixed Mode – Drive/Fly to Ship	54
Mixed Mode – Fly/Drive to PDS (CONUS to	59
CONUS)	
Mixed Mode – PCS to a Ship (Chasing the Boat – Old	66
PDS to New PDS Ship Underway)	
Mixed Mode – PCS to a Ship (Chasing the Boat – Old	73
PDS Underway to Homeport to New PDS Underway)	
PCS – Boot Camp to "A" School	82
PCS – Separation/Retirement	87
PCS with TDY Enroute (TEMDU)	88
Travel Time Less Than Authorized	96

### **Member Travel Only**

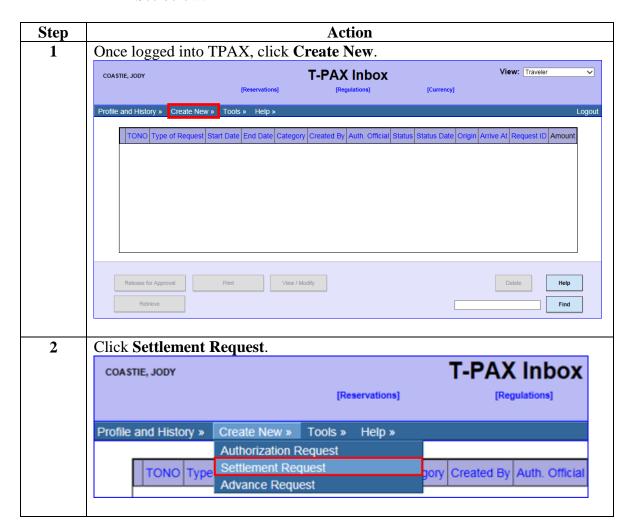
#### Introduction

This guide provides the procedures for a member traveling alone. Use this guide to complete a basic claim. Click on the various links on the overview page for additional details for your specific scenario.

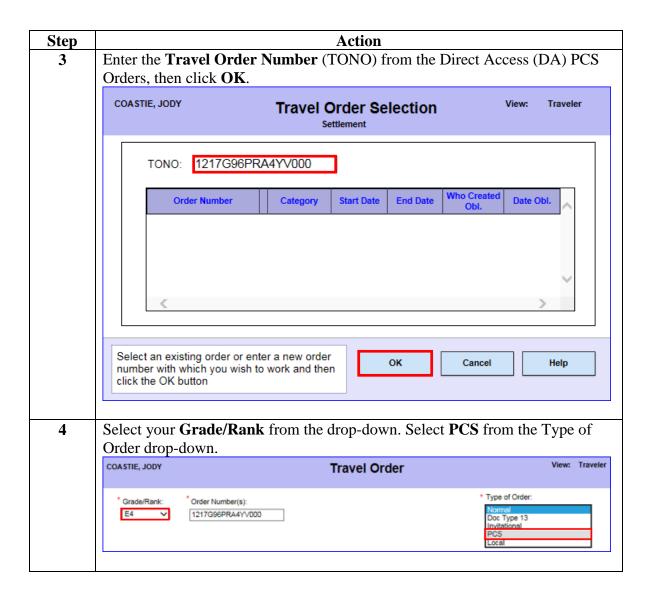
This example shows a member without dependents traveling via a privately owned vehicle from one CONUS Permanent Duty Station (PDS) to the next CONUS Permanent Duty Station (PDS).

#### **Procedures**

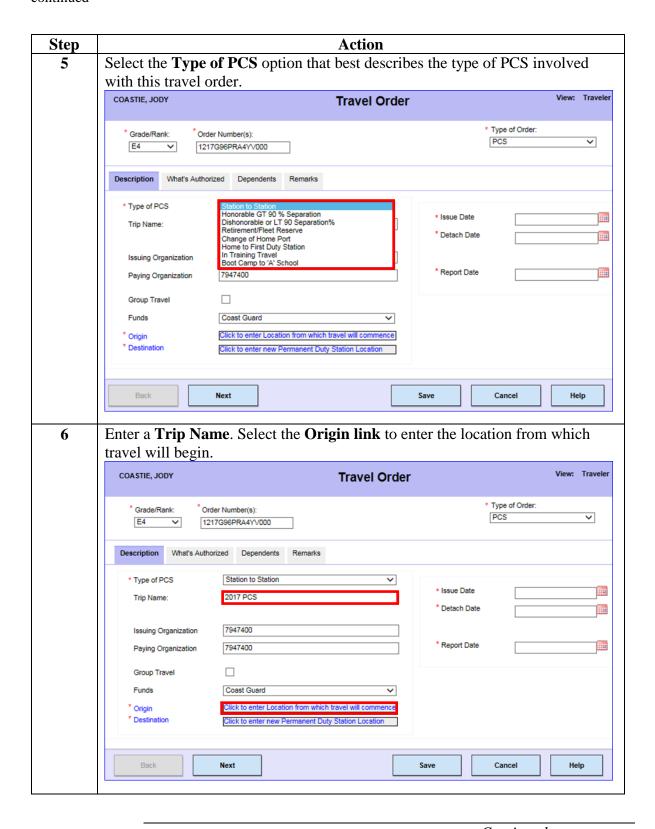
See below.



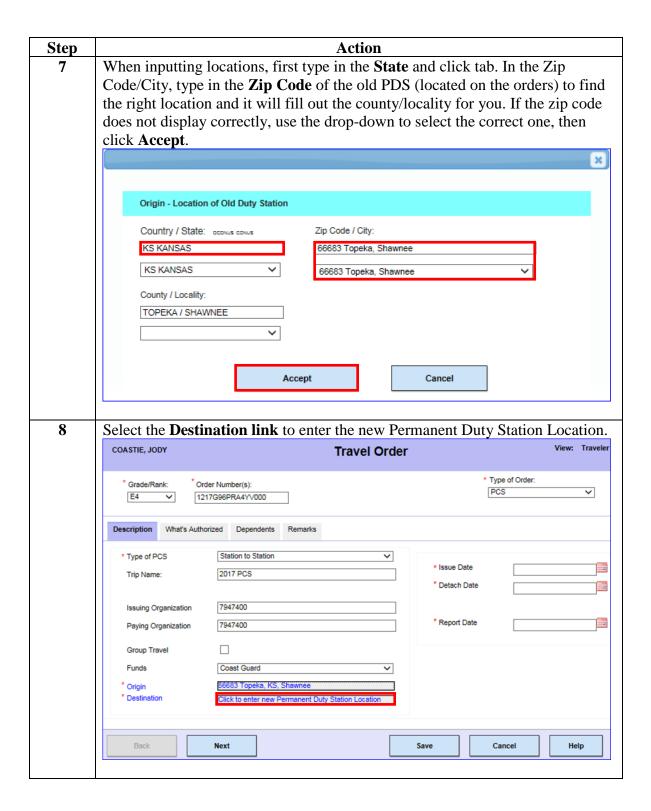
# Procedures, continued



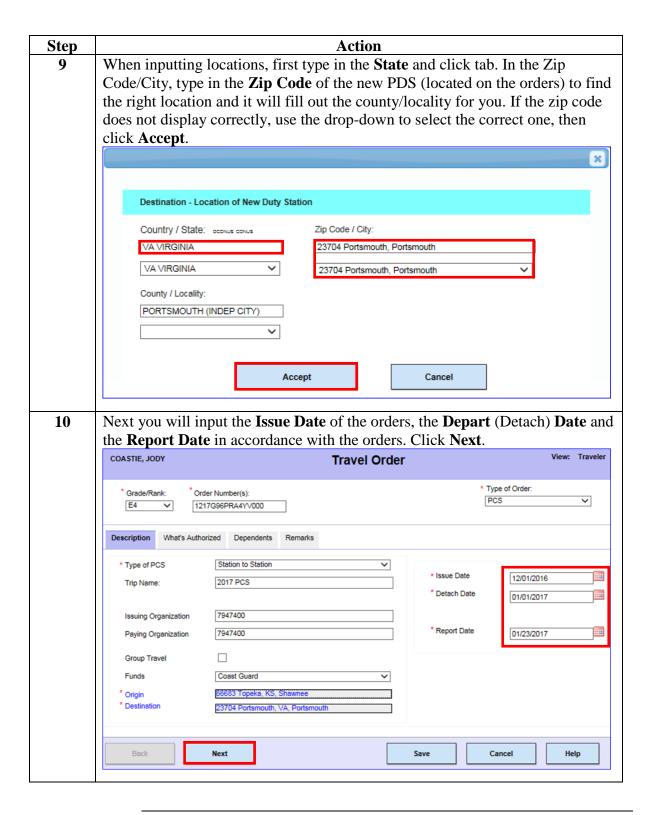
Procedures, continued



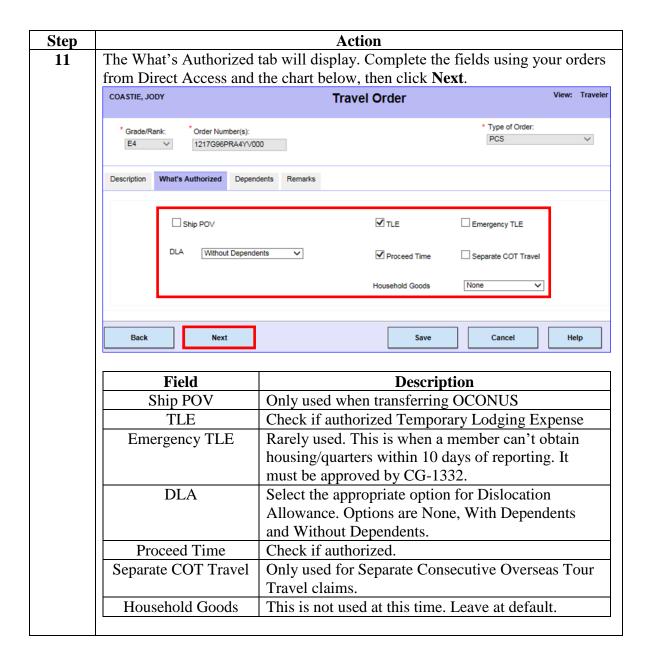
# Procedures, continued



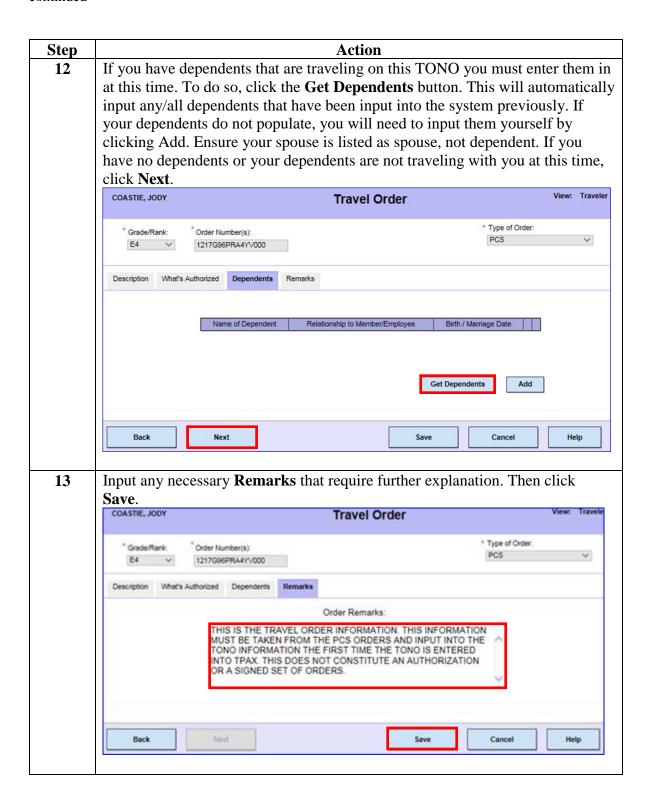
# Procedures, continued



## Procedures, continued



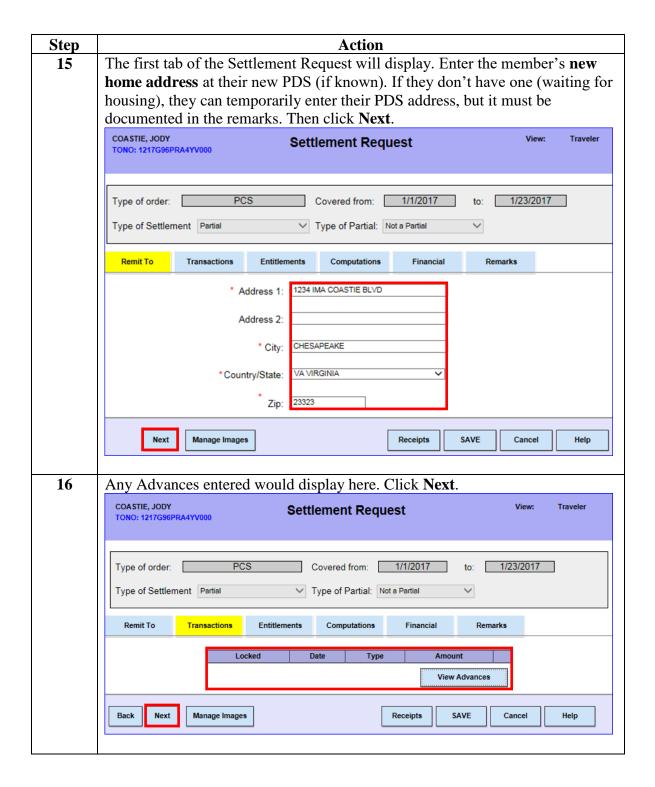
Procedures, continued



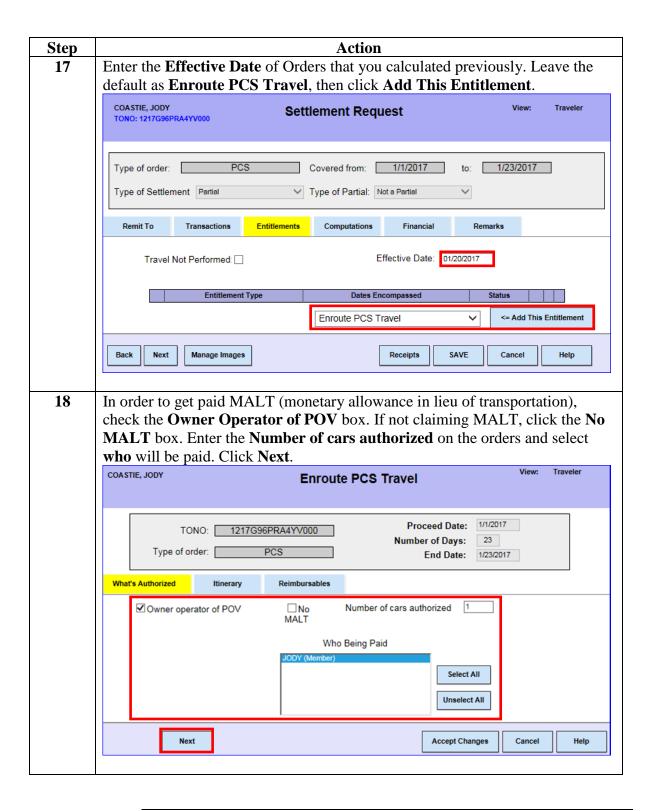
# Procedures, continued

Action					
Before moving forward, you must know how to compute the effective date of					
the orders. The formula for effective date of orders is:					
Report date – (# of days of travel) + 1.					
Using the example below, $01/23/2017 - (4) +1$ , $1/23/17 - 4 = 1/19/17 + 1 =$					
1/20/17, the effective date of orders is $1/20/17$ .					
Travel Itinerary and Authorized Absences:					
<u>Date</u>	Type	Duty/Leave	<u>Days</u>		
01/01/2017	Depart	Duty			
01/02/2017		Leave INCONUS	14		
01/16/2017		Proceed Time	4		
01/20/2017		Travel Time	4		
01/23/2017	Report	Duty			
	1				
The effective date of orders is input on the Entitlements tob when processing					
<u> </u>					
	the orders. The for Report date – (# o Using the example 1/20/17, the effect Travel Itine)  Date  01/01/2017 01/02/2017 01/16/2017 01/20/2017 01/23/2017  The effective date the PCS travel classo that if there is a that the DLA will	the orders. The formula for effective Report date – (# of days of travel) Using the example below, 01/23/2 1/20/17, the effective date of order  Travel Itinerary and Au  Date  Type  01/01/2017  01/02/2017  01/16/2017  01/20/2017  01/23/2017  Report  The effective date of orders is input the PCS travel claim. It is important so that if there is a promotion in betthat the DLA will be paid at the content of the point of the properties.	Before moving forward, you must know how to compute the effective orders. The formula for effective date of orders is:  Report date – (# of days of travel) + 1.  Using the example below, 01/23/2017 – (4) +1, 1/23/17 – 4 = 1/11/20/17, the effective date of orders is 1/20/17.  Travel Itinerary and Authorized Absences:  Date  Type  Duty/Leave  01/01/2017  Depart  Duty  01/02/2017  Leave INCONUS  01/16/2017  Proceed Time  01/20/2017  Travel Time		

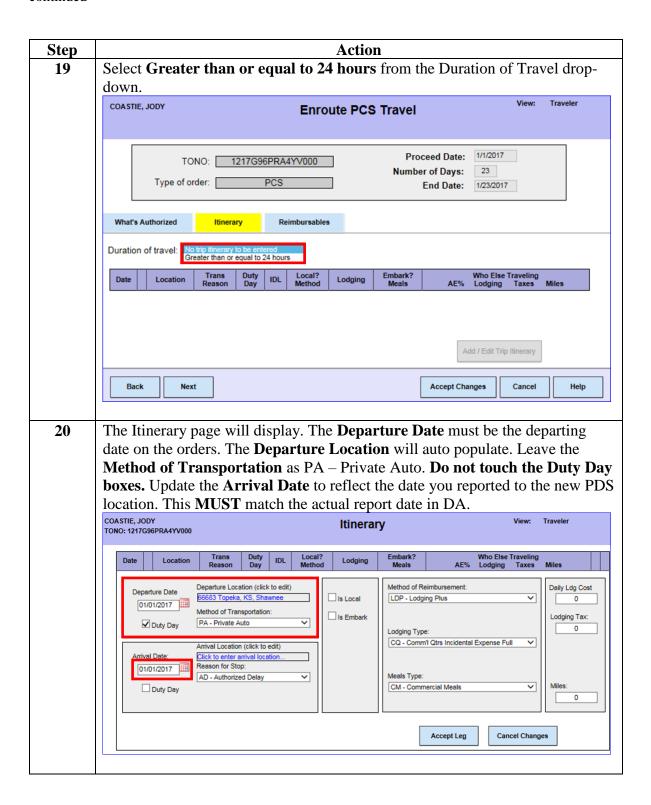
Procedures, continued



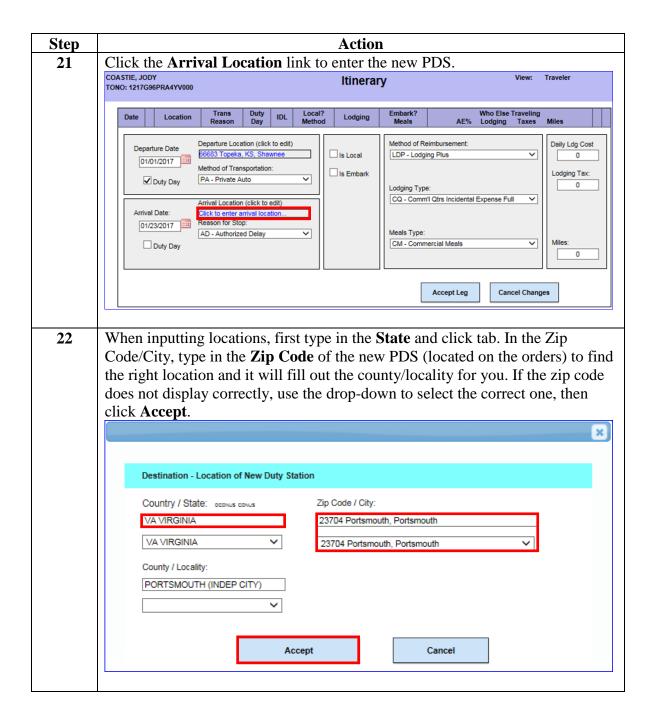
Procedures, continued



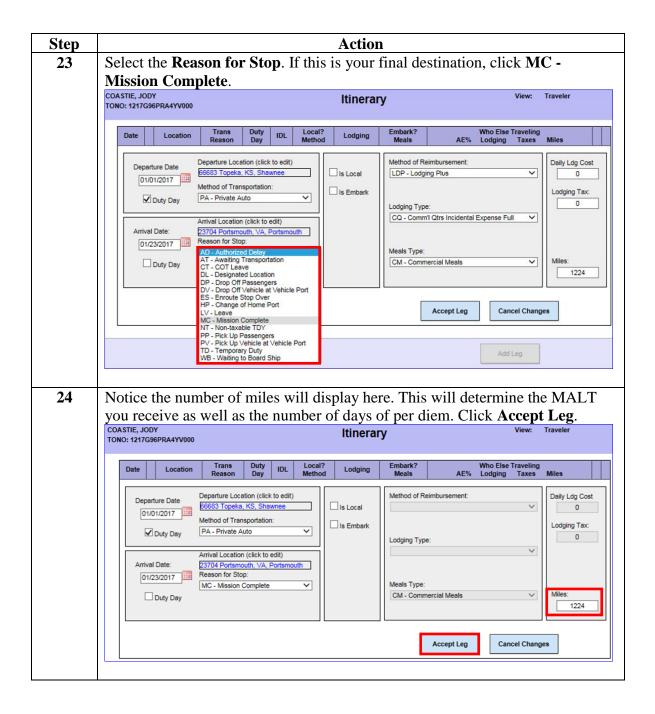
Procedures, continued



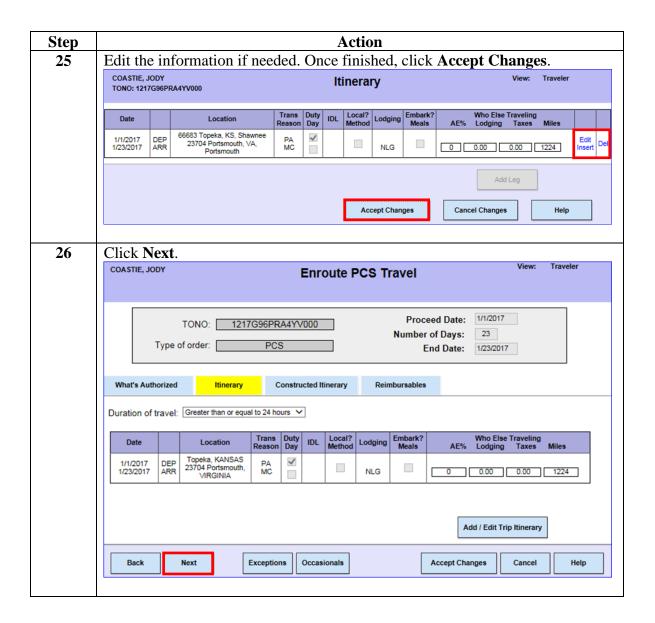
# Procedures, continued



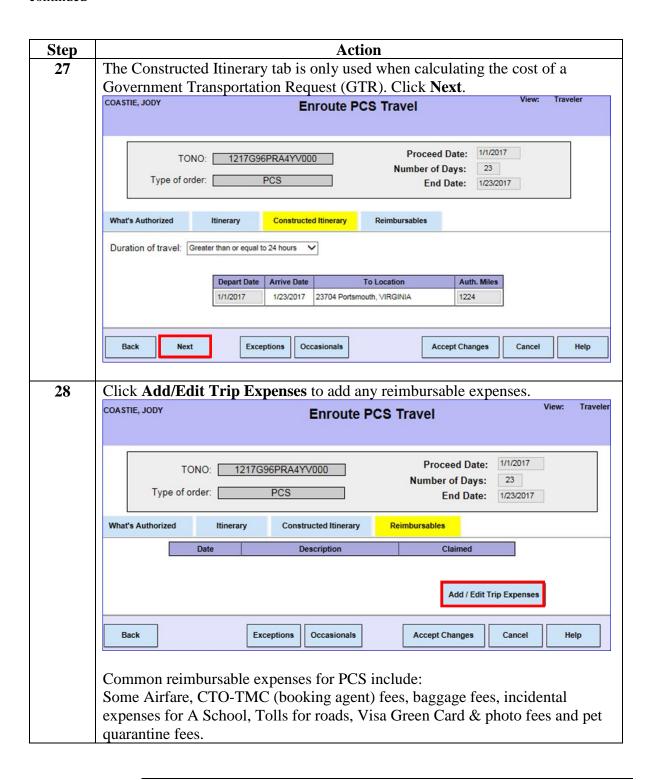
Procedures, continued



Procedures, continued

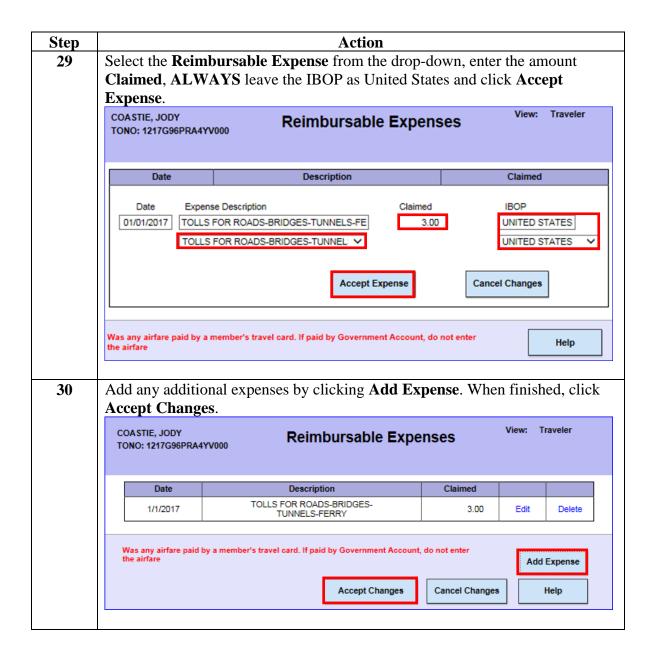


Procedures, continued

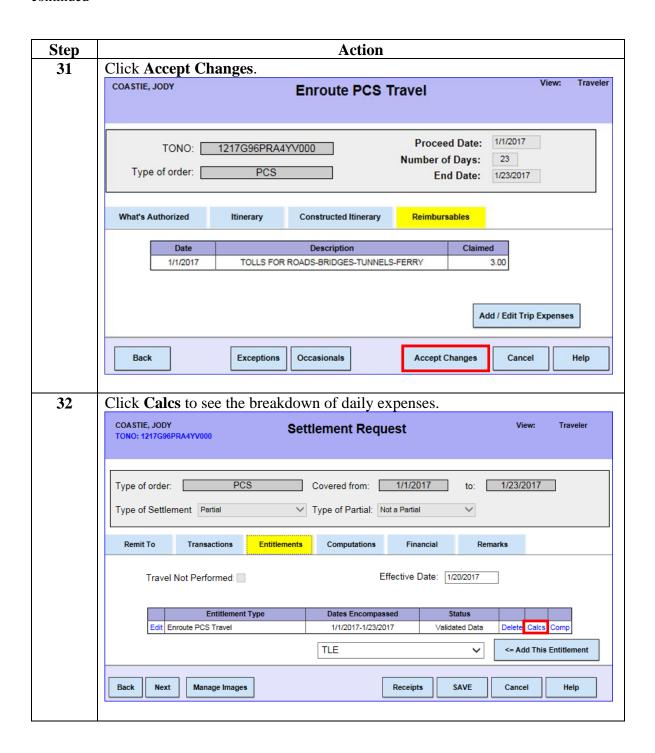


Procedures,

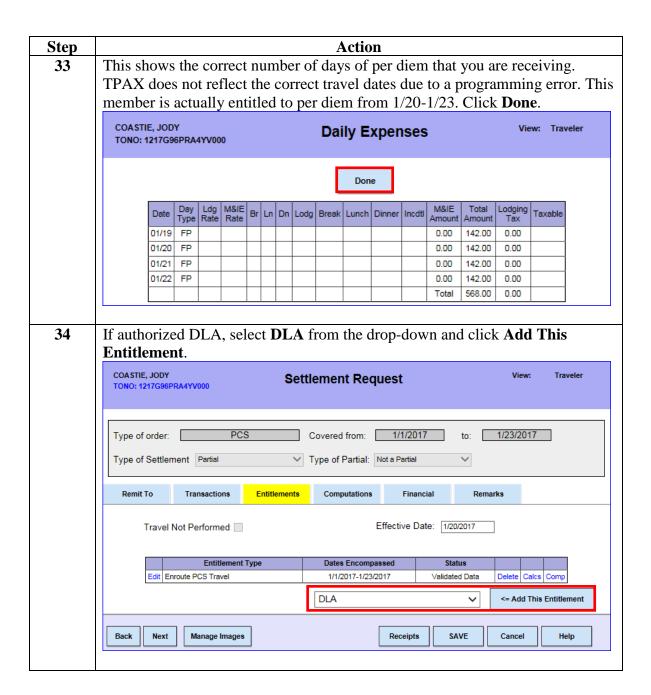
continued



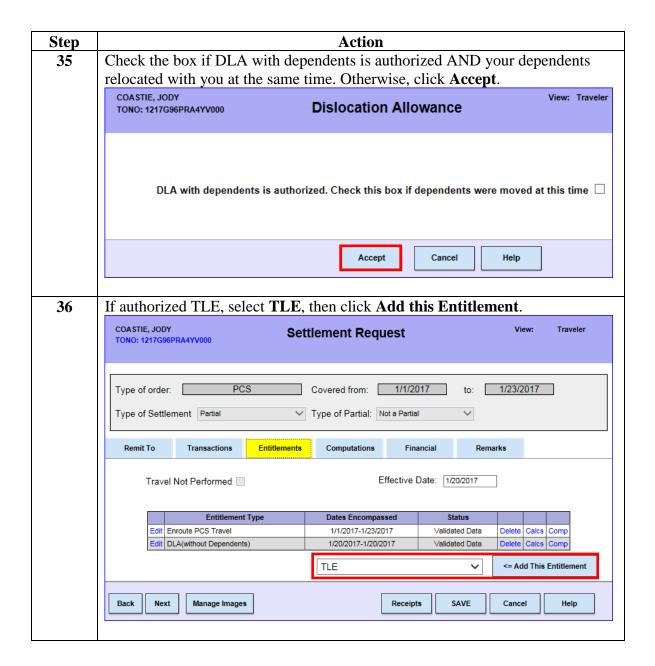
# Procedures, continued



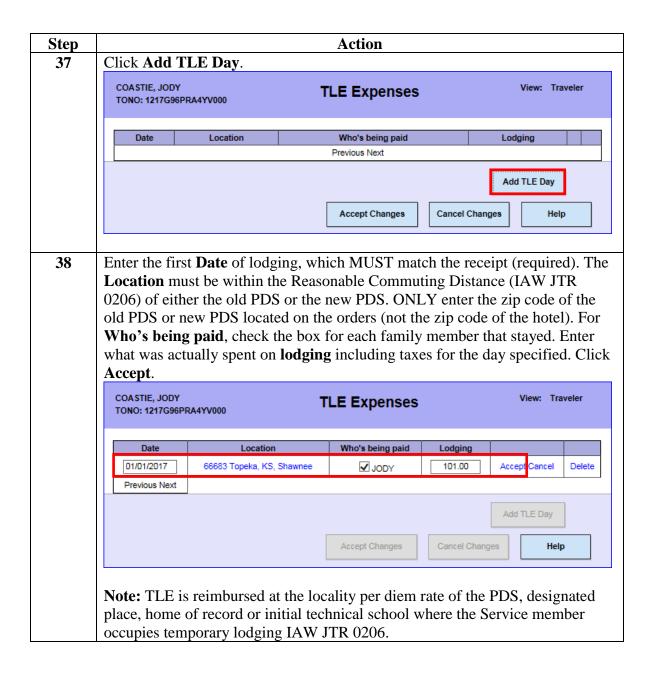
Procedures, continued



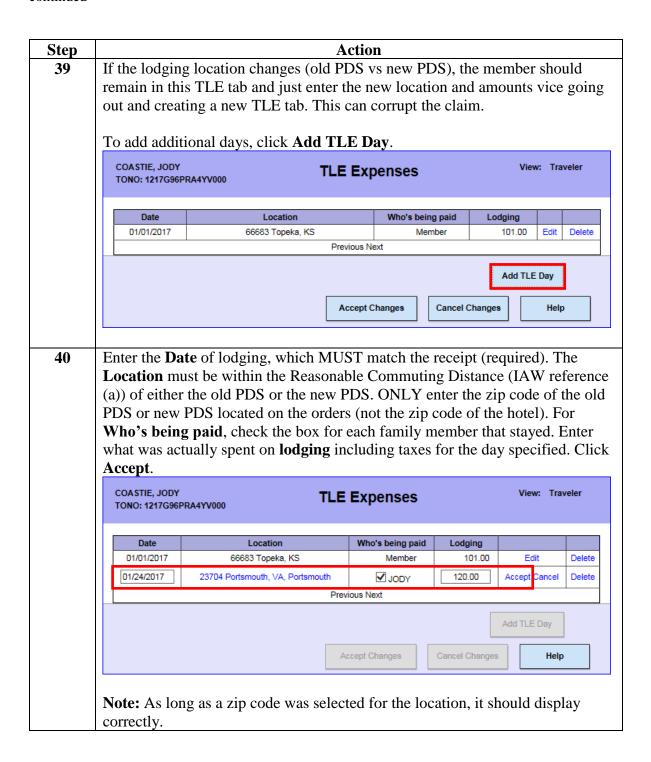
Procedures, continued



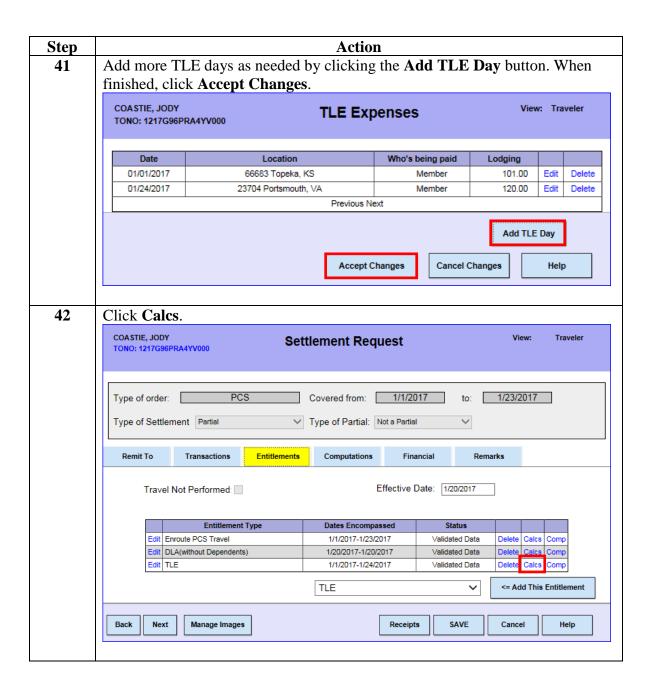
Procedures, continued



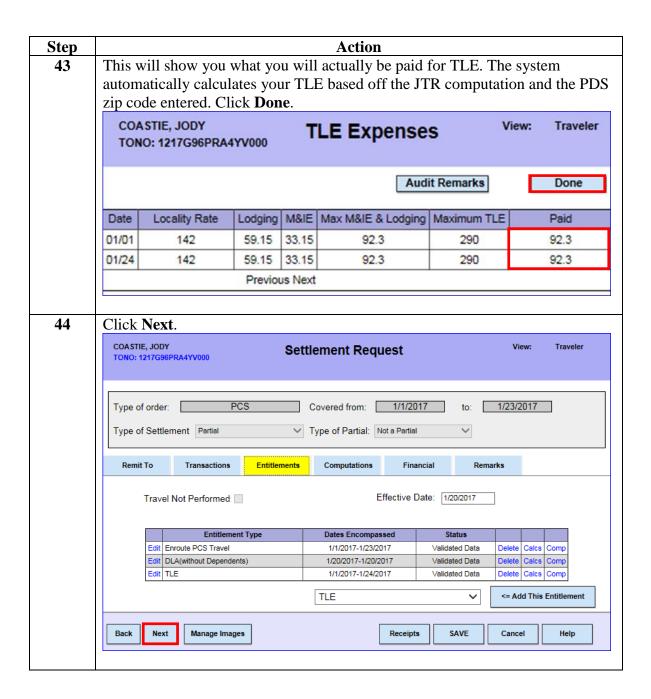
Procedures, continued



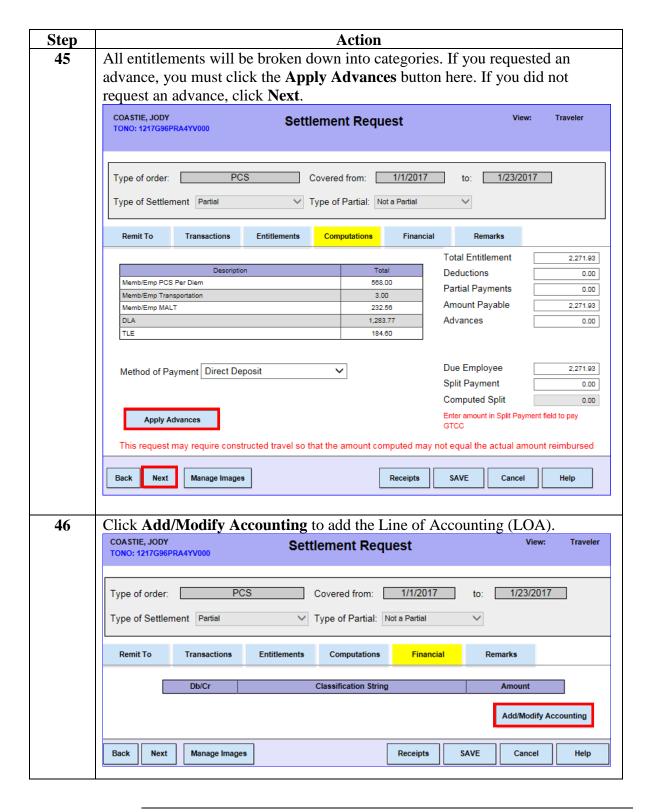
Procedures, continued



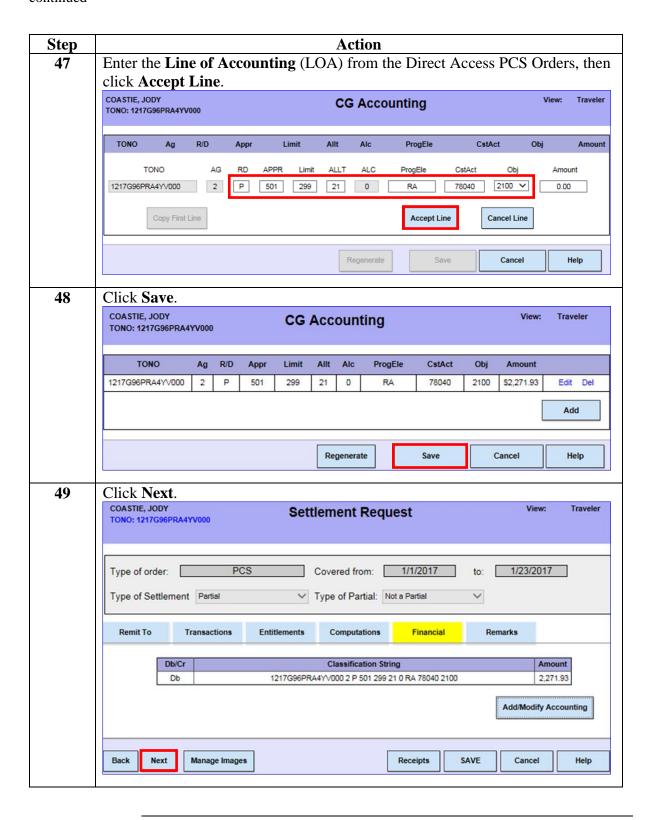
# Procedures, continued



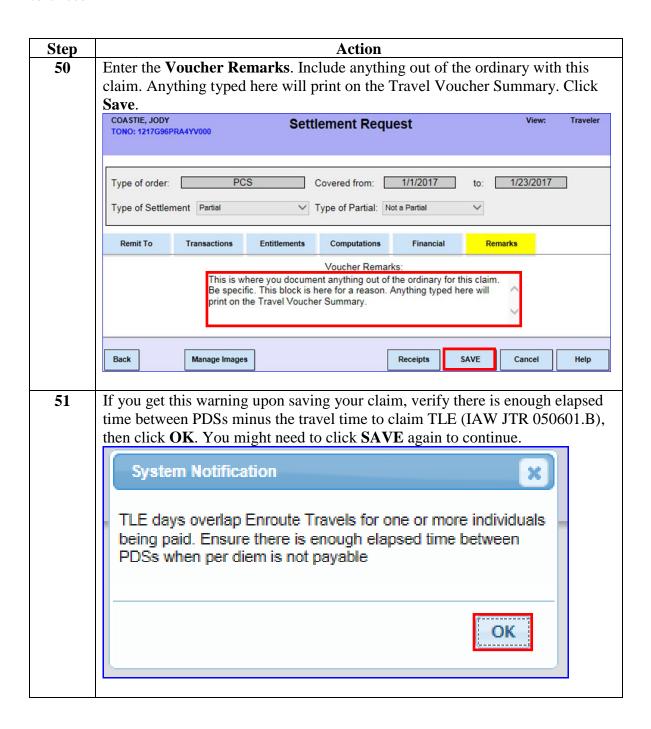
Procedures, continued



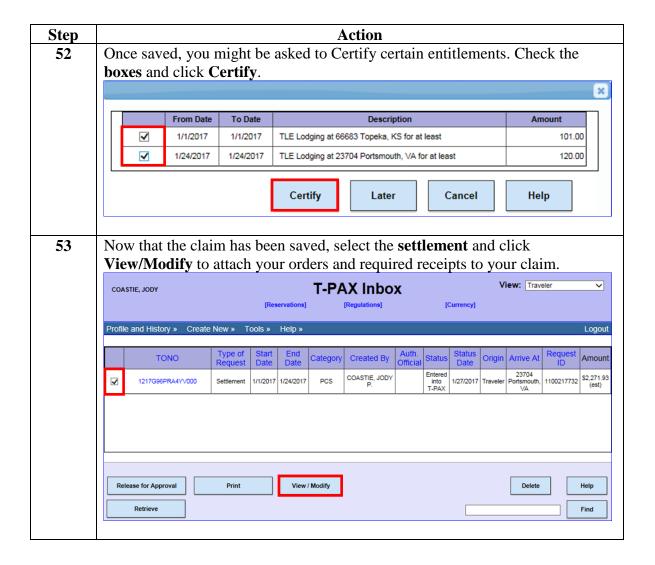
Procedures, continued



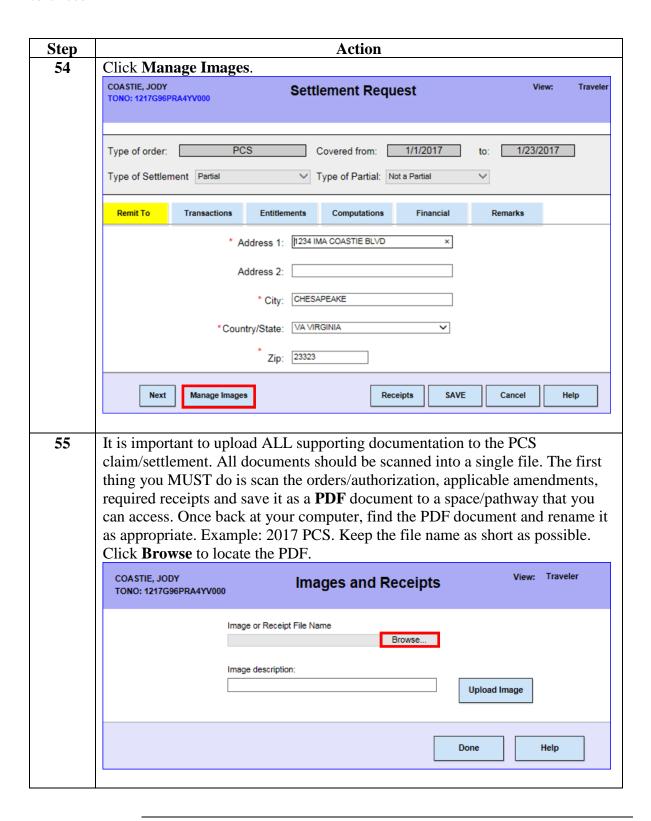
## Procedures, continued



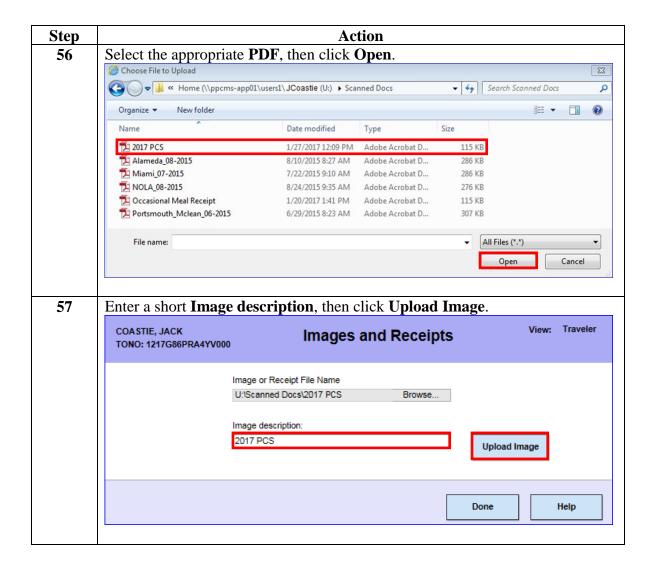
Procedures, continued



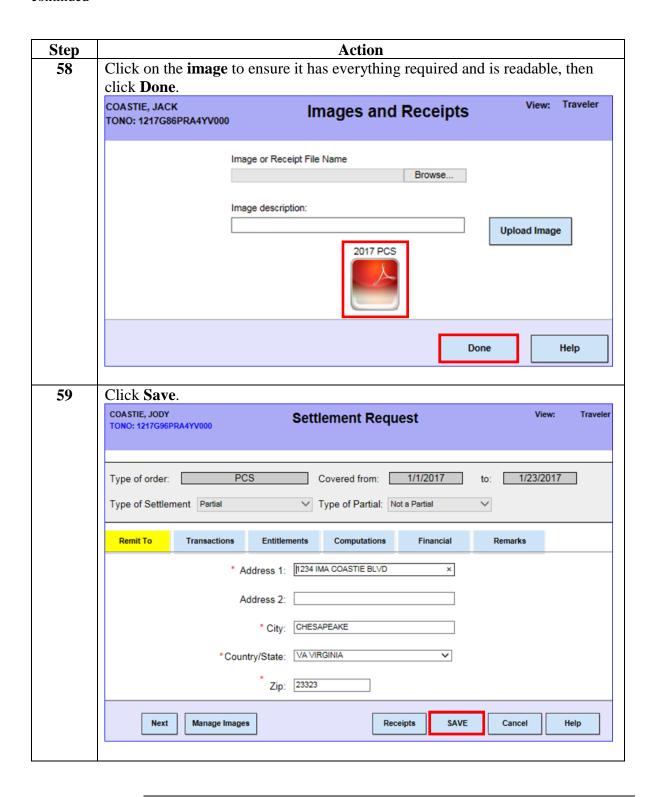
Procedures, continued



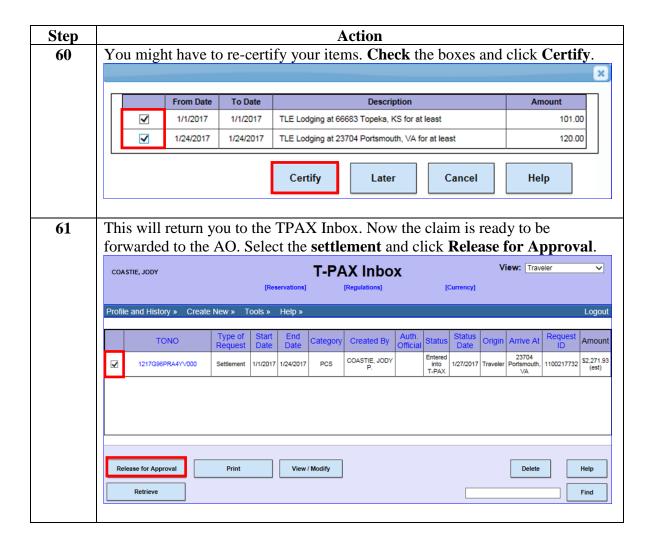
Procedures, continued



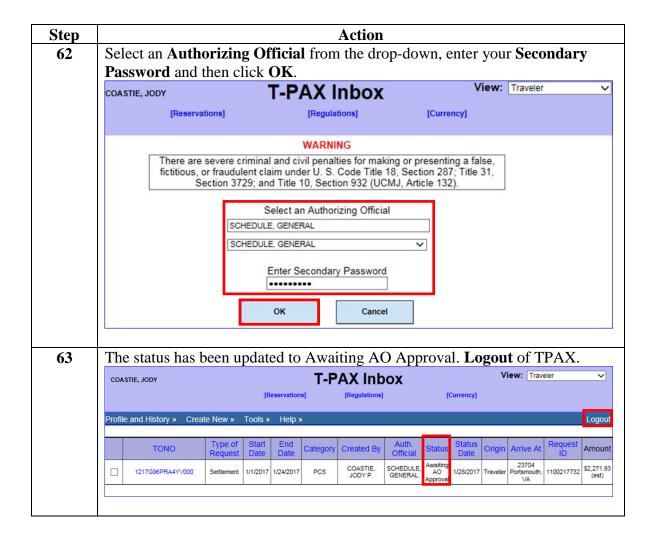
# Procedures, continued



Procedures, continued



Procedures, continued

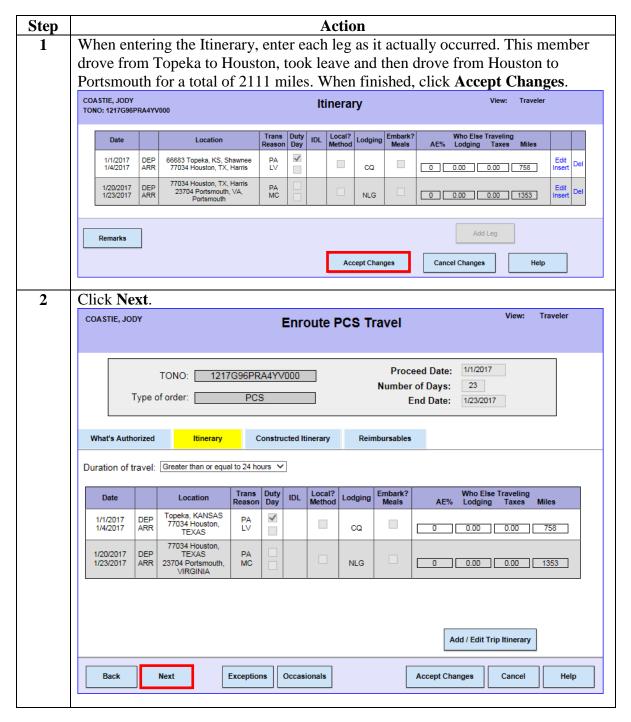


#### **Circuitous/Indirect Travel**

Introduction

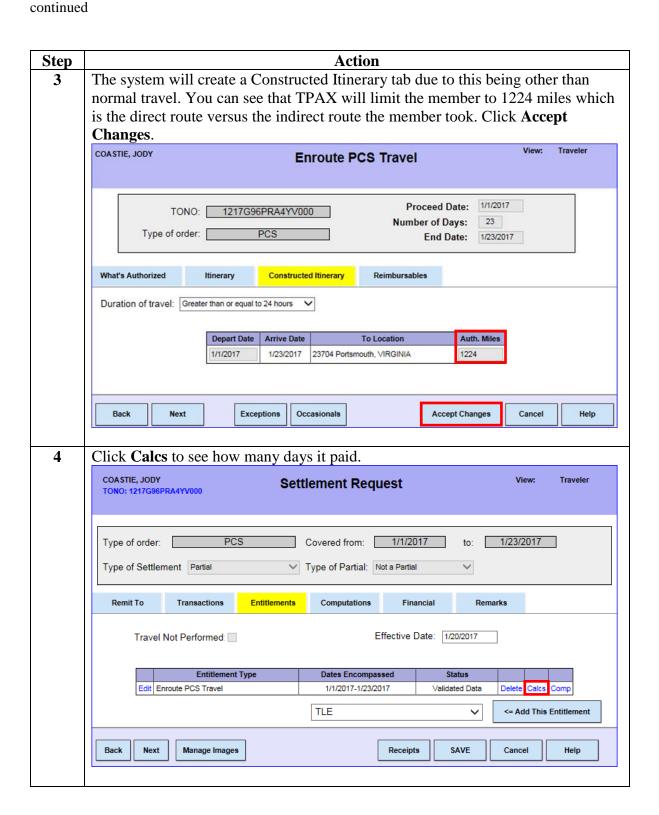
This section shows how to account for a member who did not take the fastest, most direct route. This member drove from Topeka, KS to Houston, TX, took leave and then drove to Portsmouth, VA.

**Procedures** See below.



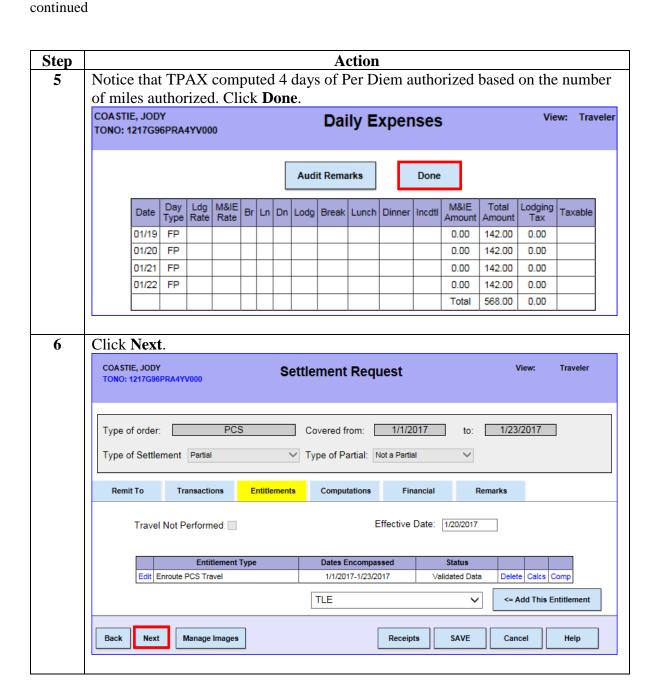
## Circuitous/Indirect Travel, Continued

### Procedures,



### Circuitous/Indirect Travel, Continued

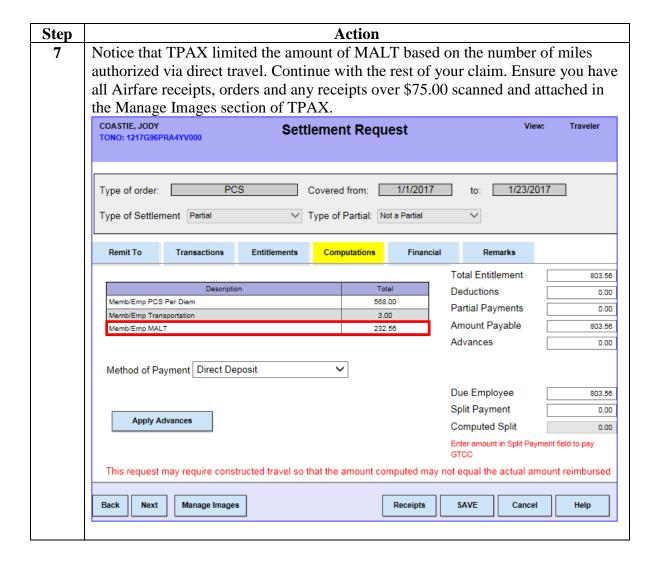
Procedures,



### Circuitous/Indirect Travel, Continued

### Procedures,

continued

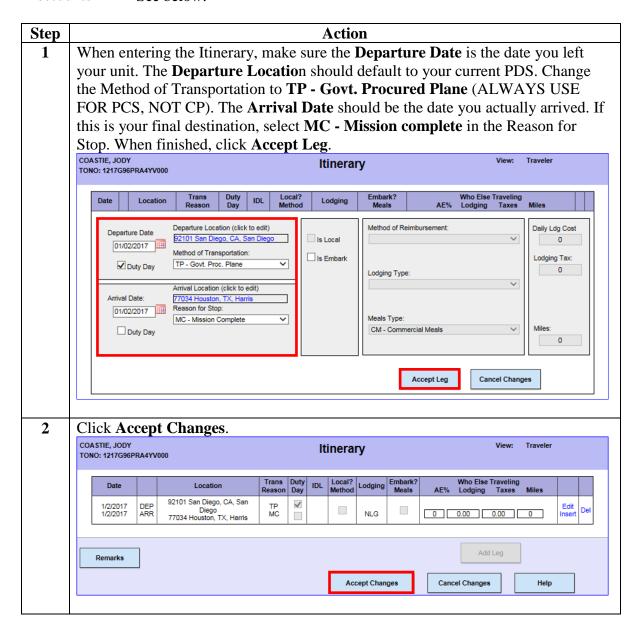


## Flying – CONUS to CONUS

Introduction

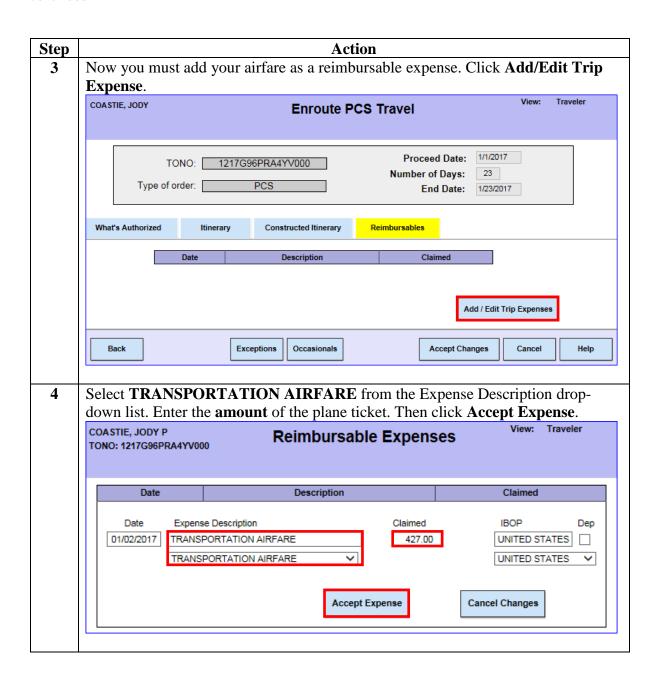
This section shows how to account for a member who flew from their old PDS to their new PDS all within the continental US.

**Procedures** See below.



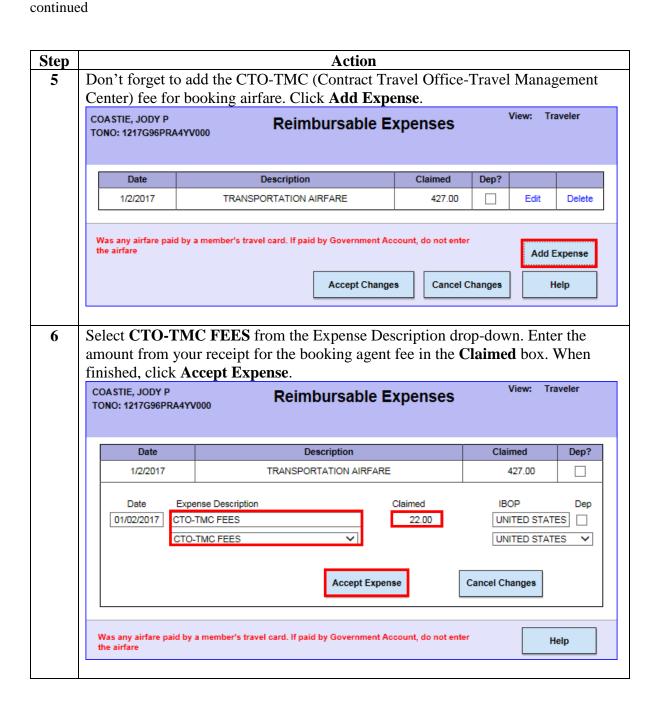
### Flying - CONUS to CONUS, Continued

Procedures, continued



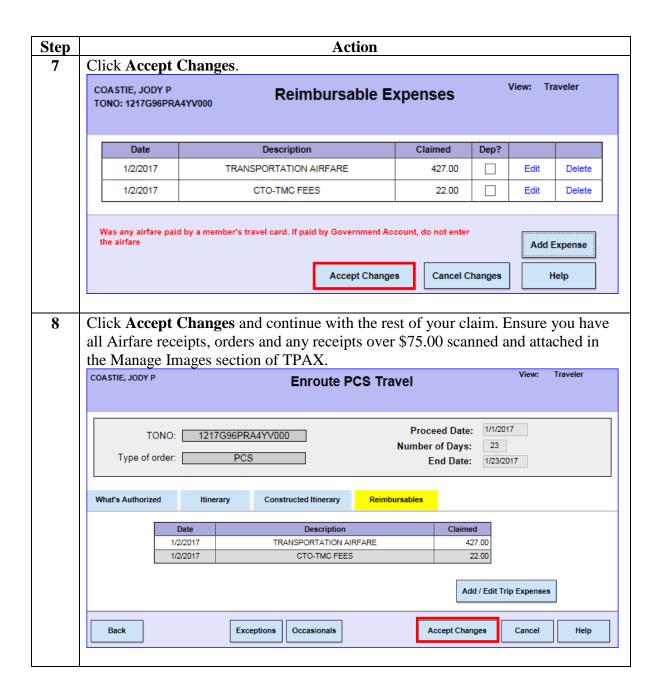
### Flying - CONUS to CONUS, Continued

Procedures,



### Flying - CONUS to CONUS, Continued

# Procedures, continued



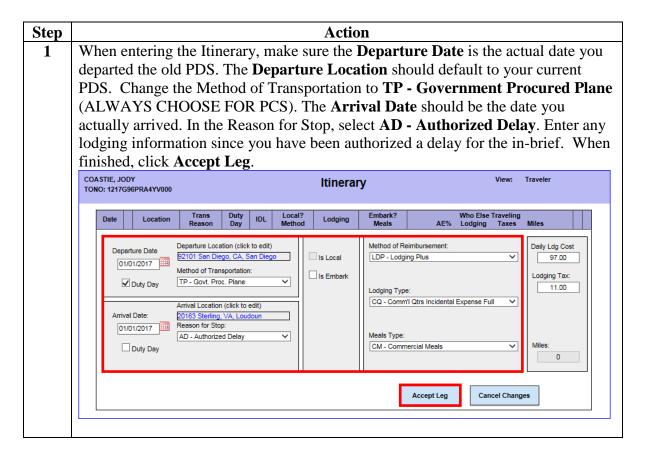
## Flying – CONUS to OCONUS

#### Introduction

This section shows how to account for a member who flew from their old PDS (CONUS) to their new PDS (Outside the Continental US or OCONUS). In this scenario the member traveled to Sterling, VA for an inbrief to Bahrain, then went off to Bahrain.

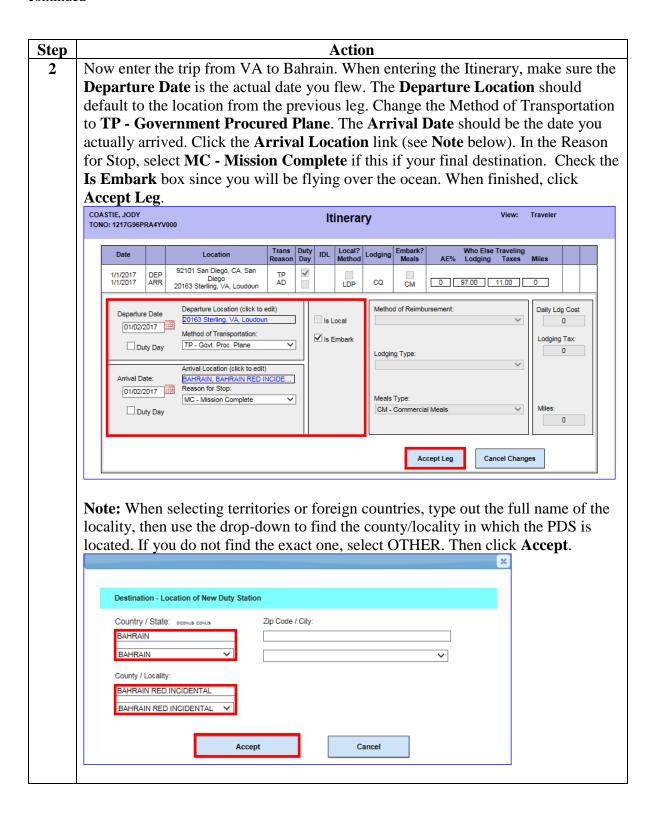
**Procedures** 

See below.



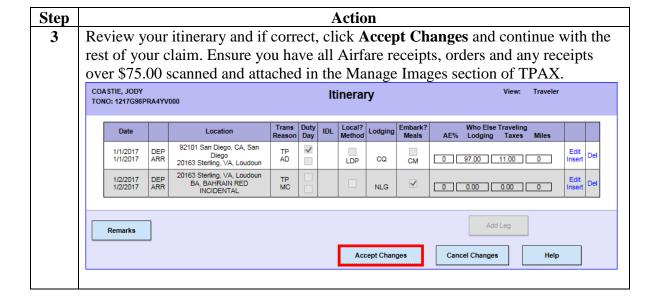
### Flying – CONUS to OCONUS, Continued

Procedures, continued



# Flying - CONUS to OCONUS, Continued

# Procedures, continued



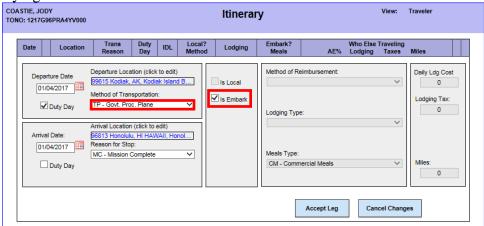
## Flying – OCONUS to OCONUS

#### Introduction

This section shows how to account for a member who flew from their old PDS (OCONUS) to their new PDS (OCONUS).

#### **Itinerary**

When flying OCONUS to OCONUS, make sure you select **TP – Govt. Proc. Plane** for your Method of Transportation, NOT CP for Commercial Plane. Also make sure to check the **Is Embark** box since you will be flying over the ocean.



You'll need to add your airfare and processing fee as reimbursable expenses. Ensure you have all Airfare receipts, orders and any receipts over \$75.00 scanned and attached in the Manage Images section of TPAX.

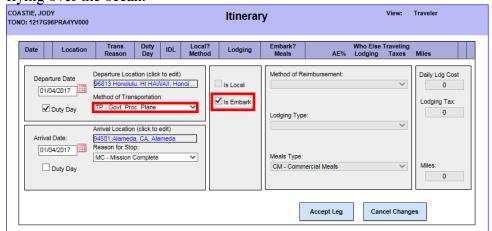
## Flying – OCONUS to CONUS

#### Introduction

This section shows how to account for a member who flew from their old PDS (OCONUS) to their new PDS (CONUS).

#### **Itinerary**

When flying OCONUS to CONUS, make sure you select **TP – Govt. Proc. Plane** for your Method of Transportation, NOT CP for Commercial Plane. Also make sure to check the **Is Embark** box since you will be flying over the ocean.



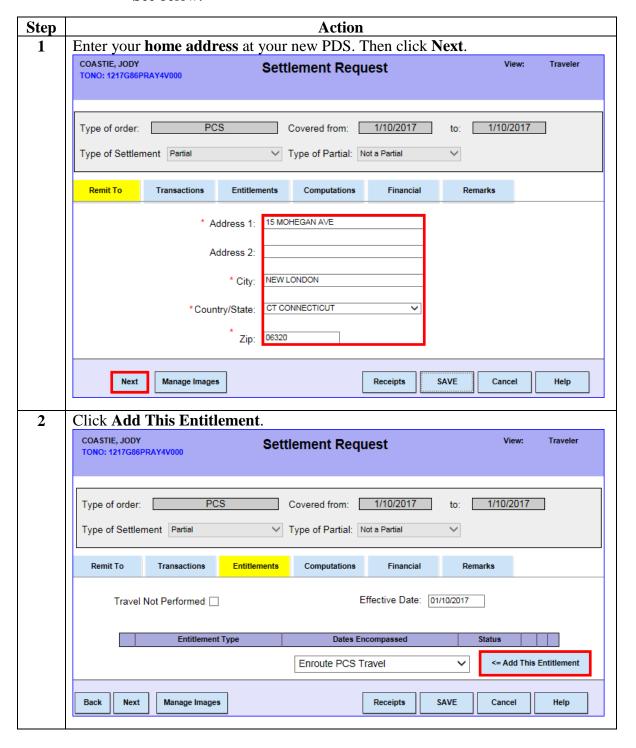
You'll need to add your airfare and processing fee as reimbursable expenses. Ensure you have all Airfare receipts, orders and any receipts over \$75.00 scanned and attached in the Manage Images section of TPAX.

# Home to 1st PDS (Cadets) or Direct Commission

**Introduction** This section shows how to account for a member who is going from their

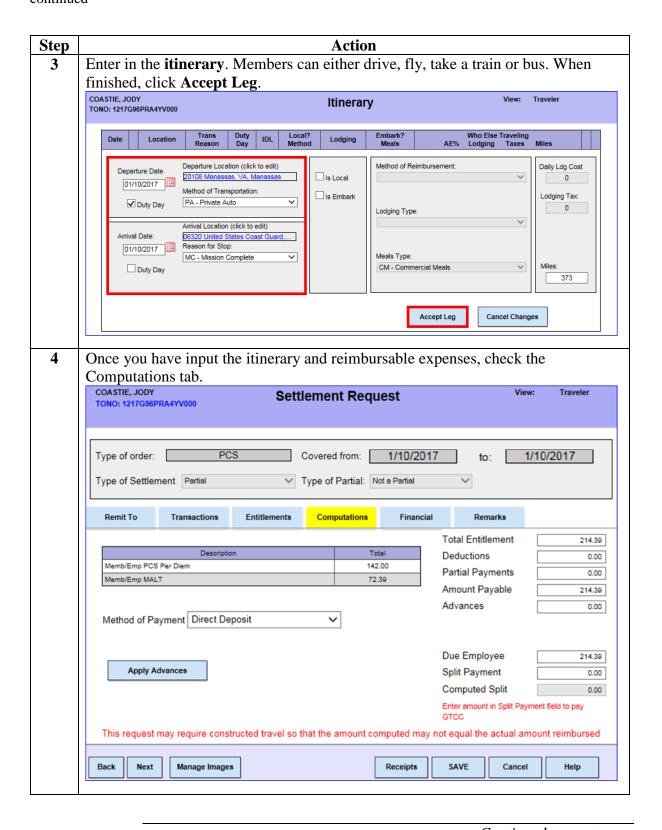
home to their first duty station (CG Academy).

**Procedures** See below.



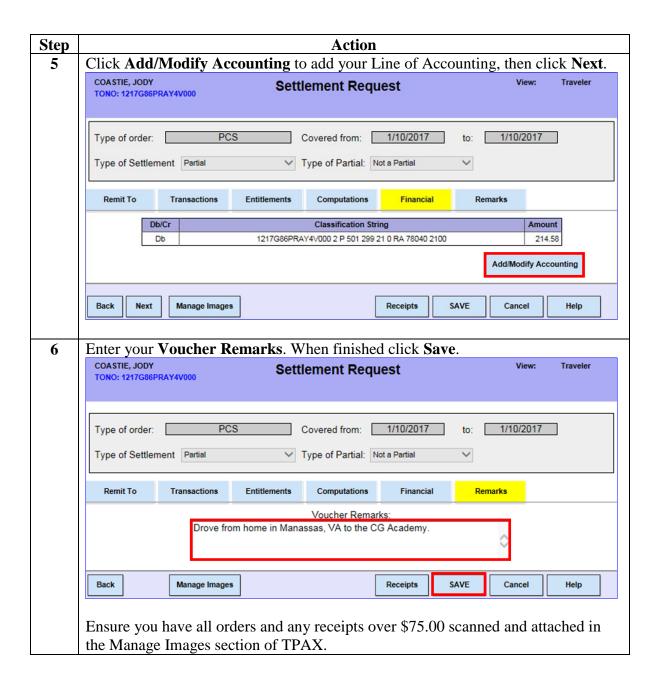
# Home to 1st PDS (Cadets) or Direct Commission, Continued

Procedures, continued



# Home to 1st PDS (Cadets) or Direct Commission, Continued

# Procedures, continued

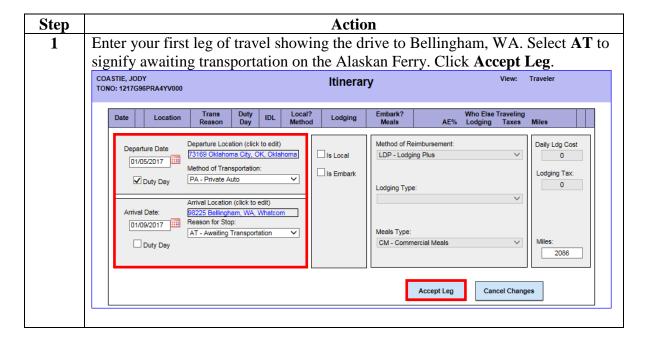


# Mixed Mode - Alaska Ferry (1 POV)

#### Introduction

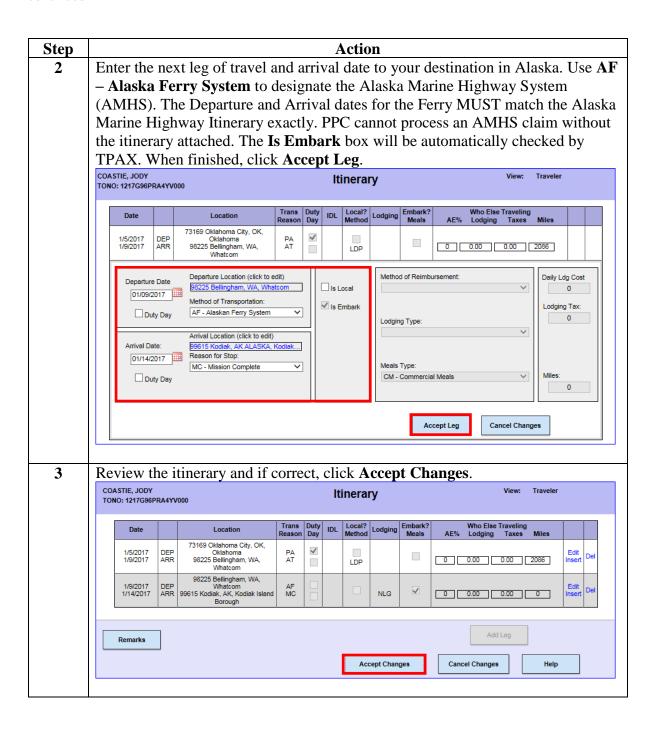
This section shows how to account for a member who uses more than one method of transportation to PCS Transfer. In this scenario, the member drove from their old PDS in Oklahoma City, OK to Bellingham, WA. There they met the ferry which took them to their new PDS in Kodiak, AK.

**Procedures** See below.



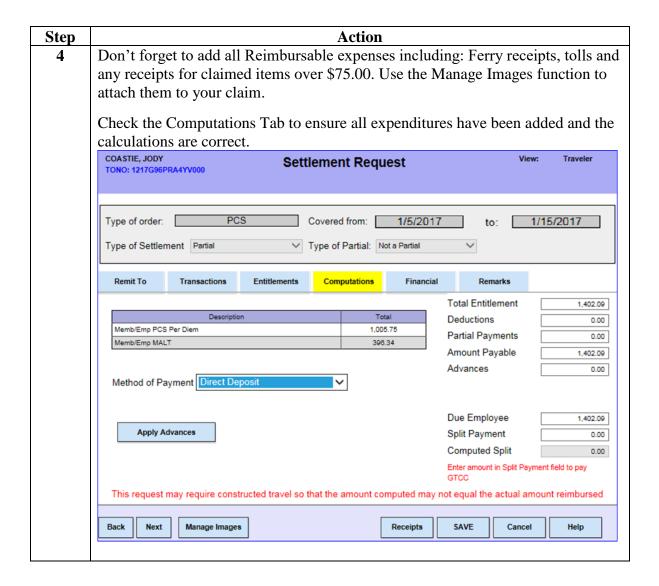
## Mixed Mode – Alaska Ferry (1 POV), Continued

Procedures, continued



# Mixed Mode - Alaska Ferry (1 POV), Continued

# Procedures, continued

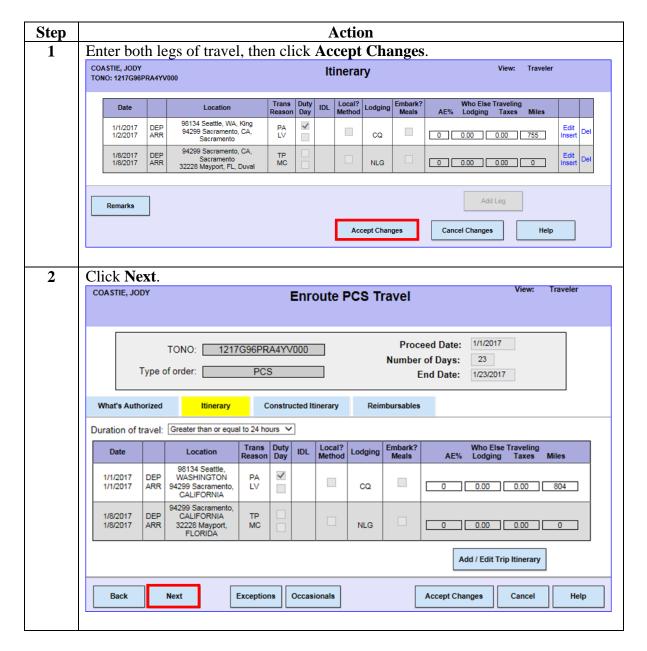


## Mixed Mode - Drive/Fly to Ship

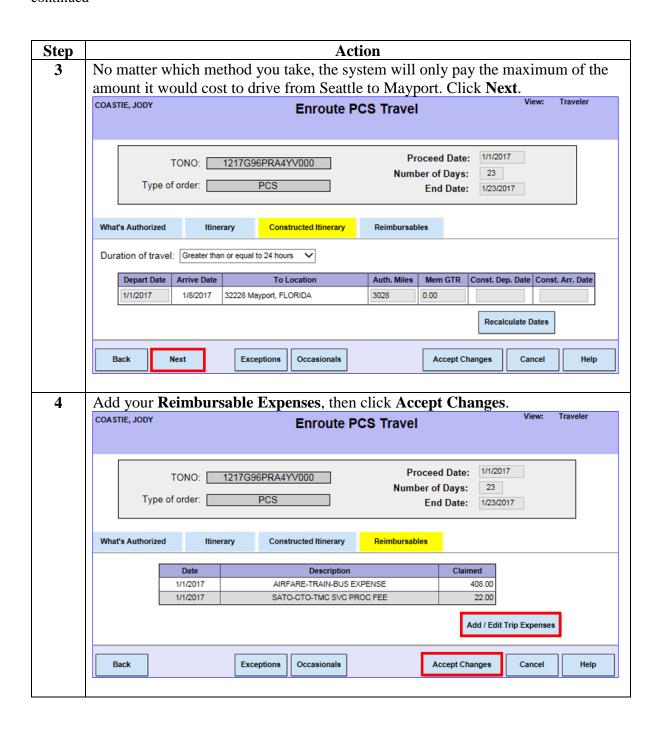
#### Introduction

This section shows how to account for a member who uses more than one method of transportation to PCS Transfer. In this scenario, the member drove to their parents' house in Sacramento, CA to drop off their vehicle, took some leave, then flew to their new PDS homeport in Mayport, FL.

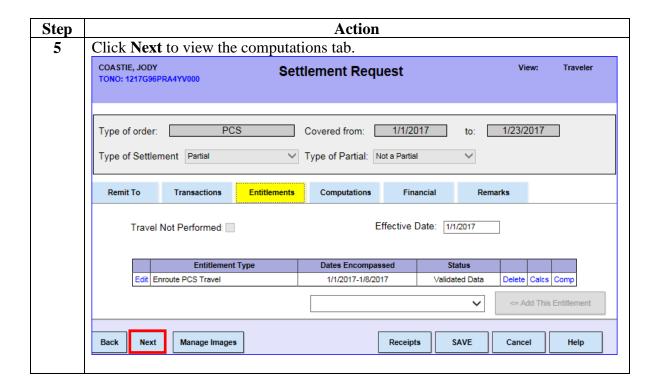
**Procedures** See below.



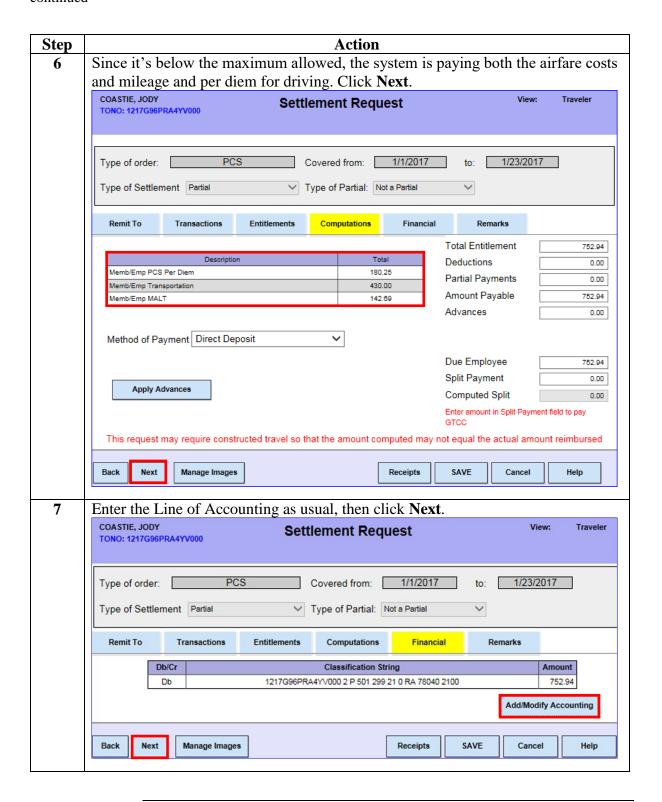
Procedures, continued



Procedures, continued

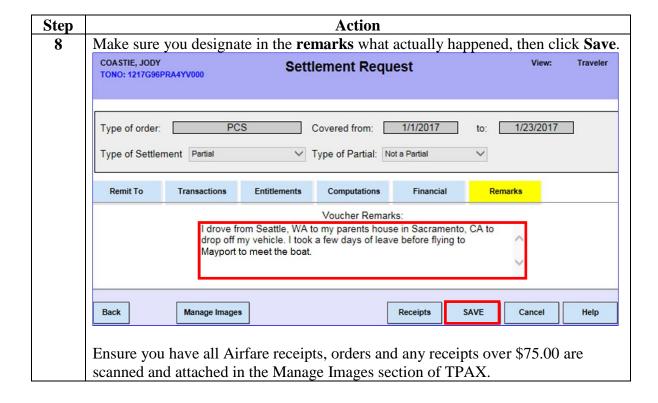


Procedures, continued



#### Procedures,

continued

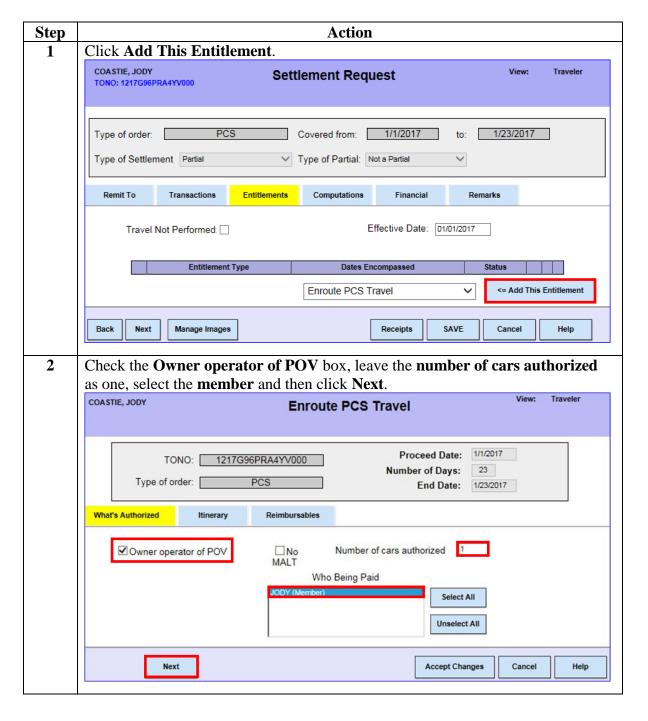


## Mixed Mode – Fly/Drive to PDS (CONUS to CONUS)

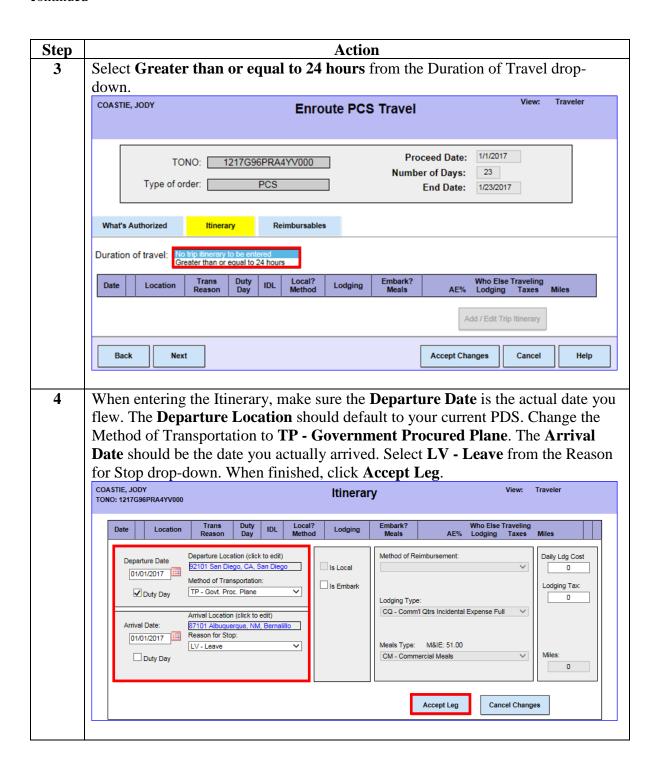
#### Introduction

This section shows how to account for a member who uses more than one method of transportation to PCS Transfer. In this scenario, the member flew from San Diego, CA to Albuquerque, NM, took some leave, then drove to Miami, FL.

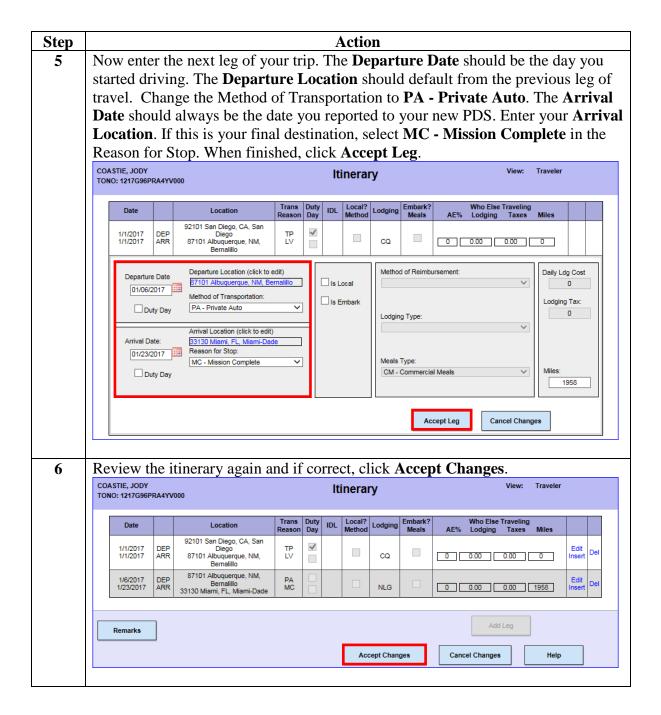
**Procedures** See below.



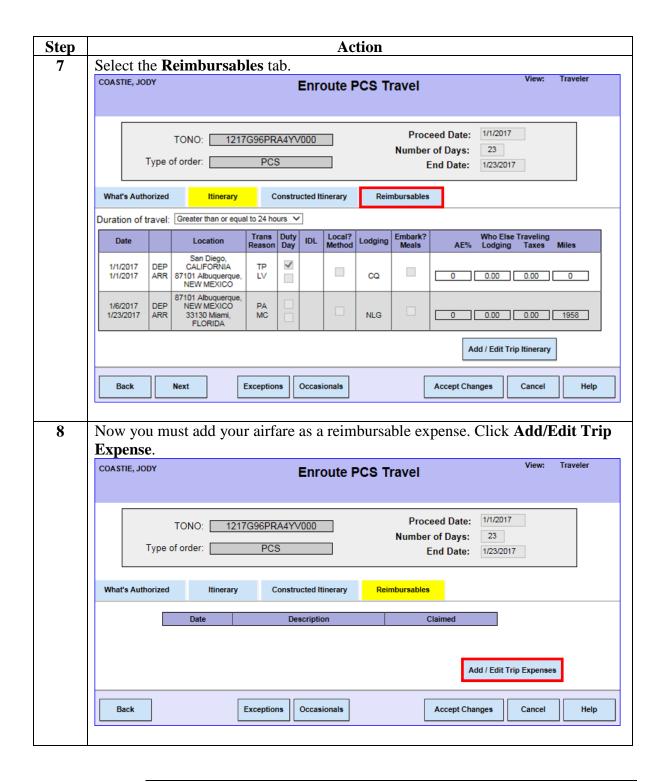
Procedures, continued



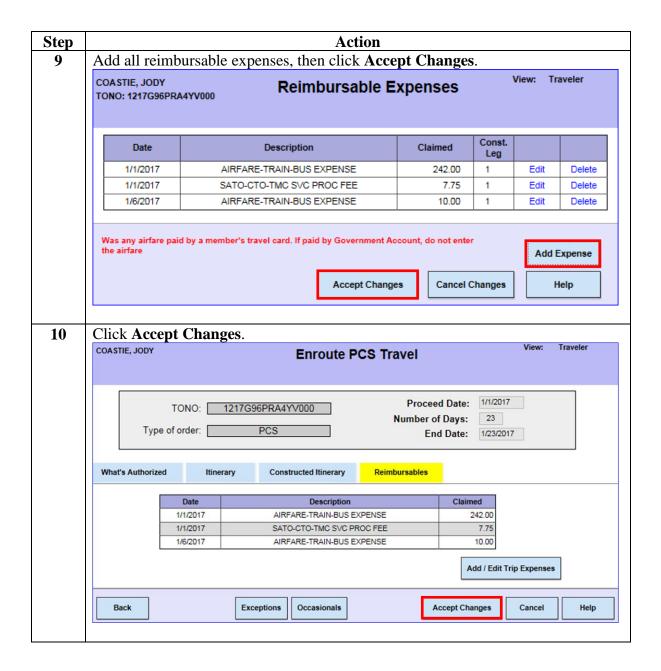
Procedures, continued



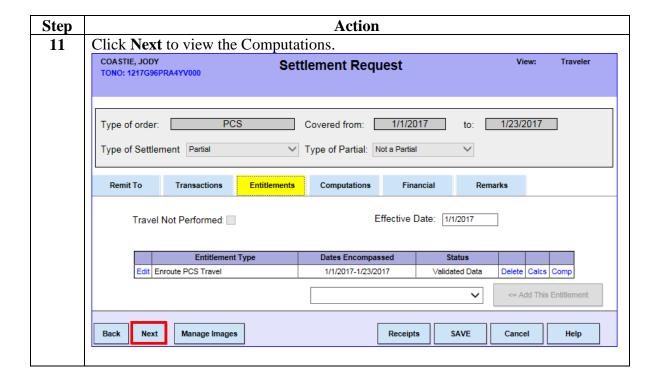
Procedures, continued



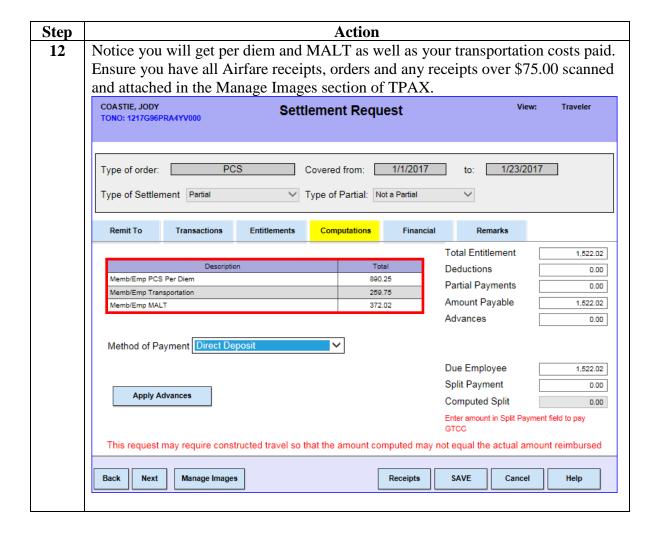
Procedures, continued



**Procedures**, continued



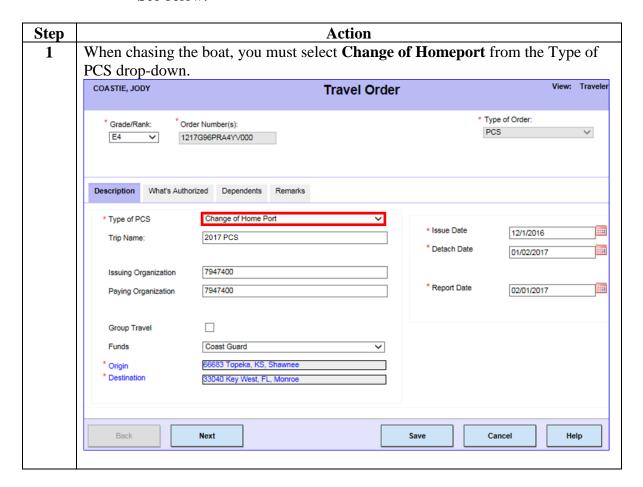
# Procedures, continued



#### Introduction

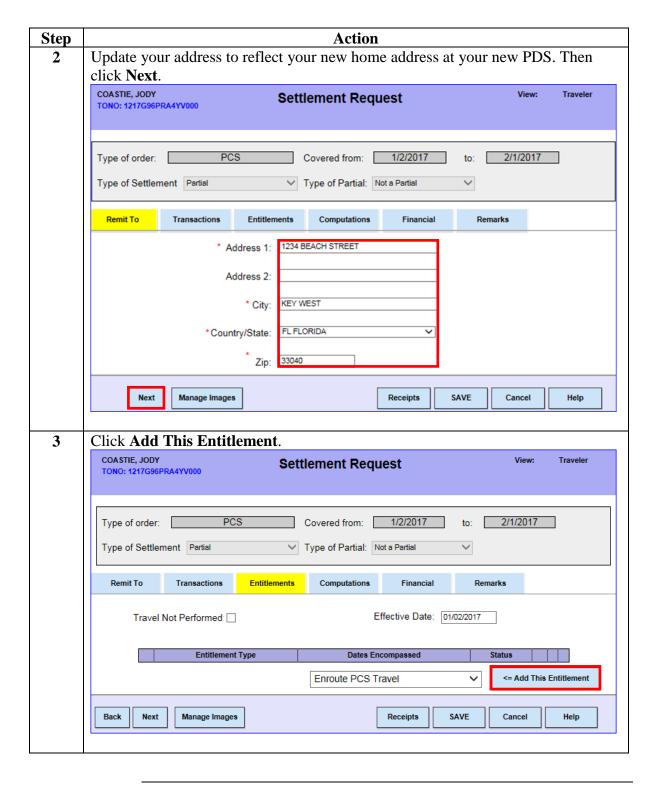
This section shows how to account for a member who uses more than one method of transportation to PCS Transfer. In this scenario, the member drove from their old PDS to the Homeport of their new PDS (ship is homeported in Key West, FL). However, the ship was underway in Panama so the member had to travel to Panama from Key West.

**Procedures** See below.

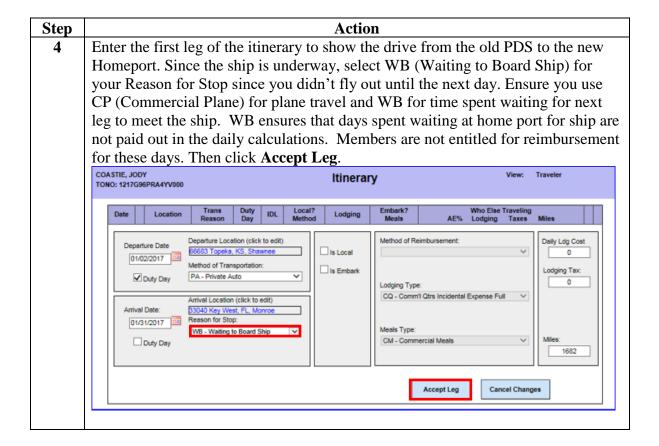


#### Procedures,

continued

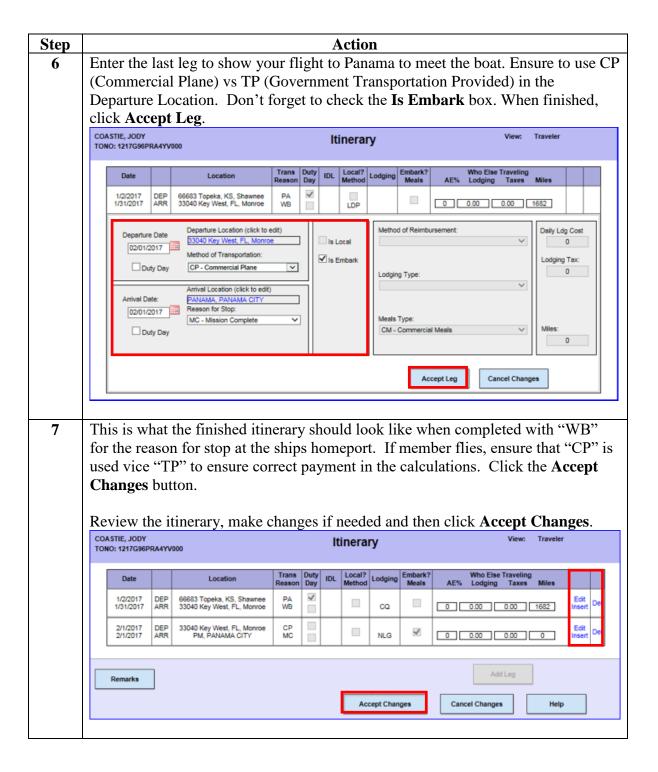


Procedures, continued



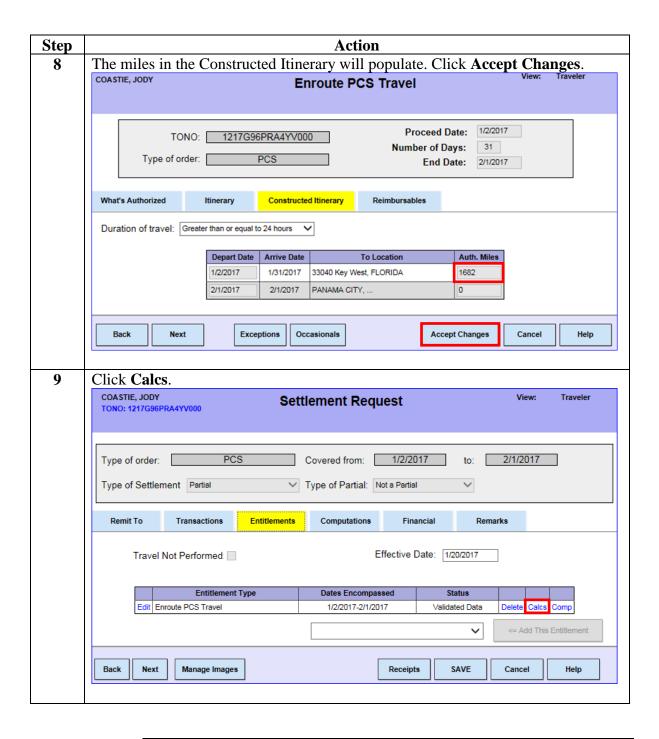
Procedures,

continued

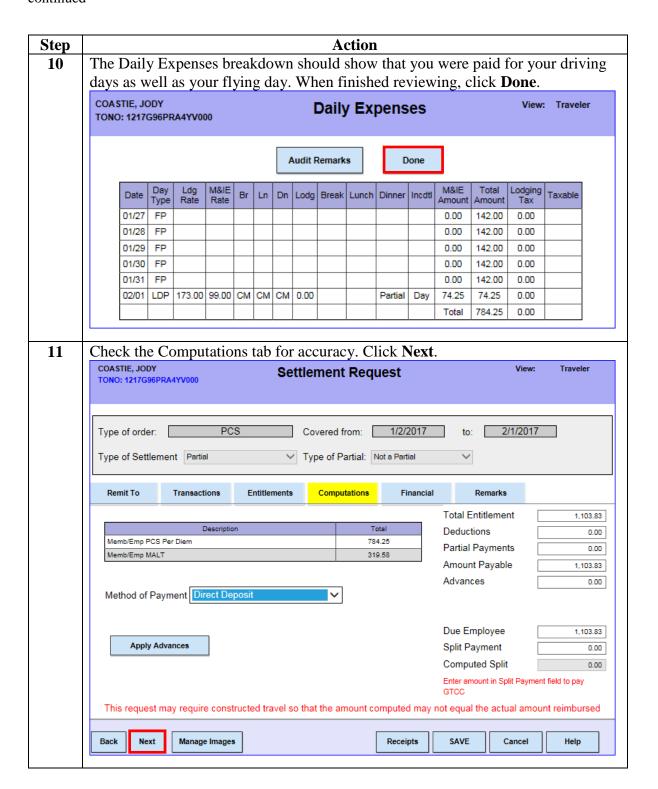


#### Procedures,

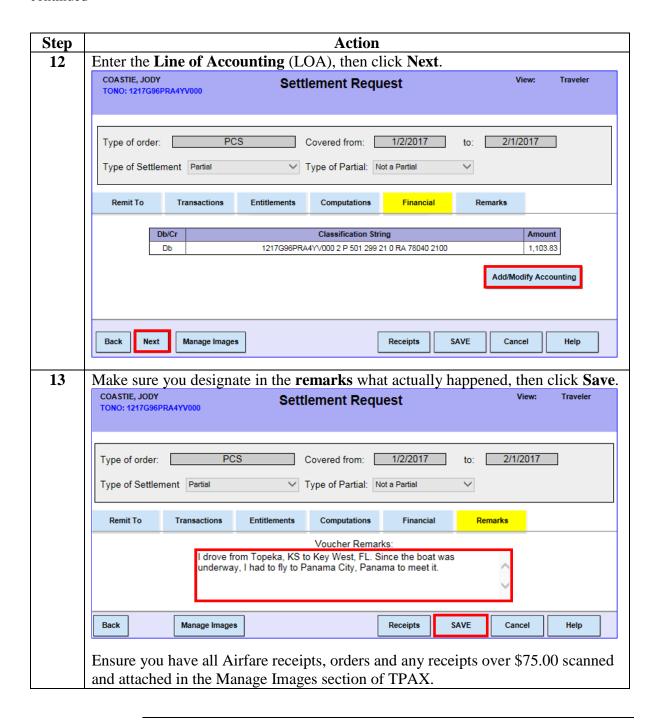
continued



**Procedures**, continued



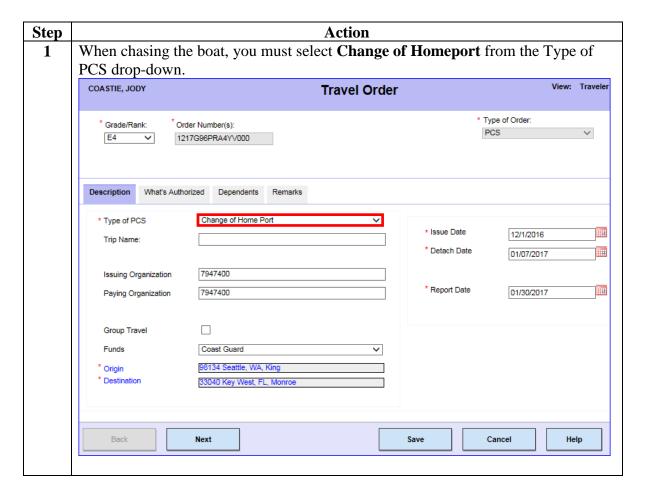
**Procedures**, continued



#### Introduction

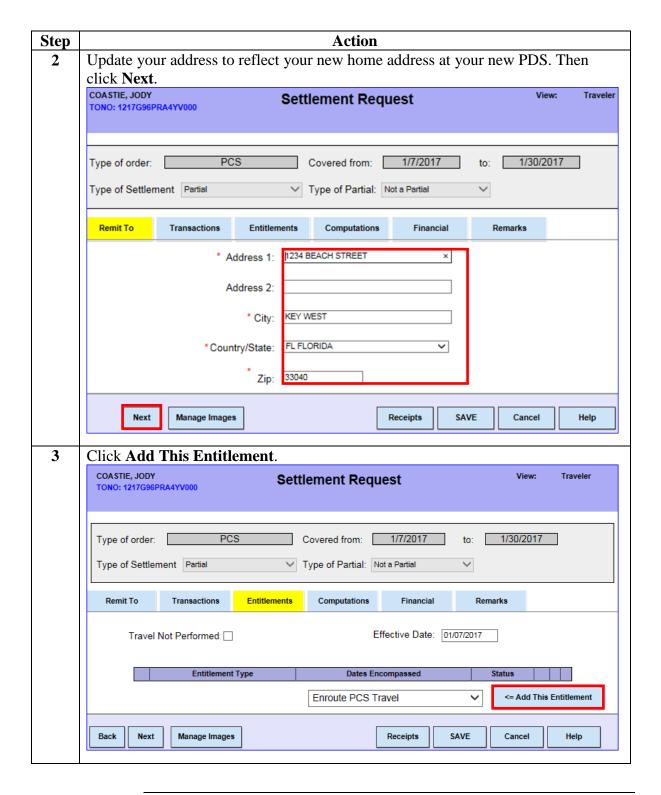
This section shows how to account for a member who uses more than one method of transportation to PCS Transfer. In this scenario, the old PDS (boat) is underway in Cordova, AK. They need to fly to Seattle, then drive to their new Homeport in Key West, FL. Then they will fly to meet the new PDS that is underway in Panama City, Panama.

**Procedures** See below.



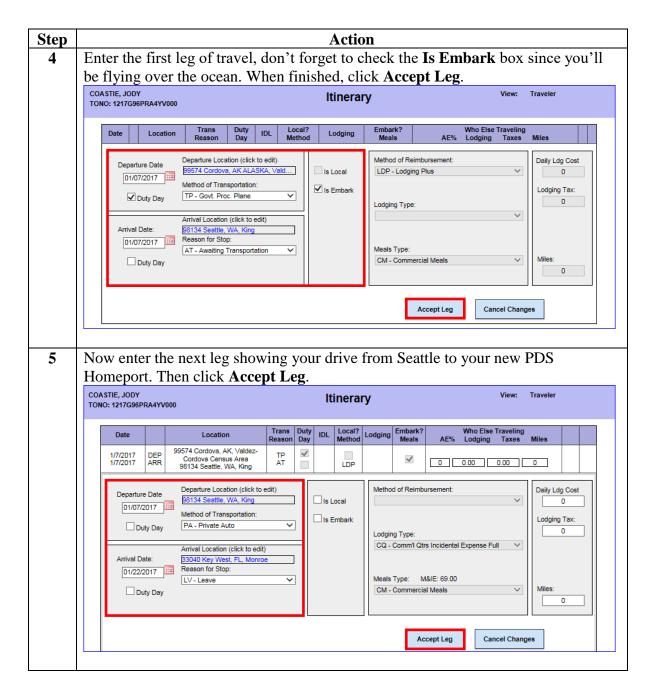
### Procedures,

continued

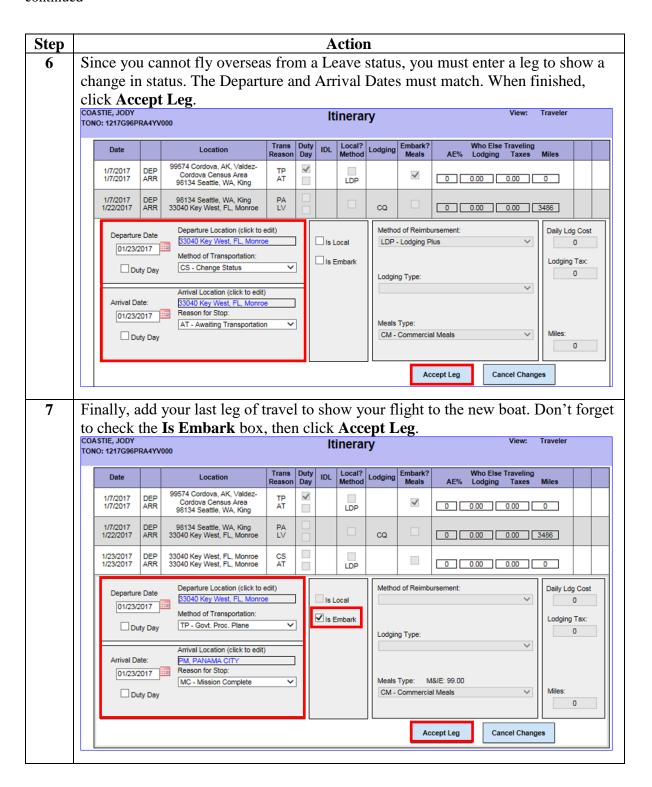


Procedures,

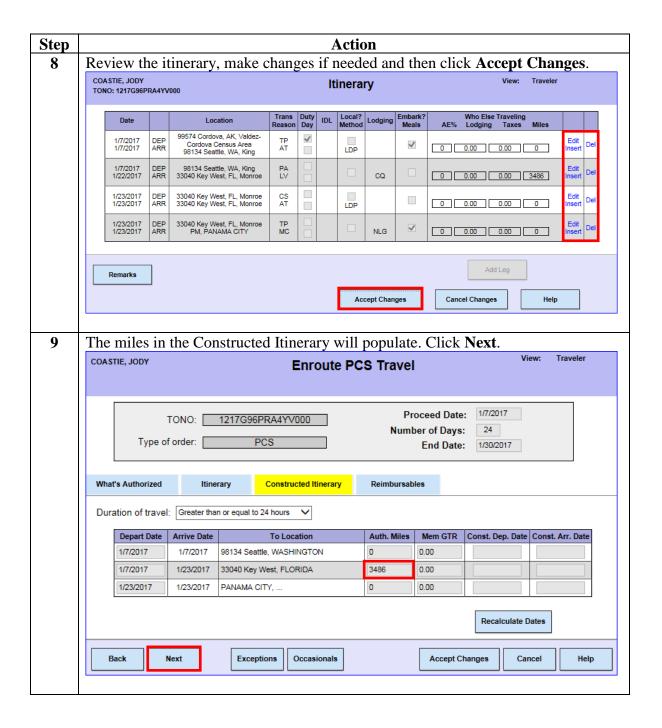
continued



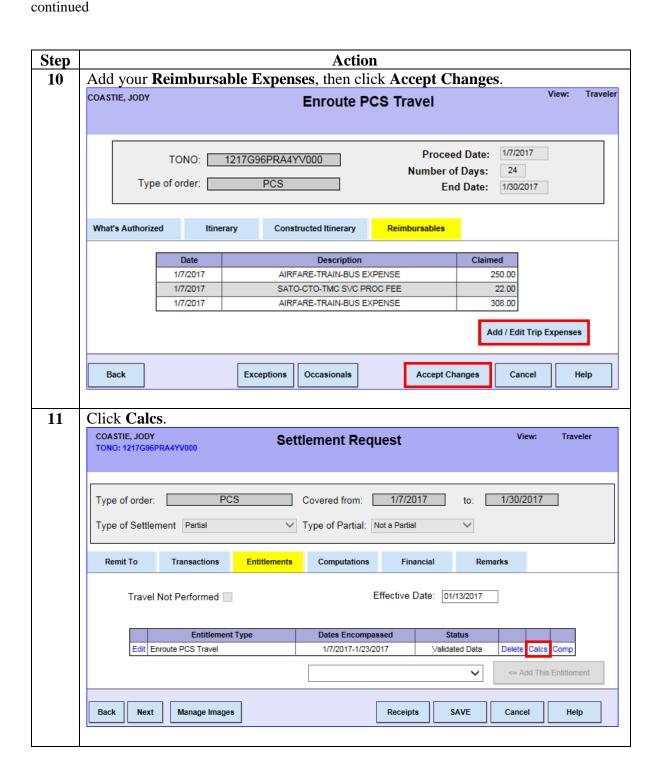
**Procedures**, continued



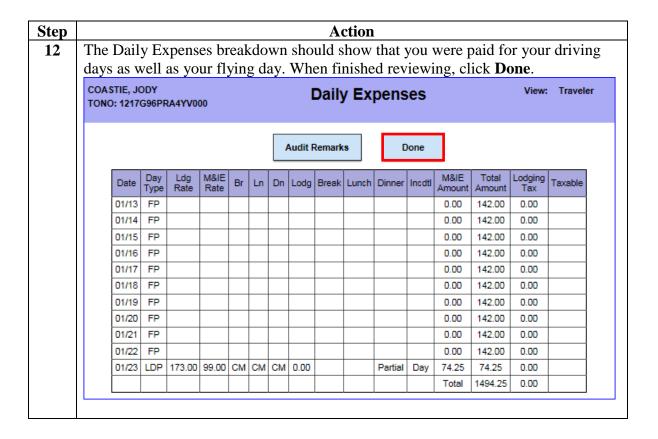
Procedures, continued



Procedures,

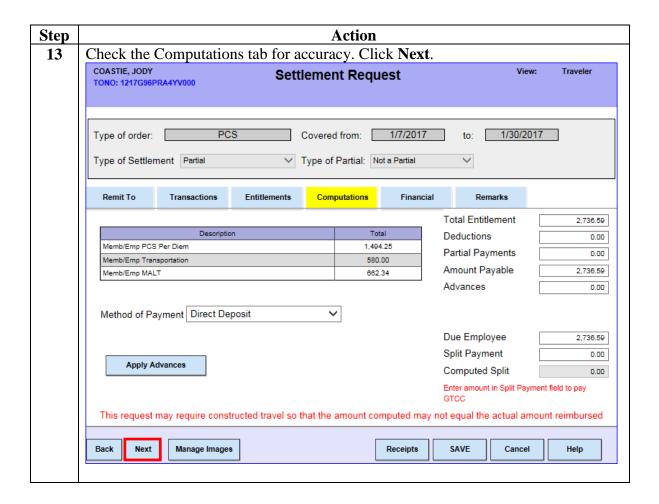


Procedures, continued



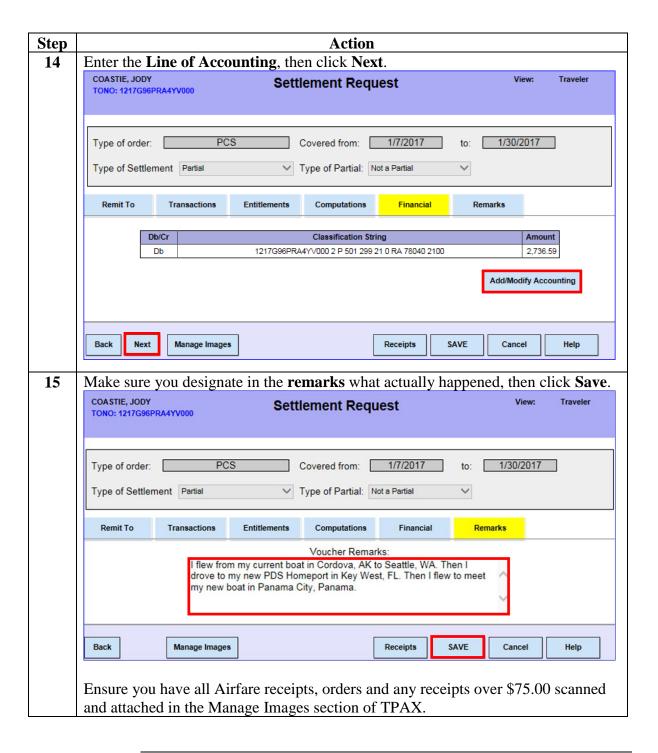
Procedures,

continued



### Procedures,

continued

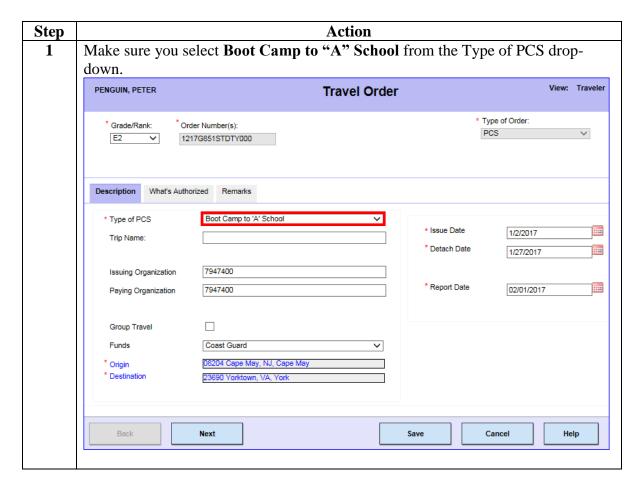


# PCS - Boot Camp to "A" School

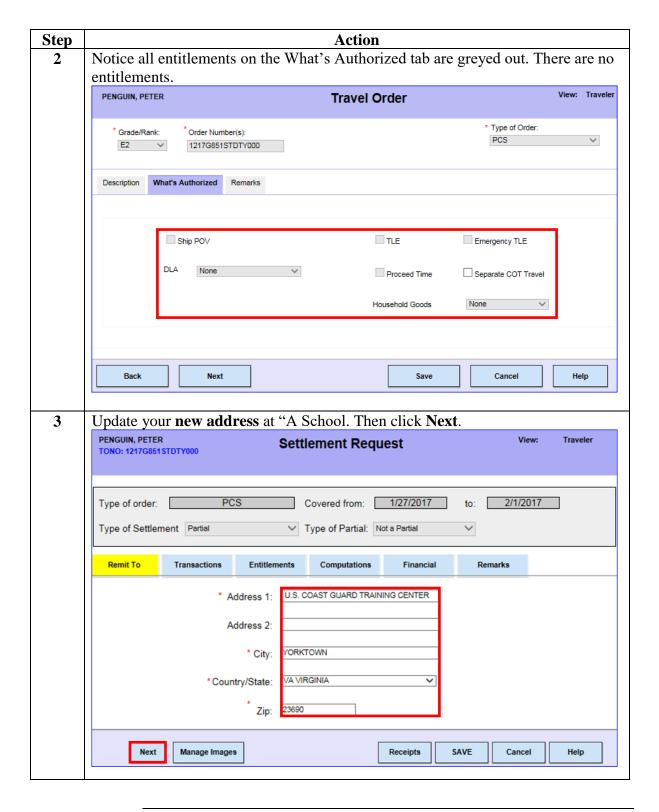
**Introduction** This section shows how to account for a member who is going from Boot

Camp to "A" School.

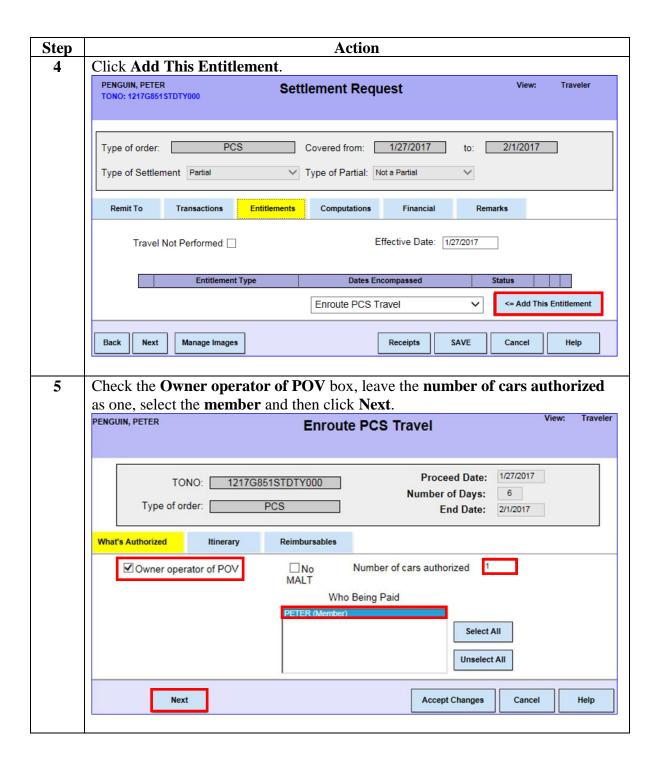
**Procedures** See below.



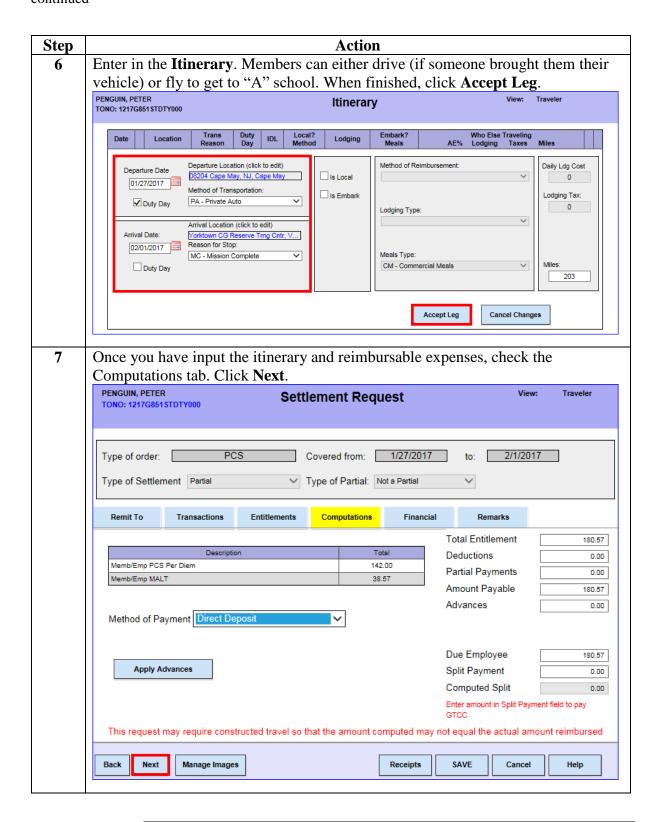
# Procedures, continued



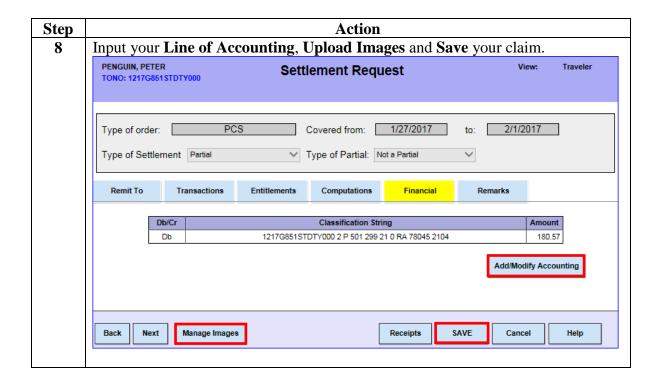
Procedures, continued



Procedures, continued



# Procedures, continued



## **PCS – Separation/Retirement**

#### Information

Separation and Retirement PCS claims must be mailed via 1st Class Mail to PPC for manual processing. This is because the effective date of the orders will be after the member leaves the CG unit and will no longer have access to TPAX.

Note: PPC cannot process separation/retirement claims until the effective date of separation regardless of when the member traveled.

#### Timeframe

When separating, a member has 180 days to elect to relocate to their Home of Record/Home of Selection.

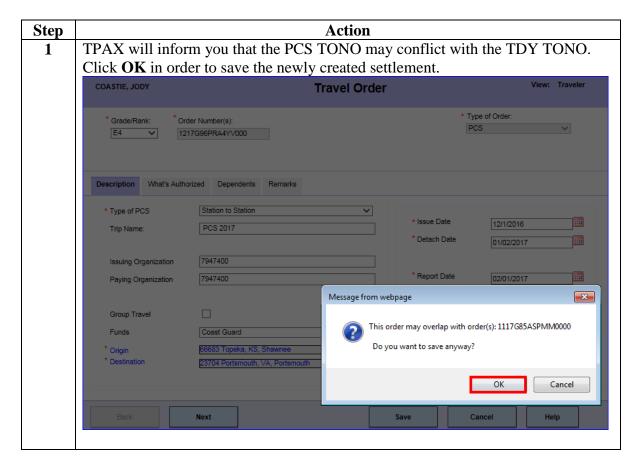
Members that retire have one year to elect to relocate to their Home of Record/Home of Selection.

### **PCS with TDY Enroute (TEMDU)**

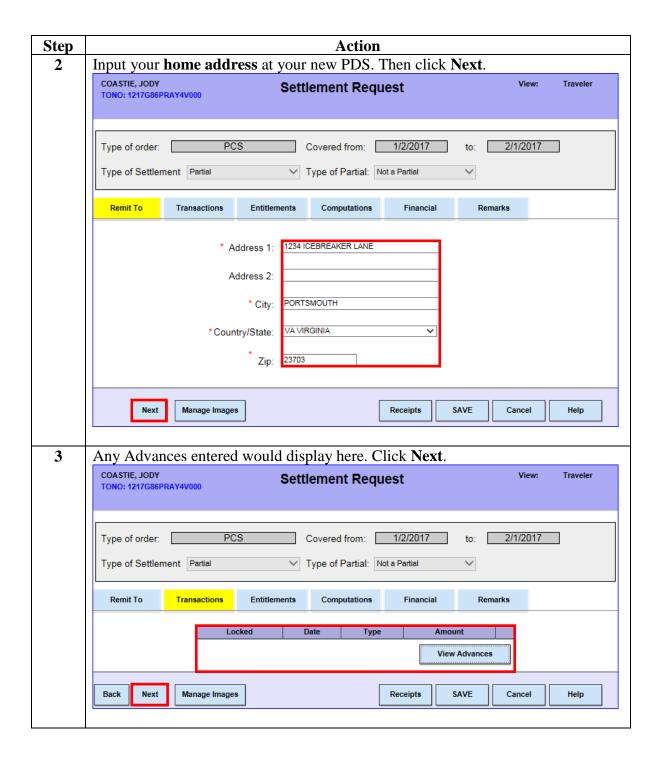
**Introduction** This section shows how to account for a member who performed

Temporary Duty enroute from their old PDS to their new PDS. For the purposes of this example the TDY TONO and TPAX Claim were created first. We will focus on the PCS claim with the TDY already created.

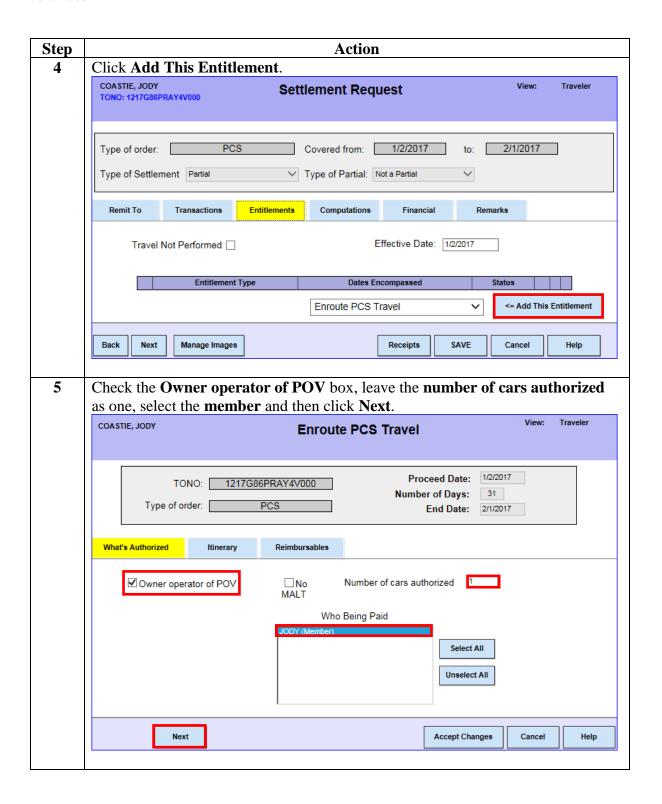
**Procedures** See below.



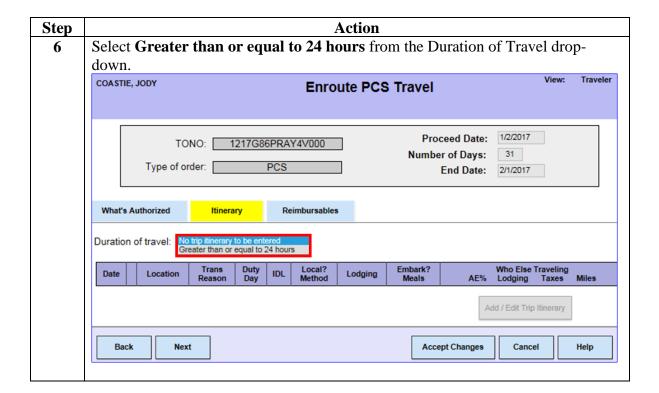
Procedures, continued



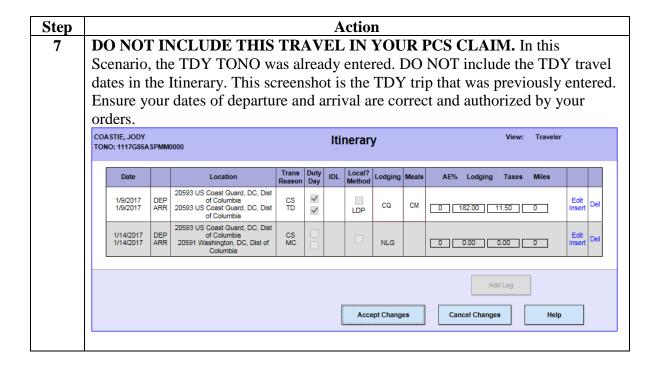
Procedures, continued



Procedures, continued



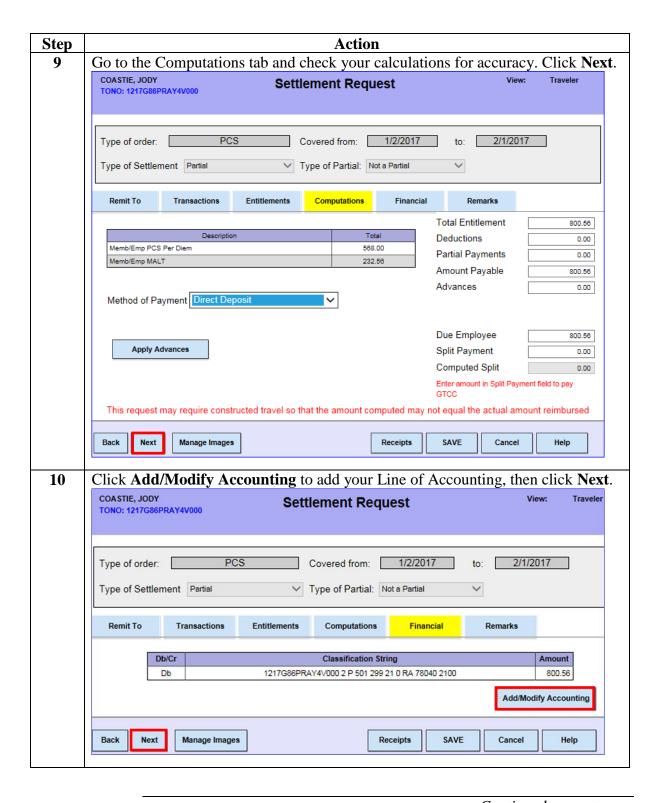
Procedures, continued



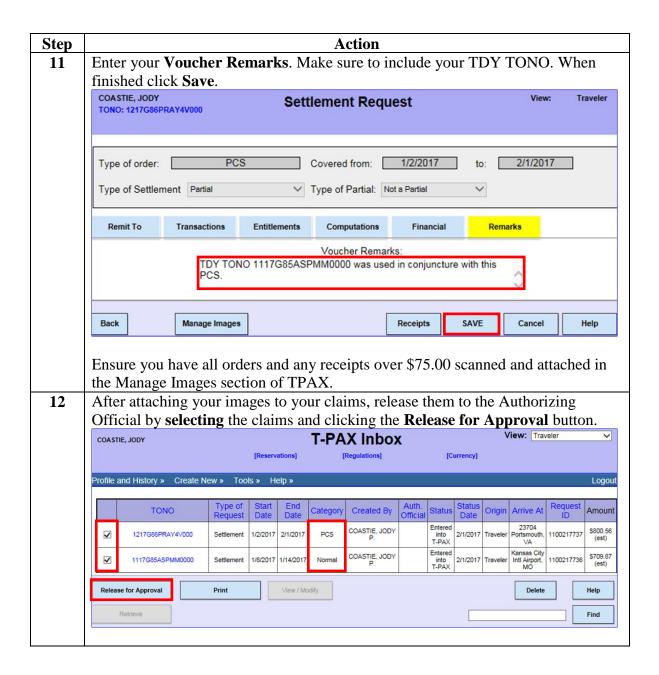
Procedures, continued

							Act	tion			
This screenshot is the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specifics of the PCS trip that <b>DOES NOT</b> include the specific trip trip that <b>DOES NOT</b> include the specific trip trip trip trip trip trip trip trip										*	
t	travel. Select the <b>DL</b> (Designated Location) option from the <b>Reason for Stop</b>										
	drop-down. If the member flies at a point in the itinerary, ensure to use CP										
	(commercial plane) vice TP (Government Procured Plane) to ensure correct										
	payment on the calculations. This will ensure that the days spent in a TDY state										
	are not paid out on the PCS travel claim. If your itinerary is correct, click Acce										
	Changes.										
	COASTIE, JO	DY P		Enroute PCS Travel							
		PRA4Y	PRA4YV000 Proceed Date: 1/1/2017  Number of Days: 23								
	Turn of order								End Date: 1/23/2017		
	What's Auth	orized	Itinerary	Constructed Itinerary Reimbursables							
l											
	Duration of travel; Greater than or equal to 24 hours ✓										
	Date		Location	Trans Reason	Duty Day	IDL	Local? Method	Lodging	Embark? Meals	Who's Traveling Concurrently AE% Lodging Taxes Miles	
	1/2/2017	DEP	Topeka, KANSAS	PΔ							
	1/2/2017			DL				CQ		0 0.00 0.00 1126	
	1/9/2017	ARR	20593 US Coas		_					0 0.00 0.00 1120	
	1/9/2017	DEP	20593 US Coas 23704 Portsmouth,	PA MC				NLG			
	1/9/2017		20593 US Coas	PA MC				NLG			
	1/9/2017	DEP	20593 US Coas 23704 Portsmouth,					NLG			
	1/9/2017	DEP	20593 US Coas 23704 Portsmouth,					NLG			
	1/9/2017	DEP	20593 US Coas 23704 Portsmouth,					NLG		0 0.00 0.00 199	
	1/9/2017	DEP	20593 US Coas 23704 Portsmouth,					NLG			
	1/9/2017	DEP	20593 US Coas 23704 Portsmouth,			Occas		NLG		0 0.00 0.00 199	

Procedures, continued



Procedures, continued



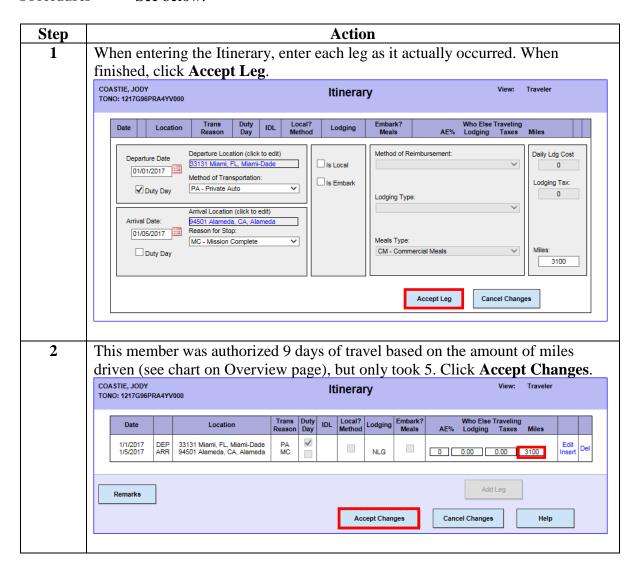
### **Travel Time Less Than Authorized**

#### Introduction

This section shows how to account for a member using less travel time than authorized. This member was authorized leave but at the last minute chose not to take it and drove straight through.

Procedures

See below.



### Travel Time Less Than Authorized, Continued

# Procedures, continued

