ATTACHMENT V5

AIR FORCE TRANSPORTATION ACCOUNT CODES (TAC)

A. GENERAL

1. This attachment provides guidance pertaining to the assignment of Air Force TACs for movement of Air Force-sponsored cargo. Guidance pertaining to Security Cooperation Program (SCP)/Foreign Military Sales (FMS) TACs is located in Attachment V7. Shippers are responsible for ensuring a valid and appropriate TAC is assigned prior to movement. The Air Force TAC coordinator is responsible for ensuring each TAC is linked to a long line of accounting (LOA)/fund citation and for revalidating all Air Force TACs on an annual basis prior to the beginning of the fiscal year.

2. Use the following sources for determining validity and appropriateness of Air Force TACs.
   a. To be valid, a TAC must appear on the Transportation Global Edit Table (TGET) found at https://beis.csd.disa.mil/beis-html/frontpage-pki.html and show as funded for the year of execution.
      NOTE: First-time users must obtain username and password by selecting “First-Time Users Click Here”.
   b. For Air Force Second Destination Transportation (SDT) Centrally Managed Allotment (CMA) Funding Guidance, see the Air Force Cargo Movement SharePoint site at https://lts.wpafb.af.mil/LTS.aspx. Funds managers for SDT/CMA TACs may be contacted for TAC use exceptions. All other exceptions should be directed to Mr. Cody Green, SDT/CMA Program Manager, DSN 576-3430.
   c. Use The Logistics Tool Suite (LTS), Tracker Lite, TAC Exception Request to obtain permission to cite Air Force TACs not supported or validated by CMOS.
      NOTE: Completion of a DD Form 2875, System Authorization Access Request, is required for access

3. To request an Air Force TAC go to https://trackerlite.wpafb.af.mil/LTS/ and select the “TAC Request” function. For questions regarding TAC requests, the Air Force TAC Coordinator may be contacted at:

HQ AFMC/A4RT
4375 Chidlaw Rd., Bldg 262A, Rm C117, Post 108F
Wright-Patterson AFB, OH 45433-5750
Commercial Phone: 937-257-7686
DSN: 787-7686
Fax Extension: 7680

4. References:
   a. Air Force Instruction (AFI) 65-601, Budget Guidance and Procedures, Volume 1, Chapter 10, Section 10E, Transportation of Property.
   b. AFI 24-203, Preparation and Movement of Air Force Cargo.

5. Definitions:
   a. First Destination Transportation (FDT). Is that transportation required to deliver new, an upgraded model, or recapitalized production items from the manufacturer’s plant or source of procurement to the first point of delivery where the Military Service or Defense Agency takes
possession and/or ownership of that item. The procurement source, as used herein, is any supplier outside the DoD supply system or any DoD industrial activity that fabricates new materiel. The procurement source or the first point of delivery may be in the Continental United States (CONUS) or overseas. FDT is not applicable to components or items reworked by an industrial activity. In the case where the Government accepts the production item at the manufacturer’s plant or source of production and legally owns the item, FDT extends to the first point of delivery for either use or storage by the Military Service or Defense Agency. For shipments destined to overseas locations that will enter the Defense Transportation System, FDT terminates at the port of embarkation (CONUS or overseas).

(1) Free on Board (FOB) origin is a U.S. Government responsibility. Procurement of assets with Operational and Maintenance (O&M) funds must fund the FDT with O&M type funds. When procuring assets using procurement appropriations, the procurement appropriation or O&M fund citation will be used to pay for shipping costs. The program office will set up a funding document to pay for the anticipated transportation charges. The preferred funding document to use is the Miscellaneous Obligation/Reimbursement Document (MORD) or Standard Document Number (SDN). Once the MORD is established with a LOA and SDN, the program office will ensure the contracting office receives the LOA and SDN so the contracting office can enter the MORD into LTS, TAC Request. See Paragraph A.3 for Air Force TAC Request guidance. Once the TAC is created, this will enable the transportation office to correctly charge the FDT costs. The transportation appropriation chargeable will be taken from DD Form 1653, Transportation Data for Solicitations, Figure V5-1, in the form of a TAC that will be included in Section G of FOB Origin contracts.

(2) FOB destination is a contractor’s responsibility and the FDT is included in the price of the item.

b. Second Destination Transportation (SDT). SDT is any transportation other than FDT. It includes line-haul, port handling, Outside Continental United States (OCONUS), demurrage, and other charges (e.g., diversion, transportation protective service) incurred in shipment of Air Force logistics materiel to include door-to-door movement. SDT is paid from three types of funds: Air Force Working Capital Funds (AFWCF), SDT/CMA O&M funds, and Major Command (MAJCOM)/Base O&M funds.

(1) AFWCF. The AFWCF is a revolving fund that charges the requisitioner for the item and for overhead. The overhead charge includes transportation costs for the movement to the requisitioner and return for repair except for OCONUS inland transportation. The AFWCF includes the following divisions: Materiel Support Division, General Support Division, and Medical/Dental Support Division. AFWCF items shipped from a Defense Logistics Agency (DLA) depot are moved by a DLA TAC.

(a) The Air Force base-level supply system identifies AFWCF materiel through the use of the fund code and budget code for each of the WCF Divisions. It automatically assigns the TAC to the shipping document, DD Form 1348-1A, Issue Release/Receipt Document, Figure V5-2) when transportation is the funding responsibility of AFWCF. This includes item manager directed redistribution orders, lateral support, return of excess assets, and the return of reparable assets to depot or contractor repair facilities. AFWCF does not pay for movement of assets on loan, in instances of loaned AFWCF assets, the recipient pays the transportation costs.

(b) Redistribution Orders (RDO), Lateral Support, and Reparable Returns. AFWCF will fund CONUS inland transportation, OCONUS, and inter/intratheater
movement via the Air Mobility Command (AMC), the Military Sealift Command (MSC), CONUS/OCONUS port handling provided by the Military Surface Deployment and Distribution Command (SDDC) Operations Center, and commercial door-to-door movement. OCONUS inland transportation is the responsibility of the OCONUS MAJCOM.

(2) **SDT/CMA O&M Fund.** The Air Force SDT/CMA pays for certain movements of non-AFWCF materiel (munitions, aircraft engines, and other investment items listed on a Table of Allowance). The 635th SCOW has financial responsibility for managing the SDT/CMA.

(a) Non-AFWCF RDOs. The Air Force base-level supply system identifies item manager-directed RDO shipments of non-AFWCF materiel and assigns the TAC on the DD Form 1348-1A. The SDT/CMA will fund for CONUS inland transportation, inter/intratheater transportation provided by approved commercial air carriers, AMC, MSC, and CONUS port handling services provided by SDDC. OCONUS inland transportation is the O&M funding responsibility of the OCONUS MAJCOM.

(b) Non-AFWCF Reparable Returns: The SDT/CMA will fund the return of non-AFWCF serviceable assets from a repair facility. This includes OCONUS transportation provided by AMC and MSC, CONUS port handling services provided by SDDC, and commercial door-to-door movement. The SDT/CMA also funds CONUS inland transportation from aerial/sea ports to the repair facility, however, it does not fund the return of a reparable item from a CONUS base to depot. The CONUS base must fund for a reparable return to depot. Overseas inland transportation is the O&M funding responsibility of the overseas MAJCOM.

(c) Use the TRACKER website and the “NIIN/TAC Query” to determine the correct TAC to use when the SDT/CMA is responsible for the transportation segment (see Paragraph A.2.c).

(3) **MAJCOM/Base O&M Funds.** These funds will pay for CONUS movement of non-AFWCF assets to a repair facility, lateral support, excess items returned to a depot or storage site, and items being shipped to a Defense Reutilization and Marketing Office (DRMO). The SDT/CMA will fund OCONUS and inter/intratheater movement provided by AMC, MSC, and CONUS port handling services provided by SDDC except for DRMO shipments. It will also fund CONUS inland transportation from AMC/SDDC CONUS aerial/sea ports. OCONUS inland transportation is the funding responsibility of the OCONUS MAJCOM.

6. Abbreviated Transportation Account Classification (ATAC). Air Force Transportation Officers (TO) are authorized to use ATACs only on bills of lading (BL) movements approved by HQ USAF/ILGD. Four-digit TACs are required on BLs processed through Third Party Payment System (TPPS) billing. Non-Air Force shipping offices are authorized continued use of ATACs.

7. **TPPS.** ATACs and TACs cannot be co-mingled with long-line accounting classifications on the same BL processed through TPPS. **EXCEPTION:** AMC aerial ports are authorized to co-mingle TACs and long-line accounting classifications when moving OCONUS-inbound cargo to final destinations.
B. GUIDELINES FOR DETERMINING THE AIR FORCE TAC

1. Diversions and Misdirected Cargo. The TAC or long line accounting classification appearing on the shipping document will be used to effect diversion. Shipping activities making diversions will ensure the TAC is cited. Diversions to Air National Guard (ANG) destinations will cite the ANG TAC. For diversions on Air Force-sponsored SCP cargo, see Attachment V7.

2. Retrograde. Sea or aerial ports will cite the TAC or ATAC that corresponds to the TAC on the retrograde shipment in order to use commercial modes. For Air Force-sponsored SCP retrograde shipments, see Attachment V7.

3. Munitions/Missile Shipments. Air Force SDT/CMA will only fund movement documents directing shipment of munitions or missiles containing one of the Pacer Ammo Project Codes (121 and 725 through 736) provided by the shipper. If project code BLK is indicated on the shipping documents or in the event a project code is not provided to the transportation office, then all transportation costs, including OCONUS and port handling, will be borne by the base/MAJCOM. Additionally, all munitions movements will be approved through the Global Ammunition Control Point. Since TACs are not printed by the Combat Ammunition System on the DD Form 1348-1A document, the TO will determine the TAC based on the National Stock Number (see Paragraph A.2.c). ANG-directed shipments are not a part of the Pacer Ammo Program and are funded by the ANG.

4. Government Purchase Card and Air Force Form 9 (Request for Purchase) Shipments. All costs associated with these micropurchases, to include transportation, are the responsibility of the purchaser. If these purchases must move between CONUS and OCONUS using AMC, MSC, or SDDC port handling services, an individual TAC associated with the purchaser’s long LOA must be established. An automated TAC request format and procedures for purchases moving via the Defense Transportation System may be accessed at AFMC/LSO LOL website (see Paragraph A.2.b).

5. DD Form 1149, Requisition and Invoice/Shipping Document, Figure V5-3. Base organizations preparing DD Forms 1149 for transportation of assets must cite local funds for CONUS movement to include movement to a port. For OCONUS movement, units with an individual TAC must provide the TAC on the DD Form 1149. Other TACs for OCONUS movements must be determined using the sources in Paragraph A.2. For SDT/CMA shipments, if commercial door-to-door proves more economical than AMC, use of the SDT TAC is authorized for the entire movement.

6. ANG. When assets are shipped to an ANG base (Department of Defense Activity Address Code [DoDAAC] F_6000-F_6599), the funding responsibility belongs to the ANG for non-AFWCF asset shipments (RDOs and returns of serviceable assets from depot repair) and lateral support from an active duty AFB. Lateral support shipments of non-AFWCF assets to an active duty AFB are the funding responsibility of the receiving base. The ANG TAC is F8E0. The shipping base normally funds all other shipments. When assets are shipped from one ANG base to another ANG base, O&M/local funds must be used for CONUS shipments. For OCONUS shipments that are an ANG funding responsibility, use TAC F8E0 to fund inter/intratheater movement. Air Force SDT/CMA will fund movement of assets in support of an Air Expeditionary Forces contingency.

7. Unit Deployment/Redeployment.
   a. SDT/CMA TAC F8R4 will fund OCONUS movement of shipments initiated by an executed Time Phased Force Deployment Data (TPFDD) plan. Such shipments must bear a mobility
TCN and a Joint Chiefs of Staff project code associated with an Air Force unit deployment/redeployment. The long LOA for TAC F8R4 may be viewed at the TGET.

b. The unit will fund CONUS inland transportation, and use of the applicable JCS project code and Emergency and Special Program (ESP) code will ensure their ability to request reimbursement from their MAJCOM when applicable.

c. The SDT/CMA TAC F8R4 will fund both the OCONUS and CONUS return of unit deployed assets to home base. In the return of these assets, units must cite the JCS project code to qualify for use of F8R4. The base or MAJCOM will fund exercise deployment/redeployment that is not in direct support of a JCS project code.

8. Military Permanent Change of Station (PCS). The TAC for movement of household goods, unaccompanied baggage (UB), and privately owned vehicles using AMC, MSC, and SDDC port handling services will be cited on the member’s orders. If the TAC is not available on the PCS orders, use the TGET or contact the Air Force TAC coordinator for assistance. The long LOA on the member’s orders will be used for CONUS movement.

9. Civilian PCS. If the TAC is not cited on the employee’s orders, then the TAC from the TGET must be determined based on whether the civilian position is an appropriated funded or nonappropriated funded position. The long LOA on the employee’s orders will be used for CONUS movement.

10. UB for Temporary Duty (TDY) and Dependent Student Travel. Movement of Air Force-sponsored UB for personnel in a TDY or dependent student travel status paid from unit or base O&M funds must request a specific TAC to pay for AMC movement.


C. BILLING INFORMATION

TAC billing will be made to the “Billed DoDAAC Address” contained in the TGET.
Figure V5-1. DD Form 1653, Transportation Data for Solicitations
<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
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<tbody>
<tr>
<td>1. NDC</td>
<td>National Stock No.</td>
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<tr>
<td>2. PPA</td>
<td>Physical Property Code</td>
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<td>4. MFR</td>
<td>Manufacturer's Part No.</td>
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<td>5. OPC</td>
<td>Order Point Code</td>
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<td>6. CMN</td>
<td>Commercial Mailing Address</td>
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<td>7. QTY</td>
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<td>Freight Charge</td>
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<td>12. CRN</td>
<td>Carrier Number</td>
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<td>13. MFG</td>
<td>Manufacturer's Name</td>
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<td>14. TP</td>
<td>Transportation Code</td>
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**Figure V5-2. DD Form 1348-1A, Issue Release/Receipt Document**
## REQUISITION AND INVOICE/SHIPPING DOCUMENT

### Section 1: From (Include ZIP Code)

- **Sheet No.**
- **No. of Sheets**
- **Date of Requisition**
- **Requisition Number**
- **Material Required (YYYY/MM/DD)**
- **Priority**

### Section 2: To (Include ZIP Code)

- **Authority or Purpose**
- **Signature**
- **Voucher Number & Date (YYYY/MM/DD)**

### Section 3: Ship To - Mark For

- **Date Shipped (YYYY/MM/DD)**
- **Mode of Shipment**
- **Bill of Lading Number**

### Section 4: Appropriations Data

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<th>Item No.</th>
<th>Federal Stock Number, Description, and Codings of Material and/or Services</th>
<th>Unit of Issue</th>
<th>Quantity Requested</th>
<th>Supply Action</th>
<th>Type Contained</th>
<th>Container No.</th>
<th>Unit Price</th>
<th>Total Cost</th>
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### Section 5: Transportation Via AMC or MSC Chargeable To

- **Issued By**
- **Total Containers**
- **Type Container**
- **Description**
- **Total Weight**
- **Total Cube**

### Section 6: Special Handling

- **Containers Received Except As Noted**
- **Date (YYYY/MM/DD)**
- **By**

### Section 7: Statement of Receipt

- **Issued By**
- **Total Containers**
- **Type Container**
- **Description**
- **Total Weight**
- **Total Cube**

### Section 8: Statement of Payment

- **Issued By**
- **Total Containers**
- **Type Container**
- **Description**
- **Total Weight**
- **Total Cube**

### Section 9: Statement of Voucher No.

- **Issued By**
- **Total Containers**
- **Type Container**
- **Description**
- **Total Weight**
- **Total Cube**

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**Figure V5-3. DD Form 1149, Requisition and Invoice/Shipping Document**
Figure V5-3. DD Form 1149, Requisition and Invoice/Shipping Document (Cont’d)