

ATTACHMENT V5

AIR FORCE TRANSPORTATION ACCOUNT CODES (TACS)

A. GENERAL

1. This attachment provides policy guidance, definitions, instructions, and other information pertaining to the assignment of Air Force TACs for movement of Air Force sponsored cargo. Policy guidance pertaining to Security Assistance Program (SAP)/Foreign Military Sales (FMS) TACs is located in Attachment V7. Shippers are responsible for ensuring the correct, valid TAC is assigned on shipping documents prior to any movement. The Air Force TAC coordinator is responsible for ensuring each TAC is linked to a long line of accounting/fund citation and for revalidating all Air Force TACs on an annual basis prior to the beginning of the Fiscal Year (FY).
2. Sources for determining valid Air Force TACs and funding responsibility may be obtained from one of the following web sites:
 - a. Master TAC Reference Table: https://www.daas.dla.mil/tac_inq/tac_menu.html.
 - b. Air Force Material Command (AFMC) LSO/LOL: <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lo1>. Click on “Transportation Funding” to access the annual FY memorandums on current Air Force transportation funding rules, TAC update messages, TAC request format, Master TAC Reference Table, and other information.
 - c. Logistics TRACKER: <https://tracker.wpafb.af.mil>. This website enables shippers to assign the correct TAC based on the National Stock Number (NSN). Click on one of the buttons titled “Logistics Data Queries” to access the “NIIN/TAC Query” button. Shippers must then comply with Air Force funding guidance when assigning the TAC. If the data query does not assign a TAC, contact an Air Force TAC coordinator for assistance.
3. Air Force TAC Coordination/Assistance. The following Air Force TAC coordinators have been established to provide assistance in TAC assignment problems:
 - a. AFMC LSO/LOLF
4375 Chidlaw Road, Bldg 262, Room C117
Wright-Patterson AFB, OH 45433-5006
Telephone: DSN: 787-7912, Commercial: 937 257-7912
 - b. AFMC/LGRD (Air Force Security Assistance Program/FMS)
4375 Chidlaw Road, Bldg 262, Room C117
Wright-Patterson AFB, OH 45433-5006
Telephone: DSN 787-3422, Commercial: 937 257-3422
4. References:
 - a. Air Force Instruction (AFI) 65-601, Budget Guidance and Procedures, Volume 1, Chapter 10, Section 10E, Transportation of Property.
 - b. AFI 24-201, Cargo Movement.

5. Definitions:

- a. First Destination Transportation (FDT). FDT is used to deliver materiel from a procurement source outside the Department of Defense logistics system to the first point of use or storage for subsequent distribution within the Air Force logistics system. FDT is chargeable according to the Free on Board (FOB) terms of procurement. The FOB terms determine funding responsibility between the United States (US) Government and contractor.
 - (1) FOB origin is a US 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, charge the FDT to the TAC or Abbreviated Transportation Accounting Classification (ATAC) provided in AFMC LSO/LOL's annual FY memorandums (see Paragraph A.2). NOTE: The Air Force Centrally Managed Allotment for FDT will be discontinued in FY06. After 1 Oct 05, the procurement appropriation or O&M fund cite will be used to pay for shipping costs. It may be necessary for contracting functions to modify some contracts to add/include transportation costs to the cost of the contract. Additional information regarding the elimination of the FDT TACs is posted on the AFMC LSO/LOL web site, Paragraph A.2.b.
 - (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 linehaul, port handling, overocean, 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 Centrally Managed Allotment (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 Outside Continental US (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) 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 (RDOs), Lateral Support, and Reparable Returns. AFWCF will fund Continental US (CONUS) inland transportation, overocean, 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). AFMC LSO/LOL 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 and OCONUS port handling are 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 overocean 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 and overseas port handling are the O&M funding responsibility of the overseas MAJCOM.
 - (c) Use 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 overocean 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 and OCONUS port handling are the funding responsibility of the OCONUS MAJCOM.
6. 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 PowerTrack or Third Party Billing. Non-Air Force shipping offices are authorized continued use of ATACs.
 7. PowerTrack. ATACs and TACs cannot be co-mingled with long-line accounting classifications on the same BL processed through PowerTrack. **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 SAP 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 SAP 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. Additionally, all movements must be an approved Munitions Movement Plan shipment as directed by the Global Asset Positioning Conference or a Joint Chiefs of Staff Project Code supporting Air Force contingency operations. Since TACs are not printed by the Combat Ammunition System-B on the DD Form 1348-1A document, the TO will determine the TAC based on the NSN (See Paragraph A.2.c). If no project code is indicated, then all transportation costs will be borne by the base/MAJCOM to include overocean and port handling costs. ANG directed shipments are not a part of the Pacer Ammo Program and are funded by the ANG.
4. Government Purchase Card and AF 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 line of accounting 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 web site (See Paragraph A.2.b).
5. DD Form 1149, Requisition and Invoice/Shipping Document. Base organizations preparing DD Forms 1149 for transportation of assets must cite local funds for CONUS movement to include movement to a port. For overocean movement, units with an individual TAC must provide the TAC on the DD Form 1149. Other TACs for overocean 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 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 Air Force Base (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. AF SDT/CMA will fund movement of assets in support of an Air Expeditionary Forces contingency.
7. Unit Deployment/Redeployment. 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 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. 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.

8. Military Permanent Change of Station (PCS). The TAC for movement of household goods, unaccompanied baggage, 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 Master TAC Reference Table or contact the Air Force TAC coordinator for assistance. The long line of accounting 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 Master TAC Reference Table must be determined based on whether the civilian position is an appropriated funded or nonappropriated funded position. The long line of accounting on the employee's orders will be used for CONUS movement.
10. Unaccompanied Baggage for Temporary Duty (TDY) and Dependent Student Travel. Movement of Air Force sponsored unaccompanied baggage 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. Use the AFMC LSO/LOL website listed in Paragraph A.2.b of this Attachment to access the TAC request format.
11. FMS Supply Discrepancy Report formerly Report of Discrepancy. See Attachment V7.

C. BILLING INFORMATION

1. TAC billing will be made to the "Billed DODAAC Address" contained in the Master TAC Reference Table.

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