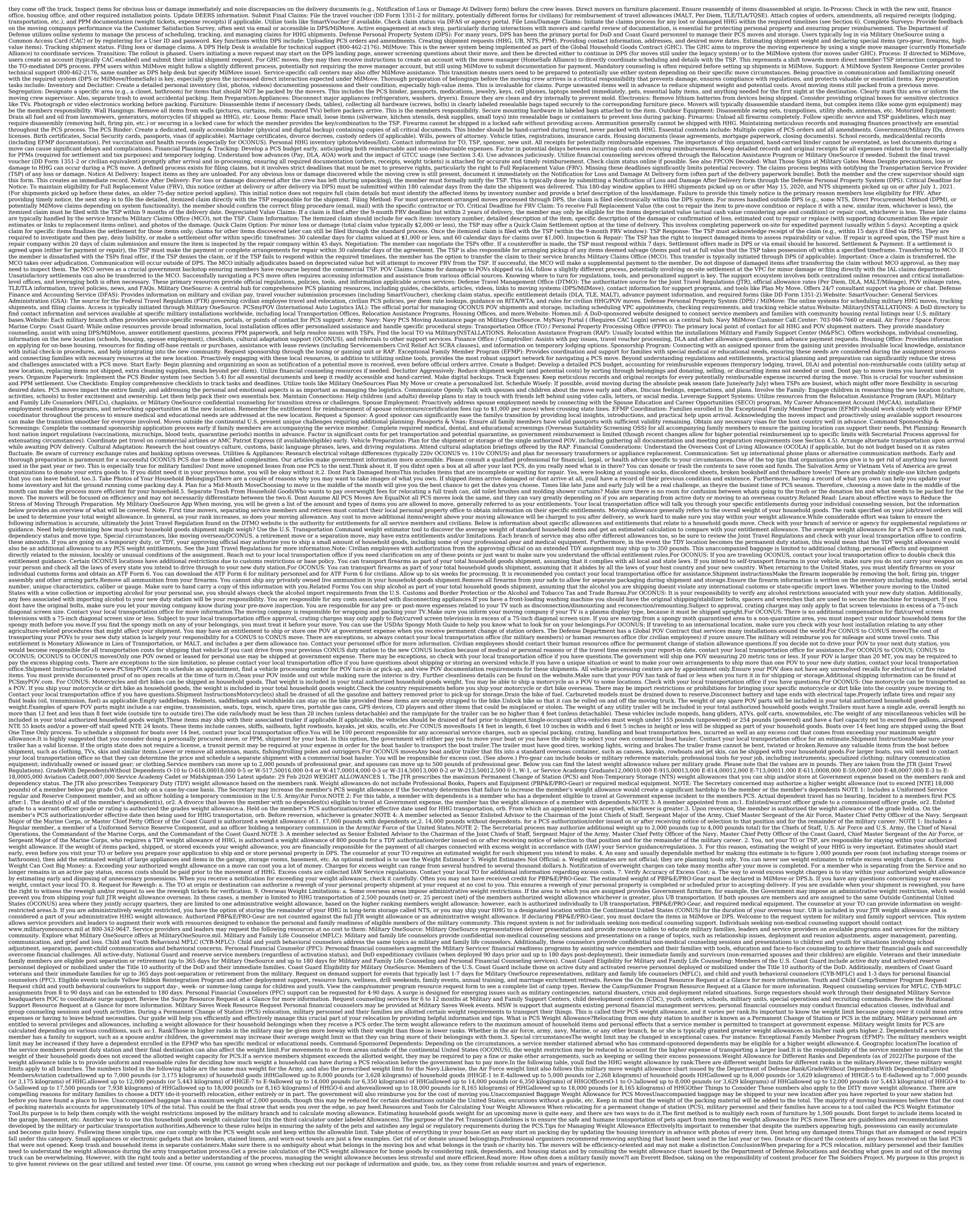
## Click Here



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My Military OneSource App When moving, you will be given a list of the amount and types of items you are allowed to move, generally referred to as your entitlements. Your local transportation office will talk you through your specific entitlements during your individual counseling session, but the information below provides an overview of what will
be covered. Note: First time movers, separating service members and retirees must contact their local personal property office to obtain information on their specific entitlements. Moving allowance generally refers to the overall weight
allowance. In general, as your rank increases, so does your moving allowance will be charged to you after delivery, so work hard to make sure you stay within your weight allowance. While considerable effort was taken to ensure the following information is accurate, ultimately
the Joint Travel Regulation found on the DTMO website is the authority for entitlements for all service members and civilians. Below is information about specific allowances and entitlements for all service members and civilians. Below is information about specific allowances and entitlements for all service members and civilians.
your household goods shipment might weigh? Use the U.S. Transportation Command weight estimator tool to discover the average weight allowances for a PCS are based on rank, dependency status and move type. Special
circumstances, like moving overseas/OCONUS, a retirement move or a separation move, may have extra entitlements and/or limitations. Each branch of service may also offer different allowances too, so be sure to review the Joint Travel Regulations and check with your local transportation office to confirm these amounts. If you are going on a
temporary duty, or TDY, your approving official may authorize you to ship a small amount of household goods, including some of your professional gear and medical equipment. Furthermore, in the event the TDY location becomes the permanent duty station, this would mean that the TDY weight allowance would also be an additional allowance to any
PCS weight entitlements. See the Joint Travel Regulations for more information. Note: Civilian employees with authorization from the approving official on an extended TDY assignment may ship up to 350 pounds. This unaccompanied baggage is limited to additional clothing, personal effects and equipment directly related to the mission, locality or
unusual conditions of the assignment. Reach out to your local transportation office if you need clarification on any of these points or just want to make sure you understand the official entitlement guidance. Certain OCONUS: If you are traveling OCONUS: If you are traveling OCONUS to make sure you understand the official entitlement guidance.
locations have additional restrictions or base policy. You can transport firearms as part of your total household goods shipment, assuming that it complies with all local and state laws. If you intend to self-transport firearms in your vehicle, make sure you do not carry your weapon on your person and check all the laws of
every state you intend to drive through to your new duty station. For OCONUS: You can transport firearms as part of your host country and your new country. When returning to the United States, you must identify firearms on your individual customs forms and obtain an
ATF Form 6. You can download the ATF Form 6 for military personnel and for ATF Form 6 for civilians. Allow up to six weeks for processing. It is recommended you contact your local transportation office for assistance. Shipment instructions Make the firearm inoperable by removing the bolt, firing pin, trigger assembly and other arming parts. Remove
all ammunition from your firearms. You cannot ship any privately owned live ammunition in your household goods shipment and storage. Ensure the firearm information is written on the inventory including make, model, serial number, unique characteristics, caliber
or gauge. Make sure to hand carry a copy of this information with you. Related Forms You can ship alcohol as part of your total household goods shipment, assuming that the alcohol you are shipping doesnt violate any international customs or state-specific import laws. Whether your moving to the United States with a wine collection or importing
alcohol for your personal use, you should always check the alcohol import requirements from the U.S. Customs and Border Protection or the Alcohol and Tobacco Tax and Trade Bureau. For OCONUS: It is your responsibility to verify any alcohol restrictions associated with your new duty station. Additionally, any fees associated with importing alcohol
to your new duty station will be your responsibility. You are responsible for any costs associated with disconnecting appliances. If you don't have the original bolts, make sure you
let your moving company know during your pre-move inspection. You are responsible for any pre- or post-move expenses related to your TV such as disconnection/dismounting and reconnection/remounting. Subject to approval, crating charges may only apply to flat screen televisions in excess of a 75-inch diagonal screen size. Contact your local
transportation office for more information. The moving company is responsible for wrapping and packing your TV. Make sure you inform your moving company if your TV is a plasma display type, because it must be shipped upright. For OCONUS: There is no additional compensation for flat/curved screen televisions with a 75-inch diagonal screen size
or less. Subject to your local transportation office approval, crating charges may only apply to flat/curved screen televisions in excess of a 75-inch diagonal screen size. If you are moving from a spongy moth performs a spongy moth diagonal screen size are non-quarantined area.
spongy moth on any of your belongings, you must treat it before your move. You can use the USDAs Spongy Moth Guide to help you know what to look for on your belongings. For OCONUS: If traveling to an international location, make sure you check with your host installation relating to any other agriculture-related procedures that might affect your
shipment. You may have an entitlement to ship or store one POV at government expense when you receive permanent change of station orders. The Defense Department has a Global POV Contract that services many installations around the world. For CONUS moves The cost of transporting your POVs to your new duty station is largely your
responsibility for a CONUS to CONUS move. There are exceptions, so always contact your local transportation office (for military members) or human resources of the formal members of the formal mem
and includes a per diem allowance too. Contact your personnel office for more information. Civilian employees should contact their human resources office for permanent change of station allowance questions. If you decide not to drive your POV to your next duty station, you would become responsible for all transportation costs for shipping that
vehicle. If you cant drive from your previous CONUS to OCONUS to OCONUS to OCONUS to OCONUS to OCONUS moves Only one POV owned or leased for
personal use may be shipped at government expense. There may be exceptions, so check with your local transportation office if you have questions. The government will ship one POV measuring 20 metric tons or less. If your POV is larger than 20 MT, you may be required to pay the except shipping costs. There are exceptions to the size limitation, so
please contact your local transportation office if you have questions about shipping or storing an oversized vehicle. If you have a unique situation or want to make your own arrangements to ship more than one POV to your new duty station, contact your local transportation office. Shipment Instructions Go to www.PCS myPOV.com to schedule an
appointment, find a vehicle processing center for POV turn-in or pick-up, and view POV documentation requirements for these shipments. All vehicle processing centers are by appointment only. Ensure your POV does not have any unresolved recalls for electrical or fire related items. You must provide documented proof of no open recalls at the time of
turn in. Clean your POV inside and out while making sure the interior is dry. Further cleanliness details can be found on the website. Make sure that your POV has tank of fuel or less when you turn it in for shipping or storage. Additional shipping information can be found at PCSmyPOV.com. For CONUS: Motorcycles and dirt bikes can be shipped as
household goods. That weight is included in your total authorized household goods weight. You may be able to ship a motorcycle as a POV to some locations. Check with your motorcycle or dirt bike as household goods, the
weight is included in your total household goods weight. Check the country requirements before you ship your motorcycle or dirt bike overseas. There may be import restrictions or prohibitions for bringing your specific motorcycle or dirt bike into the country youre moving to. Contact your local transportation office if you have questions. Shipment
InstructionsMotorcycle(s) shall be drained of all the gasoline and battery removed prior to pick-up for storage. Drain the bike of fuel. Carbureted models must be drained down to reserve. Disconnect battery and tape ends with electrical tape. Properly inflate tires and repair any fluid leaks (oil, transmission, fuel) as applicable. Empty saddlebags.
Helmets, saddlebags and windshields can stay on the bike provided these items are securely strapped to the bike. Unlock bike so that it can be rolled on and off the moving truck. The weight of any spare POV parts will be included in your total authorized household goods weight. Examples of spare POV parts might include a car engine, transmission.
seats, tops, winch, spare tires, portable gas cans, GPS devices, CD players and other items that could be misplaced or stolen. The weight of any utility trailer must have a single axle, overall length no more than 12 feet and less than 8 feet wide (outside tire to outside tire). The
side rails/body must be less than 28 inches (unless detachable) and the ramp/gate for the trailer can be no higher than 4 feet (unless detachable) and the ramp/gate for the trailer can be no higher than 4 feet (unless detachable). These vehicles included in your total authorized household goods weight. These items may
ship with their associated trailer if applicable. If applicable, the vehicles should be drained of fuel prior to shipment. Single-occupant ultra-vehicles must weigh under 155 pounds (unpowered) and have a fuel capacity not to exceed five gallons, airspeed NTE 55 knots and/or a power-off stall speed NTE 24 knots. These items
include canoes, skiffs, sailboats, light rowboats, kayaks, jet skis, sculls, etc. For CONUS moves Boats over 14 feet in length, 6 feet 5 inches in width and 6 feet 5 inches in height or less will be shipped as part of your household goods. Boats over 14 feet, as hipped as part of your household goods. Boats over 14 feet, as hipped as part of your household goods. Boats over 14 feet in length, 6 feet 5 inches in width and 6 feet 5 inches in width a
contact your local transportation office. You will be 100 percent responsible for any accessorial service charges, such as special packing, crating, handling and boat transportation fees, incurred as well as any excess cost that comes from exceeding your maximum weight allowance. It is highly suggested that you consider doing a personally procured
move, or PPM, shipment for your boat. In this option, the government will either pay you to move your boat or you have the ability to select your own commercial boat hauler. Contact your local transportation office for an estimate. Shipment Instructions Make sure your trailer has a valid license. If the origin state does not require a license, a transit
permit may be required at your expense in order for the boat trailer frame cannot be bent, twisted or broken. Remove any valuable items from the boat trailer frame cannot be bent, twisted or broken. Remove any valuable items from the boat trailer frame cannot be bent, twisted or broken. Remove any valuable items from the boat trailer frame cannot be bent, twisted or broken. Remove any valuable items from the boat before shipment, such as clothing, TVs, skis and similar items. Lower or remove all antennas,
masts, fishing/trolling poles and outriggers. For OCONUS movesAny boat and/or trailer that fits into a standard overseas container, such as canoes, kayaks, rowboats and jet skis, can be shipped with your household goods. For larger boats, you will need to contact your local transportation office so that they can determine the price and schedule a
separate shipment with a commercial boat hauler. You will be responsible for excess cost. (See above.) Pro-gear can include books or military reference materials; professional tools for your job, including instruments; specialized clothing; military communication equipment; individually owned or issued gear; or clothing. Service members can move up
to 2,000 pounds of professional gear, and spouses can move up to 500 pounds of professional gear. When a service member is being relocated for a timespan of longer than 20 weeks, this is considered a permanent change of station or PCS. These moves happen all the time and military service members are called upon to relocate to new assignments
as frequently as once every couple of years. If you or a member of your staff are going through a PCS, its important to understand your PCS weight allowance to make sure you stay compliant so you dont have to pay any extra money out of pocket. Moving is never an easy thing and the costs can quickly add up so its essential that you have a plan and
youre aware of everything involved. This guide will help you understand your military move weight limit. Buying or Selling a Home? Register Below for Your Cash Back Rebate Worth Thousands of Dollars After Closing! (a benefit you are already entitled to) What is Your PCS Weight Allowance? A PCS weight allowance is the amount of pounds you can
move when going through a permanent change of station. Youll be provided with a predetermined allowance based on factors such as:Marital statusNumber of dependentsYears of serviceMilitary gradeEveryone who is issued a PCS is eligible for the allowance and as soon as you receive the order youll want to go to your local transportation office to
relocation will add up to. When handling the move yourself, youre free to keep whatever portion of your allowance you dont spend on the move so cutting costs and lowering your expenses is a great policy. Military Weight LimitsThe weight limit generally runs between 350 to 1800 pounds depending on various factors. For most, the military move
weight limit can run up to 2,000 pounds for UAB. Unaccompanied baggage includes household personal items you may need at your new station while you await the arrival of the rest of your things. These items include things like clothes, toiletries, and personal care items. Military Move Weight Allowances by GradeThe chart below will help you
                your\ military\ moving\ weight\ allowance: GradePCS\ Without\ Dependents PCS\ With\ De
812,00014,000E-711,00013,000E-68,00011,000E-57,0009,000E-47,0008,000E-3 and Below5,0008,000E-3 and Below5,000B-3 and Below5,00
final tips will help ensure you stay below your allowable weight. Figure out the total weight of each roomMake sure to declutter as much as possible, get rid of anything you dont be afraid to negotiateUnderstand that your PCS weight allowance can be
split into multiple shipmentsGet a better overall handle on your move, by carefully working through a PCS move checklist to make sure you havent forgotten anything. Lastly, USAA used to provide services to military members and their families offering a rebate and assistance in hiring a realtor and finding a home in your new location. ARC offers the
same program to help you with the entire relocation process from A to Z.Note: ARC Relocation is a privately-run, 3rd-party business, and is not a military or government entity. The above article is for reference only. Last updated 7 days ago. Our resources are updated regularly but please keep in mind that links, programs, policies, and contact
information do change. A Permanent Change of Station (PCS) is a standard part of life for many in the United States Armed Forces and for certain federal civilian employees. It involves an authorized relocation to a new duty station for a substantial period, typically lasting two to four years. Each year, over 400,000 military service members undertake
a PCS move, highlighting the scale and routine nature of these transitions within the Department of Defense (DoD). While common, PCS moves represent a significant logistical and logistical and personal event. This guide aims to clarify the process by explaining the official definitions, the financial and logistical and personal event. This guide aims to clarify the process by explaining the official definitions, the financial and logistical entitlements provided by the government, and the
crucial responsibilities that fall upon the service member or employee. Understanding these elements is fundamental to navigating the complexities of a PCS move efficiently and reducing the associated stress, allowing individuals and families to focus on settling into their new assignment and community. Effectively managing the resources and
responsibilities involved ensures a smoother transition. For the U.S. Armed Forces, the Joint Travel Regulations (JTR) define a Permanent duty station (PDS) under competent orders. These orders do not specify the duty as temporary, do not
provide for a further assignment to a new station, nor do they direct a return to the old station. This definition distinguishes a PCS from a Temporary Additional Duty or TAD), which is generally for a shorter duration, often less than six months. It also differs from a Permanent Change of Assignment
(PCA), which involves reassignment to a new unit within the same military installation. The term PCS is also applied to various U.S. government civilian employees undertaking relocation for their positions, such as Foreign Service Officers, diplomats, and personnel from agencies like the Department of Defense or Department of State. For federal
civilian employees, a PCS generally refers to the relocation from one official worksite to another, often defined as being 50 or more miles apart via the usually traveled surface route. Agencies may waive this 50-mile requirement if the employee must establish a new residence to accept the position, even if the distance is shorter. A key criterion for
authorizing civilian relocation benefits is that the move must be determined to be in the interest of the government, not primarily for the employees convenience or benefit. Civilian relocations can also involve a Temporary Change of Station (TCS), a move to a new site for 6 to 30 months with an eventual return to the original site, though most
government relocations are permanent. Eligibility for PCS entitlements covers active-duty service members of the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends to members of the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends to members of the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends to members of the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends to members of the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends to members of the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends to members of the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends to members of the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends to members of the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, and Coast Guard. This eligibility extends the U.S. military: Army, Navy, Air Force, Marine Corps, Space Force, Marine Coast Guard. This eligibility extends the U.S. military: All Marine Coast Guard. This eligibility extends the U.S. military and U.S. military and U.S. military and U.S. military and U.S. military
periods (e.g., entering active duty for more than 20 weeks at one location with authorized PCS allowances) or are on extended active duty assignments. Military members typically receive PCS orders every two to four years, although the timing depends on service needs and career progression. For federal civilian employees, eligibility for relocation
 benefits, such as relocation incentives or PCS allowances, is often tied to the specific position and agency determination. An agency may offer relocation incentives to a current employee generally must have a performance
rating of at least Fully Successful or equivalent. These benefits can apply to employees under various pay systems, including General Schedule (GS), Senior Executive Service (SES), and others, but typically exclude political appointees and certain noncareer SES members. New appointees joining
federal service may also be eligible for certain relocation benefits are generally not negotiable after a job offer has been accepted if they were not included initially. PCS moves are
broadly categorized based on their geographic scope: CONUS or OCONUS. Understanding this distinction is vital because it significantly impacts the rules, allowances, and preparations required. CONUS (Continental United States): Refers to moves where both the origin and destination are within the 48 contiguous states and the District of
Columbia. Alaska and Hawaii are excluded from the CONUS definition for military moves contiguous states and DC. This includes to move to, from, or between locations outside the 48 contiguous states and DC. This includes the Continuous states are states and DC. This includes the Continuous states are states and DC. This includes the Continuous states are states and DC. This includes the Continuous states are states 
Alaska, Hawaii, U.S. territories (like Guam, Puerto Rico), and foreign OCONUS into Non-Foreign OCONUS 
potential sea or air transport for household goods and vehicles. Documentation: Requirements for passports, visas, medical clearances (Overseas Suitability Screening), and potentially vaccinations. Family Members: Requirement for Command Sponsorship for families to accompany the member officially, ensuring access to support, housing, and
 benefits overseas. Allowances: Different temporary lodging allowances (TLA for OCONUS vs. TLE for CONUS), potential eligibility for Overseas Cost of Living Allowances (POVs): Stricter rules usually allowing government-funded shipment of only one POV
subject to size limits and extensive preparation/documentation. Household Goods: Potential for administratively reduced weight allowances based on housing availability/furnishings at the OCONUS location. Pets: More complex regulations regarding pet import, quarantine, and associated costs. Travel: Longer travel times, potential jet lag, and
coordination with specific travel offices like the Air Mobility Command (AMC) for Patriot Express flights. The significant differences triggered by the CONUS move necessitates engagement with a broader range of
administrative processes (passports, medical screenings, specific POV preparation) much earlier than a CONUS move. PCS moves involve significant expenses, and the government provides various allowances to offset these costs. Understanding these financial entitlements is crucial for effective budgeting and a less stressful relocation. When
traveling via a Privately Owned Vehicle (POV), also referred to as a Privately Owned Conveyance (POC), service members and authorized points (e.g., old
PDS to new PDS). It is paid at a specific rate per mile for each authorized for up to two POVs if they are actually driven during the relocation by the member or dependents. MALT is intended to cover the cost of operating
the vehicle in lieu of the government providing commercial transportation. Travel Days Calculated based on the official distance. Typically, one day of travel is allowed for the first 400 miles. For distances greater than 400 miles, divide the total mileage by 350; one additional transportation.
travel day is allowed if the remainder is 51 miles or more. If the total distance is 400 miles or less, one travel day is allowed. MALT Plus, which combines the MALT mileage reimbursement with a flat per diem rate for each authorized travel day. This per diem covers
lodging, meals, and incidental expenses during the travel period. It is paid at the standard CONUS per diem amount is calculated based on the number and age of travelers: Service Member (or first driver): 100% of the standard CONUS M&IE rate +
100% of the standard CONUS lodging rate (combined for the flat rate). Dependents age 12 and older: Typically 50% of the members per diem rate. Dependents under age 12: Typically 50% of the members per diem rate. Dependents under age 12: Typically 50% of the members per diem rate.
route, MALT Plus is still calculated based on the allowable travel time between the official duty points. Lodgings-Plus: While primarily a TDY reimbursement method, Lodgings-Plus rules (reimbursing actual lodging cost up to a maximum plus a fixed M&IE amount) might apply on specific days during a PCS, such as the arrival day at an en route TDY
location. Such days are not counted as MALT Plus travel days, though the MALT mileage rate still applies for the transportation portion. Current CONUS and OCONUS per diem rates (which include components for lodging and Meals & Incidental Expenses M&IE) can be found on the Defense Travel Management Office (DTMO) website or the General
Services Administration (GSA) website. Dislocation Allowance (DLA) is a flat-rate, non-taxable allowance designed to partially reimburse service members for the expenses incurred when relocating a household due to a PCS move. These expenses incurred when relocating a household due to a PCS move.
by other allowances. Payment Frequency: Generally, only one DLA payment is authorized per fiscal year, although exceptions exist for situations like subsequent moves ordered under specific circumstances or amended/canceled orders. Rate Determination: The DLA amount is determined by the service members pay grade and dependency status
(with or without dependents) as reflected on the effective date of the PCS orders. Current DLA is typically payable for authorized PCS moves. However, members assigned to government quarters (including ships) at the new PDS without dependents are generally not
eligible. DLA is usually not authorized for the first move from home to the first duty station, nor for the final move associated with separation or retirement from service. Reserve Component and National Guard members are generally not eligible when entering or leaving active duty, unless they meet specific criteria, such as being ordered to active
duty for more than 20 weeks at one location with PCS authorization and moving dependents. Types of DLA: Primary DLA: May be payable if PCS orders are amended, modified, canceled, or revoked after a move has commenced under certain conditions.
Partial DLA: A lower, flat-rate amount (e.g., $966.00 for 2025) paid under specific circumstances, primarily when a member is ordered to vacate government-furnished quarters for the governments convenience (e.g., renovation, closure). It is not payable if the move is for personal convenience, due to misconduct, or simply involves moving to different
government quarters. Claiming DLA: DLA is not automatic; it must be requested, often via the travel voucher or through advance payment procedures. (Effective January 1, 2025) Pay GradeWithout-Dependent RateO-10$4,997.43$6,151.81O-8$4,997.43$6,151.81O-7$4,997.43$6,151.81O-7$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43$6,151.81O-8$4,997.43
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Enlisted Advisors may be authorized higher rates. Check JTR, Chapter 5, Part G. Dependency status is based on dependents authorized to travel at government expense incident to the PCS, regardless of whether they actually travel. Finding permanent housing immediately upon arrival at a new duty station or needing lodging after vacating housing at
the old station is common. The government provides allowances to partially offset the costs of temporary lodging and meals during these periods. The specific allowance depends on the location (CONUS vs. OCONUS) and employment status (military vs. civilian). The complexity and variation in these rules necessitate careful attention to the specific
allowance applicable to ones situation. Temporary Lodging Expense (TLE) Military, CONUS: TLE partially reimburses military members for lodging and meal expenses incurred while occupying temporary quarters within CONUS in association with a PCS move. Location: Authorized only in the vicinity of the old and/or new PDS. It cannot be used for
house hunting trips taken before the PCS travel begins. Duration: Effective November 27, 2024, the standard limit is 21 days total, which can be split between the old and new PDS locations for a CONUS-to-CONUS move. For moves involving OCONUS locations, TLE is limited to the CONUS portion of the journey, typically up to 7 days when
departing for OCONUS or 21 days upon arrival from OCONUS to a CONUS PDS. Calculation: Reimbursement is calculated based on the number of eligible persons (member and dependents) occupying the temporary quarters are located. The
percentages are: 65% for member or 1 dependent; 100% for member + 1 dependent or 2 dependent or 2 dependent under 12. The total daily reimbursement is capped at $290. Lodging receipts are required. Extensions: In designated Military Housing Areas (MHAs)
experiencing certified housing shortages, installation commanders may authorize TLE extensions beyond the standard limit, typically in 10-day increments, up to a maximum of 60 total days. This requires the member to actively seek permanent housing. Temporary Lodging Allowance (TLA) Military, OCONUS: TLA is intended to partially cover the
higher-than-normal costs of temporary lodging and meals incurred outside CONUS. Location: Authorized at the OCONUS PDS. Duration: Typically authorized for up to 10 days immediately before departure after vacating permanent housing. It
can also be authorized during other periods, such as when forced to vacate permanent quarters for reasons beyond the members control. Calculation: TLA is calculation method changed slightly on October 1, 2020, separating on the number forced to vacate permanent quarters for reasons beyond the members control. Calculation: TLA is calculated based on the number/age of occupants. The calculation method changed slightly on October 1, 2020, separating the number forced to vacate permanent quarters for reasons beyond the members control.
lodging and M&IE percentages in some cases. Lodging receipts are required. Diligent effort to secure permanent housing is mandatory to continue receiving TLA. TLA Special (TLA-S) may be authorized, but requires pre-approval
before travel at a very high level (OUSD P-R) and cannot be granted retroactively. See also Military Base Sustainability: Beyond Going GreenTemporary Quarters Subsistence Expenses (TQSE) Civilian: TQSE is a discretionary allowance (meaning the agency decides whether to authorize it) for federal civilian employees relocating within the U.S. or to
non-foreign OCONUS areas. It must be authorized before the employee occupies temporary quarters. Eligibility: Generally requires the old and new duty stations to be 50+ miles apart. Methods (as of July 1, 2024):TQSE Lodgings Plus (LP): The preferred method agencies must offer if TQSE is authorized. Reimburses actual daily lodging costs (with
receipts) up to the maximum lodging per diem rate for the locality, plus a fixed M&IE allowance based on the locality rate. TQSE Actual Expense (AE): Reimburses actual, itemized costs for lodging, meals, groceries, laundry, etc., up to a maximum daily amount based on the locality per diem rate. Receipts required for lodging and expenses over $75
DoD Components may choose not to offer this option. TQSE Lump Sum (LS): A fixed, upfront payment calculated as a percentage of the locality per diem rate for a maximum of 30 days. No receipts or expense itemization required, but employee must certify temporary quarters were occupied. Agencies may choose not to offer this option. Duration:
TQSE (LP) and TQSE (AE) can typically be authorized for an initial period of up to 60 days, potentially extendable up to 120 days total with compelling justification and agency approval. TQSE (LS) is limited to a maximum of 30 days, total with compelling justification and agency approval.
reduce the number of days authorized for TQSE (LP) or TQSE (AE) if the TQSE period exceeds 30 days. Recognizing that PCS moves incur upfront costs, mechanisms exist to provide funds before the final travel claim settlement. However, the availability and method for receiving advances have evolved, particularly with the implementation of the TQSE period exceeds 30 days.
Government Travel Charge Card (GTCC). Types of Advances: Advance Basic Pay: Essentially an interest-free loan against future salary, intended to ease hardship during relocation. Repayment is typically made through payroll deductions over a set period (e.g., 12 months). Requests usually require justification, especially for larger amounts, longer
repayment periods, or for members without dependents. Requires DD Form 2560. Advance Travel entitlements like DLA, MALT, Per Diem, TLE/TLA. Requires specific forms (e.g., DFAS Form 9114) and copies of orders. Advance Dislocation Allowance (DLA): DLA can often be paid in advance
of the move. Advance Operating Allowance (AOA) for PPM: For Personally Procured Moves, members may request an advance of up to 60% of the estimated government cost (incentive) to cover initial expenses like truck rentals and packing supplies. Written estimates may be required. Members are cautioned that if the final incentive payment is less
than the AOA received, they will owe the government the difference. Advance For Housing (BAH): May be authorized, subject to service regulations, to cover advance rent or security deposits when moving into non-government housing. Limited to a maximum of 3 months anticipated BAH. Impact of the Government Travel Charge Card
(GTCC): The mandatory use of the GTCC for official travel, including PCS, has significantly changed advance payment procedures for many military members. This policy aims to improve financial tracking, reduce fraud risk, and utilize government card program benefits. Mandatory Use: For Army members (and likely other services, verify specific
regulations), those issued a GTCC must use it for PCS expenses such as airline tickets, lodging (TLE/TLA), meals (per diem), and rental cars. Advance travel payments for GTCC holders are generally restricted. For Army GTCC holders, an advance travel payment may only be authorized for DLA. All other
reimbursable expenses should be charged to the GTCC. Non-GTCC Holders: Service members who are not GTCC holders may still be eligible for advance is not specifically prohibited in their orders. Exceptions: Accession (first move) and
Separation/Retirement (final move) PCS travel are generally excluded from the mandatory GTCC use requirement for advances, meaning advances for allowable entitlements may be authorized if not prohibited by orders. Application: Procedures vary but often involve submitting specific forms (DD Form 2560, DFAS Form 9114) to the finance or
transportation office, potentially using systems like SmartVoucher. This shift towards mandatory GTCC use means cardholders must plan to utilize their card for most upfront costs and manage the balance until reimbursement, rather than relying on cash advances for temporary lodging or travel expenses. Understanding the specific exception
allowing DLA advances remains crucial for GTCC holders financial planning. A significant consideration specifically for federal civilian employees undergoing PCS is the taxability of relocation benefits. Following the Tax Cuts and Jobs Act of 2017, many reimbursements that were previously non-taxable are now considered part of the employees gross
income and subject to federal, state, and local taxes. Taxable Relocation Expenses: Key reimbursements now generally considered taxable include: En route travel costs (lodging, POV mileage, common carrier fares). Shipment of Household Goods (HHG), including Unaccompanied Baggage (UAB) and Professional Books, Papers, & Equipment
(PBP&E). Temporary Storage (SIT) of HHG (within certain timeframes). Shipment of a mobile home in lieu of HHG. House Hunting Trip (HHT) expenses (TQSE). Real estate transaction allowances and miscellaneous expense allowances (MEA) were often taxable even before the 2017 law. Note: Extended
(non-temporary) storage of HHG related to OCONUS assignments may remain non-taxable. POV shipment to/from/between OCONUS locations may also be non-taxable, while CONUS POV shipments are generally taxable. Withholding Tax Allowance (WTA) and Relocation Income Tax Allowance (RITA): To alleviate the burden of these additional taxes.
federal agencies are authorized (and generally required for eligible employees) to pay WTA and/or RITA. These allowances are designed to cover substantially all of the increased income tax liability resulting from receiving taxable relocation reimbursements. Eligibility: WTA/RITA is generally available only to employees transferred in the interest of the increased income tax liability resulting from receiving taxable relocation reimbursements.
the Government between official duty stations. New appointees or those separating may not be eliqible for WTA/RITA, even if they receive other relocation benefits. Process can vary by agency. Some agencies may calculate and pay a WTA concurrently with the reimbursement for the taxable expense to cover the immediate tax
withholding. RITA is typically calculated and paid after the end of the tax year, once the employees actual income and tax liability are known. Some agencies, like the Air Force, may pay the estimated taxes directly on behalf of the employee must repay to the agency, potentially through payment plans
Calculation: Agencies use official tax tables from the IRS and relevant state/local authorities, following procedures outlined in the Federal Travel Regulation (FTR Part 302-17), to calculate the RITA. GSA no longer publishes separate annual RITA tax tables. The tax implications add a layer of financial complexity for civilian employees. It necessitates
meticulous record-keeping of all relocation expenses and reimbursements received and requires employees to understand their agencys specific procedures for handling WTA/RITA calculations and potential repayment obligations. Transporting personal belongings is a core component of any PCS move. The government provides entitlements for
shipping Household Goods (HHG) and, under certain circumstances, Privately Owned Vehicles (POVs), but these are subject to specific limits and regulations. The government pays for the shipment and/or storage of an employees or service members HHG up to a maximum weight allowance. This allowance is determined by the individuals pay grade
(rank) and dependency status at the time the PCS orders become effective. The absolute maximum net weight allowance under any circumstance is 18,000 pounds. It is critical to know and stay within the authorized weight limit, as the member or employee is financially responsible for all costs associated with any weight exceeding their allowance
 (excess weight charges). These charges can be substantial. Estimating Weight: Accurately estimating the weight of belongings before the move is essential for planning and avoiding excess costs. A common rule of thumb is to estimate 1,000 pounds per room (excluding bathrooms and storage areas), then add estimates for large appliances and item
in garages or storage. Online weight estimators are also available, such as the one provided by U.S. Transportation Command (USTRANSCOM). Packing Materials: Remember that packing materials (boxes, paper, crates) add significant weight to a shipment. This packing weight is included in the total chargeable weight. Regulations sometimes
account for this; for example, when HHG is shipped uncrated via van line, an additional allowance (often around 10% or up to 2,000 lbs) might be considered part of the gross weight calculation to arrive at the net weight charged against the entitlement. Multiple Shipments: HHG may be shipped in multiple lots (e.g., a main HHG shipment and an
Unaccompanied Baggage shipment), but the total combined weight allowance. Administrative Weight Restrictions (OCONUS): For assignments to certain OCONUS locations, particularly where government furniture is provided or housing is limited, the standard weight allowance based on rank
may be administratively reduced. These restrictions are location-specific and outlined in JTR supplements. For example, an accompanied Army member moving to certain locations in Korea might be limited to 25% of their full allowance or 2,500 lbs, whichever is greater. It is crucial to verify if any administrative restrictions apply to the specific
OCONUS destination. Pay GradeWith Dependents (lbs)Without Dependents (lbs)Without Dependents (lbs)O-10 to O-618,00018,0000-5 / W-314,50013,0000-4 / W-417,00014,0000-3 / W-314,50013,0000-8 / W-314,50
18,0005,000Aviation Cadets8,0007,000Service Academy Cadets/Midshipmen350350 Source: Based on JTR Table 5-37. Rates are subject to change; always verify with current JTR. With Dependents refers to having dependents eligible to travel at the same time. Special
rules apply following death of dependents or divorce. Members selected for Senior Enlisted Advisor positions (e.g., 17,000 lbs with dependents, 14,000 lbs without) for the remainder of their career. Rules exist for members appointed to a
higher grade; generally, the greater weight allowance applies. Effectively managing shipment weight through accurate estimation, purging unnecessary items, and understanding how allowance applies. Effectively managing shipment weight through accurate estimation, purging unnecessary items, and understanding how allowance applies.
employees may be authorized an additional weight allowance for Professional Books, Papers, and Equipment (PBP&E), often referred to as pro-gear. This allowance for PBP&E is up to 2,000 pounds net weight. Exclusion from HHG
Weight: Critically, the weight of authorized PBP&E does not count against the members regular HHG weight allowance, provided it is properly identified, declared in DPS/MilMove). Failure to properly declare pro-gear may result in its weight being included
in the HHG total, potentially causing excess weight charges. Spouse Pro-Gear: Regulations may also provide a separate PBP&E allowance for spouses (e.g., up to 500 lbs) if the items are required for their employment or practice of a profession. Check current JTR or consult the Transportation Office (TO) for details. Excluded Items: Items generally
not considered PBP&E include: personal computers and equipment, personal books, reference materials, instruments, or clothing not directly related to official duties; furniture of any kind (even if used in connection with duties); sports equipment; items for sale or commercial use; memorabilia or awards unless required for official duties. Properly
utilizing the PBP&E allowance is a key strategy for maximizing the amount of necessary professional items that can be moved without impacting the primary professional items that can be moved without impacting the primary professional items that can be moved without impacting the primary options for moving their HHG: a government-arranged move or a Personally Procured Move (PPM), formerly known as a Do-It-Yourself (DITY)
move. A combination of both is also possible (partial PPM). The choice involves a trade-off between convenience and control, with potential financial implications. Government, through the local TO and systems like DPS or MilMove, selects and manages a contracted Transportation Service Provider (TSP). The
TSP handles packing, loading, transportation, unloading, and basic unpacking/reassembly. The move operates under a Government Bill of Lading (GBL). Pros: Convenience; the government handles most logistics and pays the TSP directly. Cons: Less flexibility in scheduling pack/pickup/delivery dates, especially during peak moving season (May-
August); less direct control over handling of belongings. Cost: Government pays TSP directly. For civilian employees, the value of this service is generally considered taxable income. Personally Procured Move (PPM / DITY): Process: The service member or employee takes responsibility for arranging and executing all or part of the move. This can
involve renting a truck/trailer, using personal vehicles, hiring commercial movers, using portable storage containers or shipping via small package carriers. The member must obtain certified empty and full weight tickets for each shipment vehicle/container to determine the net weight moved. A claim package including orders, weight tickets, and
potentially receipts for expenses must be submitted after the move for payment. Financial Incentive (Military): Military members performing a PPM are typically eligible for an incentive payment equal to 100% of the Government would have paid a TSP to move the same weight. This
payment is based on the actual weight moved, up to the authorized HHG allowance. If the members actual moving costs are less than the 100% GCC incentive, they keep the difference (this incentive, they keep the difference. An Advance Operating Allowance (AOA) of up to 60% of the
estimated incentive may be requested. Reimbursement (Civilian): Civilian employees performing a PPM are generally reimbursed for their actual documented moving expenses (e.g., truck rental, fuel, packing supplies), up to the amount the government would have paid (GCC). There is typically no financial incentive beyond reimbursement of costs.
The commuted rate system is another reimbursement method for civilians, but may not cover all out-of-pocket expenses. Pros: Full control over scheduling and handling of belongings; potential financial gain for military members if move is executed efficiently; often recommended for irreplaceable items or necessities needed immediately upon arrival
Cons: Requires significant personal effort and planning; member assumes responsibility for packing, loading, driving, unloading, and potential loss/damage (though claims may be possible in limited circumstances, e.g., accident caused by others); risk of expenses exceeding the incentive/reimbursement. Partial PPM: Members can ship a portion of
their goods via the government method and move the remainder themselves as a PPM. This allows for a balance of convenience and control/incentive. The decision between a government move and a PPM requires careful consideration of personal time, effort tolerance, value placed on belongings, and financial goals. Circumstances may require
storing HHG either temporarily during the transition or long-term during an assignment. Storage-in-Transit (SIT): This is temporary storage authorized when the members new residence is not immediately available upon the shipments arrival at the destination. Duration (Military): The JTR typically allows up to 90 days of SIT at government expense
for both CONUS and OCONUS moves, although extensions may be possible under certain circumstances. Duration (Civilian): The FTR generally authorizes an initial period of temporary storage up to 60 days for CONUS moves and 90 days for moves involving OCONUS locations. Extensions may be authorized up to a maximum total of 150 days
(CONUS) or 180 days (OCONUS) with justification. Arrangements For government-arranged moves, the TSP typically handles SIT arrangements. For PPMs, the member is responsible for arrangements are part of their PPM claim. SIT costs are
usually factored into the GCC calculation for PPM incentives. Taxability (Civilian): SIT reimbursements are generally taxable income for civilian employees. Non-Temporary Storage (NTS): This refers to long-term storage of HHG that are not shipped to the new duty station. Purpose: NTS is typically authorized when a member is assigned to an
OCONUS location (especially if weight allowances are restricted or government furniture is provided) or to certain isolated CONUS locations where its impractical to ship all belongings. Location: NTS is authorized for the
duration of the specific tour or assignment requiring storage. Upon completion of that tour and PCS to a new location where NTS is not required, the member arranges to have the goods shipped from NTS to their new PDS. Specific time limits apply for retrieving items after separation (180 days) or retirement (1 year). Taxability (Civilian): NTS
authorized in connection with an OCONUS assignment is generally not considered taxable income for civilian employees. Rules for transporting POVs vary significantly depending on whether the move is within CONUS or involves OCONUS to CONUS to CONUS Moves: Shipment: The government generally does not pay to ship POVs between
duty stations within the 48 contiquous states. Members are expected to drive their vehicle(s) or arrange and pay for shipment themselves. Reimbursement for Driving: If driving, reimbursement is provided through MALT / MALT Plus for mileage and per diem, typically authorized for up to two POVs if used. Exceptions (Shipment): In limited
circumstances, shipment of a POV within CONUS may be authorized at government expense. Examples include when a member is medically unable to drive, has insufficient travel time authorized due to operational requirements, or for certain civilian employee moves where the distance is over 600 miles and the agency determines shipment (up to
two POVs) is cost-effective. Agency cost analysis and pre-approval are required. OCONUS Moves (To, From, or Between OCONUS Locations): Shipment of one POV per service member/employee household at government expense. The vehicle must be owned or leased by the member or a dependent
for personal use. Size Limits: The POV typically must not exceed 20 Measurement Tons (MT) in volume (calculated based on exterior dimensions). Members may be liable for exceeds this limit, although exceeds the limit exceeds 
contractor, currently International Auto Logistics (IAL), via a network of Vehicle Processing Centers (VPCs). Members must schedule appointments and process their vehicle through a VPC. Process & Documentation: Turning in a POV for OCONUS shipment requires significant preparation: Scheduling: Make an appointment via the contractors
website (currently PCSmyPOV). Documentation: Provide copies of PCS orders, current vehicle registration, proof of ownership (title or lienholder authorization letter permitting export), valid drivers license, and potentially specific contractor forms (e.g., IAL Shipping Instruction Form). A printed proof of recall clearance from the National Highway
Traffic Safety Administration (NHTSA) website is mandatory. If recalls exist but cannot be fixed, specific procedures apply. Vehicle Preparation: The POV must be clean inside and out. Fuel tank must be one-quarter full or less. Electric vehicles should be fully charged. All personal items must be removed from the vehicle (exceptions may apply for
standard items like a spare tire/jack). VPC Travel Reimbursement: Transportation costs (e.g., mileage at PCS rate, taxi fare) for one authorized traveler for one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC and one round trip to drop off the POV at the origin VPC at the orig
POV Storage (OCONUS): As an alternative to shipping, the government may authorize storage of one POV at government expense during an OCONUS tour. This is also typically arranged through the VPC/IAL system. Other Vehicles (Motorcycles, Boats, Trailers): Motorcycles: Within CONUS, motorcycles are often shipped as part of the HHG
shipment, counting against the weight allowance. For OCONUS moves, one motorcycle may be shipped as the single authorized POV entitlement. Specific preparation is required (drain fuel, disconnect/tape battery terminals). Boats/Trailers: These may sometimes be shipped as HHG, but often incur weight additives assessed by the carrier, potentially
increasing the chargeable weight. Members are responsible for excess weight charges and any special packing/handling costs. Trailers must have valid licenses and be in good condition. The strict one-POV limit for government-funded OCONUS shipment, combined with the detailed documentation and preparation process managed by a specific
contractor, makes POV planning a critical early step for any overseas move. A successful PCS move requires active participation and careful management by the service member or civilian employee throughout the entire process. While the government provides entitlements and resources, the individual holds key responsibilities from the moment
orders are anticipated until final settlement at the new duty station. The PCS process follows a general timeline with specific responsibilities at each stage: Receive Assignment Notification (e.g., Assignment Satisfaction Key (ASK) for Army enlisted, Request for Orders (RFO) for officers, email, verbal notification) indicates an
upcoming move. Start preliminary research on the new location using resources like Military/NSTALLATIONS. Attend Mandatory Briefings/Counseling: Participate in required levy briefings (military) or PCS counseling sessions (military). These sessions explain entitlements, moving options (government vs. PPM), required paperwork, and
timelines. This is often where initial decisions about the move structure are made. Receive Official Orders: Obtain the formal PCS orders. Crucially, review orders meticulously for accuracy: name, Social Security Number/Employee ID, correct new duty station, reporting dates, authorized dependents, and listed entitlements. Official orders are
required before scheduling transportation or making irreversible commitments (like selling a house). Make Key Decisions: Based on orders and counseling, decide on the move method (full government move, full PPM, partial PPM). Plan leave or Permissive TDY (PTDY) in conjunction with the move (note: PTDY often not authorized for OCONUS
destinations). Apply for Command Sponsorship if taking family OCONUS. Begin housing applications (on-base or researching off-base). Schedule the Move: Use the designated system (currently DPS or the transitioning MilMove system) to formally request shipment(s) (HHG, Unaccompanied Baggage, NTS, PPM) and select desired pack/pickup dates
Upload a complete copy of orders and any amendments. Note: First-time movers, separating members, and retirees typically must contact their local TO before scheduling in DPS/MilMove. Schedule POV turn-in appointments for OCONUS moves via PCSmyPOV.com. Book travel (flights, etc.), often through the Travel Management Company (TMC) or
SATO using the GTCC if applicable. Prepare Home & Belongings: Declutter, inventory, separate essential/valuable items, and prepare items for safe packing as detailed in Section 5.3. Coordinate with TSP: Respond promptly to the assigned TSP for the pre-move survey (in-person or virtual) to confirm shipment details and inventory. Confirm agreed-
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upon pack and pickup dates. Oversee Packing & Loading: Be present during packing and loading. Give the crew a tour, clearly identifying items to be shipped versus those staying. Ensure pro-gear and high-value items are declared and listed correctly on the inventory. Review the movers inventory list carefully for accuracy and completeness before signing. Secure pets and items not being shipped. Travel to New PDS: Complete travel according to orders, ensuring arrival by the required reporting date. Hand-carry the essential PCS Binder with all critical documents. Oversee Delivery & Unpacking: Be present at the destination residence to accept delivery. Check items off the inventory list as



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