



PLEASE DISTRIBUTE TO TRAVEL BRANCH SUPERVISORS AND EXAMINERS

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UTD/CTD for MAP 118-13/CAP 118-13 - Flat Rate Per Diem for Long Term TDY

If directed in the authorization travel order this establishes a flat rate per diem allowance for long term TDY that authorizes a traveler 75% of the locality per diem rate for TDY periods over 30 days but not exceeding 180 days. This item also established a flat rate per diem allowance for TDY in excess of 180 days to be set at 55% of the locality per diem rate. This determination is effective for all travel beginning or amendments issued on or after 1 November 2014, as approved by the Chairman. Again, the flat rate per diem must be specifically directed in the order for the reduced allowance to take effect.

IATS versions 6.20.0 (Navy, Marine Corps, and Army Corps of Engineers) and 6.20.1 (DFAS and Army) have two new reasons added in the 'Computational Method of Reimbursement field'. One is Flat Rate Full Long Term TDY (FFLT) and the other is Flat Rate MIE Long Term TDY (FMLT). FFLT is used if both Lodging and MIE are to be paid at the lower (you must specify on the itinerary screen whether 55 or 75 percent) rate. FMLT is to be used for those situations where either, (1) Gov't lodging is used; (2) lodging expense is zero (not incurred at all), or (3) no lodging could be found at the lower rate and the approving official authorizes lodging up to the max rate for the locality. In these instances IATS will pay lodging at the entered amount on the screen (up to the maximum locality again), while reducing MIE to the reduced specified percentage.

Both versions of IATS are slated to be deployed on 1 December.

Mike Canada

CURRENT/FUTURE RELEASES

Current IATS Release is 6.20.1 DFAS and DMPO

Current IATS Release is 6.20 for Army COE

Current IATS Release is 6.20 for Navy

Current IATS Release is 6.20 for Marines

Current IATS Release for Army is 6.19.5

Current DTOD Release 27.1

IATS 6.20 deployed in July, 2014

Please note that the email address for the IATS Help Desk has changed.

Contact the following to obtain assistance IATS-HELP-DESK

Email: dfas.bean.ztd.other.iats-help-desk@dfas.mil

Commercial: (317) 222-7718 DSN: 699-7718

25. The Distance is Wrong?

While the Official Distance may not match an Odometer reading or use an untenable route or even contain an error, it is still the Official Distance.

Road distance/time/quality database undergoes a continuous update and review cycle. DTOD is based on a snapshot of this data to ensure a consistent Official Distance for the entire year. Any changes in roads from the snapshot time to your travel time may also cause differences.

DTOD is not an Address to Address model and does not contain data for all "Street" level streets. When DTOD routes to or from a Location that is not on a road in the DTOD database it draws the shortest straight line between the Location and the closest road. This does not always match the actual road.

In DTOD, each City has a default ZIP Code and each ZIP Code is a single point rather than an area. As Official Distance is determined to/from that specific point, distance from a different point inside the same ZIP code will, of course, be different.

However, the DTOD database is enormous and may at times contain minor discrepancies. Most discrepancies are caught and fixed by the data vendor in their update and review cycle. Error reporting coming from the DTOD user community are extremely helpful.

To report a Distance Error

Contact the DTOD 24-Hour HelpDesk. In order for the report to be investigated, you will need to give the DTOD Origin, the DTOD Destination and your reasoning why there is an error.

DTOD works very closely with the data vendor to ensure that DTOD is the best it can be, and user feedback is very important to us.

DTOD 24 Hour Help Desk commercial 1-800-462-2176

29. Round Trip is different?

When the Official Distance is different in the opposite direction, **IT IS STILL THE OFFICIAL DISTANCE.** The Origin and Destination cannot be switched around.

Minor differences are to be expected. Roads and entrance/exit ramps are different lengths in opposite directions. Small differences in long routes can add up to pretty significant numbers. And One-Way roads are an obvious cause.

But when DTOD uses very different routes with very different distances it raises questions.

In MANY cases there is nothing wrong! DTOD determines the Official Distance through a complex algorithm that weighs all possible routes and selects the best one. The factors DTOD uses to compare roads include distance, travel time, road quality, and ease of route (things like right-turns are easier for cars and left-turns are easier for trucks). But the main trade off is distance vs. time.

DTOD gives more weight to the quicker roads when determining Travel distance, making this issue more likely to show up. Normally, because the shorter route and the faster route are so close in favorability that DTOD picks one one-way and the other the other.

Sometimes it's an Error, but it's not as simple as "The route DTOD uses is longer or shorter than it should be." What typically happens when there is an error is, DTOD considers a road segment or ramp to be longer/slower/in worse condition in one direction, which lowers the favorability of any route using that road segment, which results in DTOD using a completely different route which happens to have a significantly different distance.

Contact the DTOD 24-Hour HelpDesk

We can't tell if it's an error or not and we report all of these cases to the data vendor. They will figure out if there's an error and fix it.

Corrections to the DTOD road database will be included in the next version of DTOD or emergency override. DTOD is updated annually (1 October).

Even so, the problem may not get corrected, if there is not actually an error.

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