



Docket No. 10940-24
Ref: Signature Date

Dear [REDACTED],

This is in reference to your application for correction of your naval record pursuant to Section 1552 of Title 10, United States Code. After careful and conscientious consideration of relevant portions of your naval record and your application, the Board for Correction of Naval Records (Board) found the evidence submitted insufficient to establish the existence of probable material error or injustice. Consequently, your application has been denied.

A three-member panel of the Board, sitting in executive session, considered your application on 11 February 2025. The names and votes of the members of the panel will be furnished upon request. Your allegations of error and injustice were reviewed in accordance with administrative regulations and procedures applicable to the proceedings of this Board. Documentary material considered by the Board consisted of your application, together with all material submitted in support thereof, relevant portions of your naval record and applicable statutes, regulations, and policies. In addition, the Board considered the advisory opinion contained in Commanding Officer, Navy Pay and Personnel Support Center memorandum 7220 N1 of 27 November 2024, which was previously provided to you for comment.

On 18 December 2023, you were issued official change duty orders (BUPERS order: 3523) with required obligated service to November 2026, while stationed in [REDACTED] [REDACTED] with an effective date of departure of May 2024. Your intermediate (01) activity was [REDACTED] [REDACTED] for temporary duty under instruction with an effective date of arrival of 1 June 2024. Your ultimate activity was [REDACTED] [REDACTED] for duty with an effective date of arrival of 6 November 2024 with a Projected Rotation Date (PRD) of November 2026.

In accordance with the Joint Travel Regulations (JTR), In the case of TDY [Temporary Duty] travel, the following transportation types are presumed most advantageous to the Government, unless the AO [Authorizing/Order-Issuing Official or Approving Official] determines otherwise... When Government transportation is not directed, commercial travel by airplane, rail, bus, or ship is generally the most advantageous method of transportation and should be selected when reasonably available. Of these types the most preferable is travel by airplane if

the distance is greater than 250 miles. If the distance is 250 miles or less, then travel by rail is preferred if available; if not available, then travel by rental vehicle is preferable.

a. When travel must be by automobile, a government automobile is most advantageous. If a government automobile is not available, then: a. Consider a rental car. See the DTMO [Defense Travel Management Office] Rental Car Agreement and DTR 4500.9-R. Part I (Passenger Movement), for instructions and guidance for rental car selection. b. A POV [Privately Owned Vehicle] is considered most advantageous to the Government only after the other transportation types have been considered.

On 29 January 2024, you signed an Application for Transfer and Advances (NPPSC 1300/1) listing block 19 (Intend to travel by) Privately Owned Automobile/Motorcycle. In block 21, you checked 1 POV. Service member is authorized mileage rates for utilizing his or her own POV. In block 25 (Advance PCS [Permanent Change of Station] Travel), you checked “[m]ileage for Service Member” and “Flat Per Diem for Service Member.” CPPA certified that the service member met all requirements for his PCS orders on 20 May 2024.

On 20 May 2024, you were transferred from ██████████ and arrived at ██████████ on 31 May 2024 for TDY.

On 4 June 2024, in accordance with Master Military Pay Account, Petitioner was charged terminal leave for the period of 20 May 2024 to 22 May 2024 (3 days).

On 7 July 2024, in accordance with Master Military Pay Account, Petitioner was charged terminal leave for the period of 2 July 2024 to 6 July 2024 (5 days).

On 2 August 2024, you were issued official modification to change duty orders (BUPERS order: 3523) while stationed in ██████████ with an effective date of departure of May 2024. Your intermediate (01) activity was ██████████ ██████████ for temporary duty with an effective date of arrival of 8 May 2024. Your intermediate (02) activity was ██████████ for temporary duty under instruction with an effective date of arrival of 6 July 2024. Your ultimate activity was ██████████ for duty with an effective date of arrival of 26 October 2024 with a PRD of November 2026.

On 13 September 2024, you were transferred from ██████████ and arrived to ██████████ on 24 September 2024 for duty.

On 14 September 2024, Marine Lodge ██████████ issued a Statement for the period of 31 May 2024 to 14 September 2024.

On 25 September 2024, in accordance with Master Military Pay Account, you were charged terminal leave for the period of 13 September 2024 to 15 September 2024 (3 days).

On 25 September 2024, Travel Voucher Summary (Voucher No. B28559) was prepared and paid on 27 September 2024 with a Start Date of 1 June 2024, and End Date of 13 September 2024.

Advances/Prior Payments: \$0.00, Total Entitlement \$6847.50, Total Charged to Acct. Class \$6847.50, Total Amount Payable \$6847.50, Split Payment \$6847.50, and Due Employee \$0.00. Remarks: "JTR 020204 Commercial airplane is the preferred mode for official travel more than 400 miles one way or more than 800 miles round trip. Per NPPSC, Citibank shows SVM has a balance owed of \$10,936.79. This balance will be applied towards any monies owed during the processing of the SVM's PCS travel settlement. Any remaining balance on the GTCC is the responsibility of the SVM. CPPA shall advise the SVM to contact Citibank @ 1.800.200.7056 to ensure complete balance has been liquidated. Applied \$6,847.50 to GTCC."

On 24 October 2024, Travel Voucher Summary (Voucher No. B52079) was prepared and paid on 25 October 2024 with a Start Date of 20 May 2024, and End Date of 24 September 2024. Detach Date of 20 May 2024 and Report Date of 24 September 2024. Advances/Prior Payments: \$6,847.50, Total Entitlement \$19452.78, Total Charged to Acct. Class \$12605.28, Total Amount Payable \$12605.28, Split Payment \$4089.29, and Due Employee \$8515.99. Remarks: "OMN SDNs: N6298024TOEK693, N6298025TOEK693. Mbr was previously paid under the TDY LOA on 9/27 DOV #B28559. This claim is to pay Mbr MALT and flat per diem to and from TDY and TDY lodging. As per orders RPT NET is 6/1 no TDY per diem authorized before this date without justification/documentation. Also, recouped airfare and per diem erroneously paid on 7/2-7/6 as Mbr was charged leave. Citibank shows SVM has a balance owed of \$4,089.29. This balance was applied towards the GTCC. Any remaining balance on the GTCC is the responsibility of the SVM. SVM can contact Citibank @ 1.800.200.7056 to ensure complete balance has been liquidated."

You requested to receive payment for mileage, travel days, and expenses in connection with your BUPERS Order 3523, the Board in its review of your entire record and application, carefully weighed all potentially mitigating factors, to include your assertions. You assert that you were not provided plane tickets, and you proceeded to drive your POV from ██████████ to ██████████. However, the Board concluded that on 29 January 2024, you signed an NPPSC 1300/1, and you checked "POV" as the only means of transportation and you requested an advance for Per Diem and Mileage under Advance PCS Travel. In accordance with the JTR, when Government transportation is not directed, commercial travel by airplane, rail, bus, or ship is generally the most advantageous method of transportation and should be selected when reasonably available. Additionally, although the counselor certified that you had met all requirements for your PCS orders, the Board determined that because you checked POV as your only PCS travel option and your old and new Permanent Duty Station were in the same area, it is reasonable to assume that the counselor saw nothing amiss and that if you had been clear that you intended to drive your POV from ██████████ to your TDY location in ██████████ and back, you would have been advised to fly. Finally, you signed your NPPSC 1300/1 in late January 2024 and you transferred from ██████████ on 20 May 2024. The Board found that there was ample time for you to inquire about plane tickets. You provided no documentation that you requested to fly and were denied, therefore the Board concluded that a change to your record is not warranted.

You are entitled to have the Board reconsider its decision upon submission of new matters, which will require you to complete and submit a new DD Form 149. New matters are those not previously presented to or considered by the Board. In this regard, it is important to keep in

mind that a presumption of regularity attaches to all official records. Consequently, when applying for a correction of an official naval record, the burden is on the applicant to demonstrate the existence of probable material error or injustice.

Sincerely,

2/14/2025

[REDACTED]

Deputy Director

Signed by: [REDACTED]