

AIR CARGO REQUIRES CLEARANCE



You can request air transportation for practically anything you order, but the Army Airlift Clearance Authority (AACAA) will ensure that air cargo dollars are used prudently.

When the source of supply (DLA, AAFES, the home installation, etc.) prepares to fill a requisition requiring air transportation, they are required to submit a DD Form 1384, *Advance Transportation Control Movement Document (ATCMD)*.

The info on the 1384 is eventually entered on the web-based Financial and Airlift Clearance Transportation System (FACTS). FACTS automates the validation of all Army air shipments by AACAA.

About 95 percent of all FACTS submissions are automatically validated and released for movement. When shipments exceed established criteria, they go to the AACAA staff who will challenge affected shipments. The AACAA reviewer contacts a POC in the geographic area of the shipment destination. That starts a three working day period for the requisitioner to make a shipment mode decision.



The POC—armed with all the transportation data on the requisition—will contact the requisitioner to determine if air transportation is actually needed.

If the POC and requisitioner reach a decision, the AACAA is notified. The AACAA then releases the shipment and directs the shipper to use an air or surface mode depending on the decision.

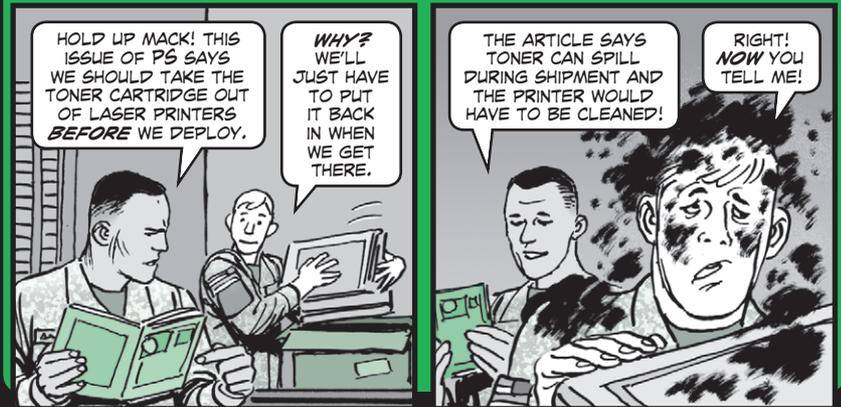
If the requisitioner does not respond within the three-day window, the AACAA diverts the shipment to surface mode.

The AACAA has an extensive website to help users through air cargo shipping. The website also discusses how to use “green sheets” to expedite shipping through Aerial Ports of Embarkation (APOE).

You'll find more information about AACAA and FACTS on the Logistics Support Activity (LOGSA) website. You'll need to use your logon and password for the Logistics Information Warehouse (LIW) to access the AACAA webpage:

<https://www.logsa.army.mil/ssc/aaca/aaca-main.cfm>

STAMIS Deployment Tip



Dear Editor:

Thanks for the article "Tricks to Deploying STAMIS" in PS 658. An additional note for shipment is to remove the toner cartridge from laser printers. Package the toner cartridge in a clear plastic bag taped completely shut.

When a toner cartridge is left in a printer it can spill during shipment. That makes the printer useless until an expensive cleaning is performed by a trained technician with the right tools.

As a practical matter, each printer should have at least one unopened toner cartridge shipped with it.

Contractor LMR
88th Regional Readiness
Sustainment Command G4

Editor's note: That's a tip that will help others avoid messy situations.