

**40th Meeting of the Facilitation Stakeholders Forum
Great Minster House, 6 March 2012**

Chair	xxxx	DfT	xxxx	US Embassy
	xxxx	DfT	xxxx	US Embassy
	xxxx	DfT	xxxx	US Embassy
	xxxx	CAA	xxxx	APHA
	xxxx	HO	xxxx	BA
	xxxx	HO	xxxx	bmi
	xxxx	HO	xxxx	Flybe
	xxxx	HPA	xxxx	Jet2
	xxxx	IPS	xxxx	Monarch
	xxxx	UKBF	xxxx	Thomas Cook
	xxxx	UKBF	xxxx	Thomson
			xxxx	Virgin Atlantic

....

Pre-clearance for entry to the US

16. xxxx referred to the pre-clearance model that had operated at Dublin, Shannon and other airports for many years that provided immigration, customs and other clearances of passengers at the foreign airport allowing the aircraft to use a domestic terminal on arrival at the US, where passengers were not required to undertake any further entry procedures. The airlines confirmed there was a commercial appetite for this in the UK, even if airlines had to contribute towards the costs.

17. It was noted, however, that establishment required host government co-ordination; law enforcement and screening capability had to meet TSA standards. Discussions had been held with the UK Government but the issues were complex and it was costly to operate. It was confirmed that there was no regulatory bar to UK carriers operating through Dublin or Shannon to the US to benefit from the pre-clearance capability in Ireland.

....

International Aviation, Safety and Environment Division
Department for Transport

March 2012

[xxxx = material withheld under Section 40(2) of the FoIA (personal information).]