UNITED STATES TRANSPORTATION COMMAND (USTRANSCOM)

DOCUMENTATION: USTRANSCOM UTILIZATION OF IRISH FACILITIES (AIRPORTS & PORTS)

Released under Interim Response #2, USTRANSCOM FOIA 11-06
FOIA Exemptions 5 U.S.C. 552 (b)(4), (b)(5), (b)(6), (b)(7)(C) and (b)(7)(E) Apply.

ATTACHMENT 1

RELEASED IN FULL

UNCLASSIFIED STATE 00106799
VZCZCXRO8279
PP RUEHAG RUEHAO RUEHAP RUEHAT RUEHBC RUEHBI RUEHBL RUEHBZ RUEHCD
RUEHCHI RUEHCI RUEHCN RUEHDA RUEHDBU RUEHDE RUEHDF RUEHDT RUEHDU
RUEHED RUEHEL RUEHFK RUEHFL RUEHGA RUEHGD RUEHGH RUEHGI RUEHGR
RUEHHA RUEHHM RUEHHO RUEHHT RUEHIHL RUEHIK RUEHJO RUEHJS RUEHKN
RUEHKR RUEHKSO RUEHKUK RUEHKW RUEHLA RUEHLH RUEHLN RUEHLZ RUEHMA
RUEHMC RUEHMJ RUEHMR RUEHMRE RUEHNAG RUEHNG RUEHNH RUEHNL RUEHNP
RUEHNZ RUEHPA RUEHPB RUEHPD RUEHPT RUEHPW RUEHQU RUEHRD RUEHRG
RUEHRN RUEHROV RUEHRS RUEHTM RUEHTRO RUEHVC RUEHVK RUEHYG DE RUEHC
#6799/01 2131554 ZNR UUUUU ZZH P 011542Z AUG 07

FM SECSTATE WASHDC
TO ALL DIPLOMATIC AND CONSULAR POSTS COLLECTIVE PRIORITY
RUEHTRO/AMEMBASSY TRIPOLI PRIORITY 4846
RUEKJCS/SECDEF WASHINGTON DC
RUEKJCS/SECDEF WASHINGTON DC//UDSP/GC/USDP:ISA/ISP/REPOPA/FMRA
RUEKJCS/JOINT STAFF WASHINGTON DC/J5
RHHMUNA/HQ USPACOM HONOLULU HI//J3/J5/J6
RUCJACC/HQ USCENTCOM MACDILL AFB FL//CCJ3/CCJ5/CCJA
RHMFISS/HQ USEUCOM VAIHINGEN GE//ECJ3/ECJ5//ECCS/ECLA
RHCUAAA/HQ USTRANSCOM SCOTT AFB IL//J3/J5/JA
RHMFISS/CDR USSOUTHCOM MIAMI FL//SCJ3/SCJ5/SCSJA
RUCQSOC/HQ USCENTCOM MACDILL AFB FL//CCJ3/CCJ5/SOJA
RUPEUNA/USSPACECOM PETERSON AFB CO//J3/J5/JA RUCUSTR/HQ USSTRATCOM
OFFUT AFB NE//J3/J5/JA
RUCBCLF/COMLANTFLT NORFOLK VA//J3/J5/J02LA
RUSBACM/CINCUSACOM NORFOLK VA//J3/J5/JA
RHMFIUU/HQ USAFE RAMSTEIN AB GE//CC/CV
RHFQAAA/COMUSPACFLT PEARL HARBOR HI RUETIED/CDRUSAREUR HEIDELBURG GE
RHMFIUU/COMUSNAVEUR NAPLES IT
RUEASRB/CDRFORSCOM FT MCPHERSON GA//ECJ3/ECJ5/ECJA
RUWMEGA/USSOUTHAF HOWARD AFB PM//AOC
RUEDBKA/USSOUTHAF DAVIS MONTHAN AFB AZ//CC/A3/AA5/JA
RHCUAAA/TACC SCOTT AFB IL//XO/XOC RHCUAAA/TACC SCOTT AFB IL//CV/A3/FM
RUEAHQA/HQ USAF WASHINGTON DC/RE//CVA/A3/FM/JA/A3SPI/A5XX//CSAF
RUHVMXA/PACAF HICKAM AFB HI//CV/FM
RHMFIUU/HQ USAFE RAMSTEIN AB GE//XO/FM
RCHDAAA/AFSOC HURLBURT FLD FL//CV/FM
RHMFIUU/HQ ACC LANGLEY AFB VA//CV/FM
RUVAFMC/AFSAC WRIGHT PATTERSON AFB OH//CV/FM
RUCJBBA/HQ USCENTCOM MACDILL AFB FL
RUCLBBA/COMUSCENTAF SHAW AFB SC//A3/A5/JA
RHMCSUU/FAA NATIONAL HQ WASHINGTON DC
RULSJGA/COMDT COGARD WASHINGTON DC 0521
RUEADWD/CSA WASH DC//DAMODZA
RUEAUSA/NGB WASHINGTON DC//CC/CG
RHDJANG/ANGRC ANDREWS AFB MD//CC
RUEAADN/DTRA COMCENTER
RUEAHQA/OSAF WASHINGTON DC//IA/GC
RHMFIUU/CNO WASHINGTON DC//N3 INSII
RUEHPS/USDAO PRISTINA SR BT UNCLAS SECTION 01 OF 04 STATE 106799

E.O. 12958: N/A
TAGS: MARR, MASS, KSEP, PREL, EAIR

UNITED STATES DEPARTMENT OF STATE
REVIEW AUTHORITY: ROBERT O HOMME
DATE/CASE ID: 08 APR 2011 201101194

Doc 3

SUBJECT: U.S. GOVERNMENT POLICY ON AVIATION-RELATED FEES

REF: STATE 195105

1. This message updates guidance provided reftel on U.S. Government (USG) policy on payment of fees charged to official USG aircraft. This message replaces reftel and should be retained on file in each embassy and consulate. If the host government charges inappropriate fees, the embassy should demarche the appropriate agencies in the host government using the talking points in this message. For Francophone posts, no French text will be forthcoming.

2. Numerous embassies have requested guidance on USG policy on payment of fees charged to state aircraft (state aircraft are aircraft operated by governments for sovereign, non-commercial purposes (e.g., military aircraft). This cable explains and expounds upon that policy.

3. Air navigation, landing, and parking fees are often imposed on commercial aircraft to raise revenue for the support of aircraft and navigation facilities. The general practice of states, however, is for governments not to impose such fees on state aircraft. The principles behind this practice are similar to those relating to the exemption of foreign governments from taxes - comity, reciprocity, and non-obstruction of the functions of a foreign state.

4. U.S. policy, based on the unique status of state aircraft in international law as instruments of a sovereign and consistent with international custom and practice, is that flights of aircraft operated by sovereign states in or through another state will:

(A) Not be required to pay navigation or overflight fees;

(B) Not be required to pay landing or parking fees (or other use fees) at government airports;

(C) Pay reasonable charges for services requested and received, whether at governmental or non-governmental airports.

Additionally, consistent with international custom and practice, flights of aircraft operated by sovereign states are not required to pay enroute navigation fees or other charges imposed for transiting flight information regions in international airspace.

5. As posts will note, implicit in this position is a

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willingness to pay landing and parking fees at non- government (i.e.commercial) airports, if required to do so. If it is not clear whether a particular airport is commercial or governmental, contact PM/ISO at (202) 647- 9000 or pm_at_team@state.gov to request a determination. This will trigger a review by an interagency team charged with determining whether an airport fits the definition of non-government.

6. In many countries, bilateral agreements or other arrangements explicitly provide that U.S. State aircraft will not be charged fees at either government or non- government airports. Aircraft landing in a country where such a bilateral or multilateral agreement exists will be governed by the terms of that agreement.

7. The U.S. Government does not impose air navigation charges on foreign state aircraft visiting or transiting the United States. Foreign state aircraft are not charged landing and parking fees at U.S. Government airports (military airports). The U.S. Federal Government has no control over

the fees charged at non-USG (e.g., state or municipally operated) airports, where foreign aircraft generally are charged parking and landing fees.

8. The USG has consistently taken the position that department of defense contract aircraft and other USG contract aircraft do not qualify as state aircraft unless the particular aircraft is specifically designated as such by the USG. The normal practice of the USG is not to designate contract aircraft as state aircraft, thereby leaving such aircraft subject to the regime applicable to international civil aviation. Although some status of forces, access, and other agreements grant contract aircraft the same rights of access, exit, and freedom from landing fees and similar charges enjoyed by U.S. State aircraft, such agreements do not have the effect of declaring contract aircraft to be state aircraft.

9. AmEmbassies and USDAOs should reject billings for overflight and navigation fees for military and other U.S.
state aircraft operating in foreign national and international airspace. Billings for parking and landing fees assessed at government airports should also be.
rejected. If posts or USDAOs have been paying these
fees, they are instructed to stop doing so immediately.
Talking points are provided in paras 11 through 13 for purposes of addressing this issue.

10. In those countries that are unwilling to accept this international practice, negotiations and possibly formal agreements may be necessary to continue official U.S.
flights into and over such countries. Should this be the case, please inform the department in order to seek

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appropriate authority to conduct such negotiations. If we are unable to resolve outstanding differences, the U.S.
may be forced to avoid flights by USG state aircraft into and over some nations.

Talking Points:

11. In ongoing discussions with host governments on this issue, posts may wish to draw from the following talking
points:

(A) Consistent with USG views, the general practice of governments is not to impose fees on state aircraft operated for non-commercial purposes by another government.

(B) Levying these fees against another government is contrary to international custom and practice. The principles behind the practice of exempting foreign governments from these fees is similar to the principles relating to the exemption of foreign governments from taxes -- comity, reciprocity, and non-obstruction of the functions of a foreign state.

(C) In keeping with this international custom and practice, the USG does not impose air navigation fees on foreign state aircraft visiting or transiting the United States, and does not impose landing and parking fees at USG airports (military airports). The USG does not control whether non-USG-operated airports charge landing and parking fees to foreign aircraft.

(D) The USG position is that, based on the unique status of state aircraft in international law as instruments of a sovereign, and consistent with international custom and practice, state aircraft should not be required to pay landing, parking, or other use fees at government airports. State aircraft should also not be required to pay air navigation or overflight fees. State aircraft should

pay all reasonable charges for services specifically requested and received, whether at governmental or non-governmental airports.

(E) If asked, this is not a new USG policy. We have consistently taken the position that such fees should not be levied against state aircraft. However, we realize that at times such fees may have been paid though inadvertence.

12. If Embassy or USDAO have paid these fees in the past, post may wish to draw from the following talking point:

(A) The USG has completed a review of its practice regarding payment of fees charged to state aircraft. In

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accordance with international custom and practice , the USG will no longer pay air navigation or overflight fees, and the USG will not pay landing, parking or other use fees at government airports. The USG will pay all reasonable charges for services requested and received.

13. The host government may raise the issue of reciprocity, citing the fact that U.S. flights outnumber host nation flights. If this occurs, post should emphasize that numerical reciprocity is not the issue, but rather the issue is one of principle, in accordance with international custom and practice (as described in paragraph 3 and the talking points in paras 11 through 13). International cooperation and mutual support suffer if impeded by restrictions that affect diplomatic support flights, official visits, joint military exercises and training - among other important activities of sovereign states.

End talking points.

14. Please slug any messages on this topic for PM/ISO, and include USAF/A2SPI as an addressee.

15. Minimize considered.
RICE
BT
#6799

NNNN
UNCLASSIFIED STATE 00106799

RELEASED IN FULL

Peggy E Pope 03/10/2010 09:32:36 AM From DB/Inbox: Search Results

Cable
Text:

UNCLASSIFIED
TELEGRAM March 10, 2010

To: AMEMBASSY CONAKRY - ROUTINE

Origin: PM

From: SECSTATE WASHDC (STATE 22631 - ROUTINE)

TAGS: EAIR, KSEP, MARR, MASS, PREL

Captions: None

Subject: USG POLICY REGARDING STATUS OF DOD COMMERCIAL CONTRACT AIRCRAFT

Ref: (A) STATE 106799, U.S. GOVERNMENT POLICY ON AVIATION-RELATED FEES, AUGUST 1, 2007

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1. Summary: This message transmits updated guidance on USG policy regarding the status of aircraft under contract to DoD. In addition, it provides guidance regarding the handling of requests by foreign governments that such aircraft transiting their territorial airspace obtain diplomatic clearances through the U.S. Embassy in advance.

2. The USG has consistently taken the position that Department of Defense (DoD) commercial contract aircraft and other USG contract aircraft are not state aircraft unless the particular aircraft is specifically designated as such by the USG. (The current USG policy on DoD commercial contract aircraft is at Ref A.) The normal practice of the USG is not to designate contract aircraft as state aircraft. As a consequence, such aircraft remain subject to the regime applicable to international civil aviation. Although some status of forces, access, and other agreements accord the same or similar rights of access, exit, and freedom from landing fees and similar charges to DoD commercial contract aircraft as are accorded U.S. state aircraft, such agreements do not designate contract aircraft as state aircraft.

3. Aircraft under contract to the USG are nonscheduled civil aircraft and therefore enjoy the transit rights provided to all nonscheduled civil aircraft under the Convention on International Civil Aviation (Chicago Convention), including the right to overfly and to make technical (e.g., non-traffic stops for maintenance and/or refueling) stops in foreign countries. Although such transit rights are subject to domestic regulation (e.g., for air traffic control purposes, or when carrying implements or munitions of war or dangerous cargo), civil aircraft are nevertheless accorded significantly more liberal operating rights regarding the transit of foreign countries than state aircraft. Consequently, it is in the USG's interest to preserve and reinforce the civil characterization of aircraft under contract to the DoD, and to

UNITED STATES DEPARTMENT OF STATE
REVIEW AUTHORITY: ROBERT O HOMME
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DSC 4

resist efforts to erode this status.

4. Unless the USG has declared a particular aircraft under contract to the DoD to be a state aircraft, it is USG policy to actively counter efforts by foreign governments to characterize such aircraft as state aircraft, or to require that diplomatic or other clearances/authorizations applicable only to state aircraft be obtained for such aircraft. To this end, with regard to aircraft under contract to the DoD, the following guidance applies:

(A) Flights through international airspace. Governments have no valid basis for requiring any aircraft, state or civil, to obtain diplomatic clearance to transit international airspace in Flight Information Regions (FIRs). State aircraft are not obliged to obtain clearance to fly through international airspace. The foreign government operating a FIR has no right to deny entry or the provision of air traffic control services to civil aircraft, including those under contract to the USG, that are otherwise in compliance with the rules applicable to all civil aircraft transiting the FIR. Furthermore, the foreign government responsible for the FIR should not demand diplomatic clearance or other special authorizations not required of other civil aircraft transiting the FIR. U.S. Embassies and other diplomatic posts should not process, issue, or endorse diplomatic or other clearances/authorizations for contract aircraft to transit international airspace in Flight Information Regions (FIRs) managed by a foreign government.

(B) Flights overflying or making technical stops in a foreign country. Subject to country-specific guidance, U.S. Embassies and other diplomatic posts will not process, issue, or endorse diplomatic or other clearances/authorizations for contract aircraft to overfly or make technical stops in the territory of a foreign country, unless the country's domestic law governing the transit of implements or munitions of war, or other dangerous cargo, requires such clearances/authorizations of all nonscheduled civil aircraft carrying such goods. In these cases, when issuing or endorsing a clearance/authorization request, USG officials should avoid the use of the term diplomatic clearance and include the following statement: This [authorization, request, approval, endorsement, etc.] applies to [an] aircraft operated by [operator name]. This aircraft is an unscheduled civil aircraft of the country of registration, and fully subject to the legal and regulatory regime applicable to civil aircraft, or words to that effect.

(C) Flights ending in, or originating from, a foreign country. Procedures in 4. (B) above apply. However, it should be noted that a bilateral agreement with the foreign country may apply to the movement of personnel and materiel in and out of that foreign country, and should be consulted to determine if more specific guidance applies.

(D) Investigation of mishaps in foreign territory. The primary responsibility for investigating a mishap involving an aircraft under contract to the USG in a foreign country rests with the foreign government, as it does with other civil aircraft. USG resources belonging to DoD, the National Transportation Safety Board (NTSB), and other USG entities may be involved. However, such involvement does not confer

jurisdiction over the investigation. Investigatory responsibility for mishaps involving U.S.-registered commercial aircraft under contract to DoD that occur in international airspace or on the high seas rests with the NTSB.

5. Incidents involving aircraft under contract to the USG which cannot be resolved in a manner consistent with the above guidance will be reported to the Department of State (non-DoD contracts) or DoD (DoD contracts), as appropriate.

6. It should be noted that there are several foreign governments that currently require diplomatic clearances for DoD commercial contract aircraft and for which diplomatic clearances are routinely obtained. Separate, country-specific guidance will be provided to posts in those countries in the near future.

7. In discussions with host governments on the issue of the status of aircraft under contract to the USG, in which U.S. officials explain that there is no requirement for such aircraft to obtain diplomatic clearances, posts may wish to draw upon the following talking points:

(A) The USG has consistently taken the position that aircraft under contract to the USG are not state aircraft unless the particular aircraft is specifically designated as such by the USG.

(B) The normal practice of the USG is not to designate commercial contract aircraft as state aircraft.

(C) Aircraft under contract to the USG retain their status as civil aircraft. As such, they are fully subject to the same host nation requirements applied to other nonscheduled civil aircraft, including the payment of air navigation fees, landing fees, and other taxes, as well as regulations relating to the carriage of hazardous material and other dangerous cargo.

(D) Although some status of forces, access, and other agreements grant contract aircraft the same or similar rights of access, exit, and freedom from landing fees and similar charges enjoyed by U.S. state aircraft, such agreements do not change the status of contract aircraft to that of state aircraft.

8. The Department is not requesting Posts demarche the government or request feedback from host nation. However, if Posts receive unsolicited feedback regarding this policy, request posts provide feedback received to the DoD Executive Agent for the Foreign Clearance Program, HQ USAF/A5XP, at fcg@pentagon.af.mil (unclassified) or fcg@af.pentagon.smil.mil, telephone (703) 614-0130 (DSN 224). Any difficulties encountered in implementing this policy should be immediately conveyed to HQ USAF/A5XP.

9. Please slug all responses for PM/ISO and include RUEHQA/HQ USAF Washington DC//A5XP as an info addressee.

10. Minimize considered.
CLINTON

J5/4-P Program: (Shannon Pre-clearance Service)

- ISSUE: Air Carriers seeking CBP Approval for Pre-clearance Service at Shannon AP for military charter flights
  - Initial NACA request CBP blanket approval for service to offered to military charter flights was supported by USTC
  - CBP directed individual air carriers must submit application for final determination
- STATUS: GREEN/YELLOW
  - TCJ5/4-P expressed support of Omni's request to HQ CBP
- SCHEDULE/COST:
  - CBP denied 2 of 4 OMNI requests, approving two ferrying aircraft with no pax onboard
  - CBP denied Omni's 3rd request for 16 Sep flt carrying DOD Pax
  - 0-6 level meeting on 16 Nov to discuss requirements/mutually acceptable criteria

UNITED STATES TRANSPORTATION COMMAND
608 SCOTT DRIVE
SCOTT AIR FORCE BASE, ILLINOIS 62225-5357

7 April 2009

The Honorable Jayson Ahern
Acting Commissioner
U.S. Customs and Border Protection
1300 Pennsylvania Avenue, NW
Washington DC 20229

Dear Mr. Ahern

I am writing in reference to the National Air Carrier Association's (NACA) 27 Feb 09 request to participate in Customs and Border Protection's (CBP) pre-clearance location at Shannon, Ireland.

As indicated in NACA's request, the United States Transportation Command contracts with commercial carriers to transport Service members returning home from defending our Nation abroad. Affording pre-clearance to Department of Defense (DOD) commercial charter missions transiting Shannon reduces costs to the US Government through more direct aircraft routings and benefits the traveler by eliminating an unnecessary stop in the US to clear Customs and Agriculture inspections.

Given the mutual benefit to the US Government and DOD travelers, we concur with NACA's request and seek your approval within mutually acceptable parameters.

As the DOD Executive Agent for Customs and Border Clearance Program, we are fully committed to maintaining a successful partnership with CBP and commercial air carriers supporting our nation's defense.

Sincerely

Duncan J. McNabb

DUNCAN J. McNABB
General, USAF
Commander

cc:
Mr. Thomas Zoeller, NACA

ATTACHMENT 2

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Friday, October 22, 2010 8:16 AM
To: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Cc: CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Preclearance - Military Chartered Flights
Signed By: (b)(6) @ustranscom.mil

fyi

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
Sent: Friday, October 22, 2010 8:15 AM
To: (b)(6) @dhs.gov'
Cc: ' (b)(6) @dhs.gov'; (b)(6) CIV USTRANSCOM J5J4; (b)(6) (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Preclearance - Military Chartered Flights

Ms (b)(6)

I anticipate being in town next week and again mid-November. If your schedule permits I'd like to meet with you (with a member or two from my staff) and discuss CBP's pre-clearance program at Shannon, Ireland.

My office is DOD's Executive Agent for Customs and Border Crossing issues. We work with (b)(6) and staff to implement and manage the Military Pre-clearance program for members/equipment returning to the US from Afghanistan and Iraq. The program involves CBP and USDA training military members to be certified inspectors acting on CBP's behalf. This program works well eliminating the need for Customs clearance in the US for returning military members. However, our inspectors are not authorized to clear aircrews/civilians.

Contracted Department of Defense Charter carriers have expressed interest in pre-clearing at CBPs Shannon, Ireland location to eliminate the need for a stop at a US port of entry. The vast majority of these missions are pre-cleared as part of the Military pre-clearance program. I understand CBP has approved 1 of 3 requests from one of our contracted charter carriers.

Completing the customs and immigration process at Shannon enables the carrier to quickly go on to their next mission (which benefits both the carrier and DOD). It allows military members to quickly return to their units, homes, and loved ones while also reducing the congestion and CBP workload at US Ports of entry/remote military installations.

My schedule looks good for next Wednesday afternoon 27 Oct. Otherwise it looks like I'm available the week of 15 November. I look forward to meeting you and discussing this issue.

Thanks

(b)(6)
USTRANSCOM J5/4-P
Chief Policy & Doctrine Division

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Friday, November 19, 2010 1:48 PM
To: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Request to Homeland Security
Attachments: NACA ltr to CBP.pdf; TCCC ltr to CBP on Shannon.pdf; CBPShannonresponse.pdf
Signed By: (b)(6) @ustranscom.mil

fyi

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
Sent: Friday, November 19, 2010 1:39 PM
To: (b)(6) CIV USTRANSCOM CC
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Request to Homeland Security

(b)(6)

I've attached a copy of (1) NACA memo to CBP, (2) TCCC memo to CBP and (3) CBP's response to NACA. I'd also like to give TCJ5/4 a heads-up on Congressional Staffer interest on this issue so please identify the Congressman represented.

(b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM CC
Sent: Friday, November 19, 2010 9:24 AM
To: (b)(6) Col USTRANSCOM CC; (b)(6) CIV USTRANSCOM J5J4
Cc: USTCCC-LA (b)(6) CIV USTRANSCOM J5J4
Subject: RE: Request to Homeland Security

(b)(6) ... TCJ5/4-P does have correspondence on TRANSCOM's request for customs clearance in Shannon Ireland. Mr. (b)(6) , from TCJ5/4-P Division, would like to provide you some background information on this issue.

Mr. (b)(6) .. Per your request, below is the e-mail from the Congressional Staffer on this issue. Standing by for your input.

V/R

(b)(6)

(b)(6)
Legislative Affairs Specialist
USTRANSCOM
Com: (618) 229-: (b)(6)
DSN: 779-1886/ (b)(6)

-----Original Message-----
From: (b)(6) Col USTRANSCOM CC
Sent: Friday, November 19, 2010 8:41 AM
To: USTCCC-LA
Subject: FW: Request to Homeland Security

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Hi team,
Not sure whose portfolio this falls under, but can you please dig through correspondence archives and see if indeed such a request was made? Don't need to do anything past this, just need to figure out if indeed such a request was made by McNabb. We'll start from there.

Thank you in advance.

Very respectfully,

(b)(6) Colonel, USAF
United States Transportation Command
Legislative and Interagency Liaison
955 L'Enfant Plaza, Suite 905
Washington DC 20024
Office: (202) 685- (b)(6)
Blackberry: (618) 334- (b)(6)

From: (b)(6)
Sent: Thu 11/18/2010 2:48 PM
To: Col USTRANSCOM CC
Cc: (b)(6)
Subject: Request to Homeland Security

(b)(6)

I just got contacted by a member (non-HASC) who is interested in trying to expand the US Customs clearance process in Shannon, Ireland to allow US troops returning from CENTCOM to process customs while on the ground there for a fuel stop, rather than once they touch down back in the CONUS. He said the facility and CPB personnel are already in place in Ireland. NACA indicated to him that Gen McNabb supports this and has made a request to DHS to review the policy and see what is in the art of the possible. However, DHS is claiming they never received any such request.

Can you dig around and see what you can find out on this?

Thanks!

(b)(6)

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(b)(6)

Professional Staff Member

House Armed Services Committee

2120 Rayburn House Office Building

Washington, DC 20515

4

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Wednesday, October 27, 2010 9:20 AM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Pre-Clearance
Signed By: (b)(6) @ustranscom.mil

fyi

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
Sent: Tuesday, October 26, 2010 1:26 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: CIV USTRANSCOM J5J4
Subject: FW: Shannon Pre-Clearance

FYI

-----Original Message-----
From: (b)(6) SES USTRANSCOM J5J4
Sent: Tuesday, October 26, 2010 1:16 PM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6)
Brig Gen USTRANSCOM J5J4; (b)(6) Col USTRANSCOM J5J4
Subject: RE: Shannon Pre-Clearance

Of course. Glad to see there has been some forward progress!

(b)(6)

-----Original Message-----
From: (b)(6) [mailto: (b)(6) @naca.cc]
Sent: Tuesday, October 26, 2010 12:18 PM
To: (b)(6) SES USTRANSCOM J5J4
Cc:
Subject: Shannon Pre-Clearance

(b)(6) ,

We've been continuing to work the Shannon pre-clearance issue for military charters and I think we're finally getting some traction over at CBP.

Back in July, the Commissioner of CBP held a roundtable discussion with the Presidents of the different aviation associations to discuss CBP issues and what are the issues the industry sees out there. (b)(6) , NACA's President raised the Shannon pre-clearance issue for military charters. The Commissioner directed his Assistant Commissioner, (b)(6) , to work on this issue. I've been in contact several times now with his Chief of Staff, .

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(b)(6) look into this revealed that the main problem they believe that stands in the way is the pre-clearance bilateral with Ireland would not cover these kinds of flights. After discussing this with my Shannon contact, (b)(6) ', he said they've talked to the Irish Transport Department and they are ok with it.

So, now that it looks like we've broken through that barrier I think he is just getting his ducks in a row to hopefully make a recommendation to move forward on this. I talked to him a few minutes ago and asked if the military is still on board with this idea. I indicated they (you) are.hopefully this was a correct assumption to make!

Is it ok to provide (b)(6) your full contact information (e-mail, phone, ect) in case he would like to follow up with any questions?

Hope all is well!

Thanks.

(b)(6)

(b)(6)

Director of Government Affairs

National Air Carrier Association

1000 Wilson Boulevard

Suite 1700

Arlington, VA 22209

Phone: (703) 358· (b)(6)

6

E-mail: (b)(6) @naca.cc

www.naca.cc

P Please consider the environment before printing this email.

7

NACA

National Air Carrier Association • 1000 Wilson Boulevard • Suite 1700 • Arlington, VA 22209-3901
(703) 358-8060 • Fax: (703) 358-8070 • www.naca.cc

DC —
CS —
JS/4 —
Your action

February 27, 2009

The Honorable Ralph Basham
Commissioner
U.S. Customs and Border Protection
1300 Pennsylvania Avenue, N.W.
Washington, DC 20229

(b)(5)

Dear Commissioner Basham,

On July 1, 2009, the U.S. Customs and Border Protection (CBP) will have a fully functioning pre-clearance station at Shannon International Airport, Shannon, Ireland. The National Air Carrier Association (NACA) and our member airlines appreciate th (b)(5) work of the CBP in opening this new facility. NACA represents 10 U.S. registered airlines that operate under part 121 of the Federal aviation regulations. Our carriers represent both regularly scheduled passenger air services, as well as charter passenger and cargo operations. Almost all of our carriers participate in the U.S. Civil Reserve Airfleet Program and provide significant air service for the U.S. military, by contractual charter arrangements with the U.S. Transportation Command. As you know, Shannon International Airport has long served as a gateway for U.S. passengers returning home from various points in Europe. However, we recently learned that a decision by the CBP that when the pre-clearance facility becomes operational, it will not be used to support the clearance of Department of Defense (DoD) chartered flights. In fact, we understand that the pre-clearance facility will only be available for 8 hours a day, during daylight hours. We are writing to ask for your reconsideration of this policy decision and to provide for full pre-clearance 24 hours a day, 7 days a week, so that this service can be made available to DoD charter flights.

As you may know, Shannon Airport is a frequently used as a technical stop by U.S. carriers moving service men and women from various points around the globe. The benefits to the DoD and to the taxpayer will be enormous if CBP will pre-clear returning American citizens who have served their Nation in the on-going conflicts in Iraq and Afghanistan. Today, as a matter of course, many of our member airlines are compelled to deviate from the great circle route and add a technical stop inside the United States for

the sole purpose of clearing returning service personnel through CBP's entry requirements. Many of our carrier members are routinely denied landing rights at numerous ports throughout the United States simply because CBP cannot provide the level of staffing necessary at the port for the arrival of the military charter flight. These unnecessary stops delay the return of our troops and add considerable expense to the cost of these charter flights, a cost that is ultimately paid by the DoD, and the taxpayer. The use of the pre-clearance of military charters at Shannon will provide mutual benefits for the Federal government and the air carriers.

While we understand the financial constraints faced by all the agencies of the Federal government, we would appreciate your reconsideration of this decision as it relates to the use of the CBP services at Shannon Airport. We believe that these services should be available to all flights departing to the United States, regardless of the FAA flight rules under which these flights operate. Our returning service personnel should be treated and accommodated to the same level of service as any other returning U.S. citizen at Shannon Airport.

We appreciate your attention to this matter and look forward to your favorable reply.

Sincerely,

(b)(6)

Thomas E. Zoeller
President and CEO

Cc: General Duncan McNabb
Commander, USTRANSCOM

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4 [(b)(6) @ustranscom.mil]
Sent: Thursday, September 30, 2010 3:54 PM
To: (b)(6) @dhs.gov
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: Request for Shannon Pre-clearance Operations
Attachments: NACA Letter 27 Feb 09[1].pdf; TCCC ltr to CBP on Shannon.pdf; CBPShannonresponse.pdf
Signed By: (b)(6) @ustranscom.mil

(b)(6)

Appreciate the opportunity we had to discuss National Air Carrier Association's (NACA) request to include DOD charter flights transiting Shannon Intl Airport in the CBP preclearance program. As requested, here's a brief summary regarding NACA's request:

- On 27 Feb 09, NACA sent a memo to Commissioner Basham, requesting NACA carriers be allowed to participate in the Shannon preclearance program and to change the 8-hour a day customs preclearance ops to a full 24/7 operation. (Atch 1)

- Our commander, Gen McNabb, expressed his support in a memo to Acting Commissioner Ahern concurring with NACA's request within mutually acceptable parameters. (Atch 2)

- CBP responded to NACA indicating that CBP had not received any formal requests for Preclearance services from any carriers handling military charters and provided the procedures for individual air carriers to submit the request. (Atch 3)

Latest Update: Omni Airways submitted three requests for Preclearance. One request was approved (aircrew only mission ferrying aircraft back to the U.S.) and the others were denied.

In a nutshell, here's the primary rational for our support:

- Affords potential savings to the U.S. Government due to more direct aircraft routing

- Eliminates unnecessary stops at U.S. ports of entry for the sole purpose of customs/immigration. Passengers can debark at U.S. domestic terminals and military airfields to continue their travels/reunite with their families with minimal delays

- Leverage CBP's Military Preclearance capabilities in Kuwait, Iraq and Afghanistan to minimize burden on Shannon operations. Checked baggage on DOD charter aircraft transiting Shannon is precleared by CBP trained military Customs and Border Clearance Agents--avoids downloading the aircraft.

I am very interested in the feasibility of DOD charter carriers participating in Shannon's preclearance program and would also appreciate any details regarding alternatives you mentioned in our discussions

10

yesterday.

I sincerely appreciate your eagerness and support to mitigate the travel burden on our returning troops and look forward to hearing from you.

V/r,

(b)(6)

11

NACA

National Air Carrier Association • 1000 Wilson Boulevard • Suite 1700 • Arlington, VA 22209-3901
(703) 358-8060 • Fax: (703) 358-8070 • www.naca.cc

DC —
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Your action

February 27, 2009

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Commissioner
U.S. Customs and Border Protection
1300 Pennsylvania Avenue, N.W.
Washington, DC 20229

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(b)(5)

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the sole purpose of clearing returning service personnel through CBP's entry requirements. Many of our carrier members are routinely denied landing rights at numerous ports throughout the United States simply because CBP cannot provide the level of staffing necessary at the port for the arrival of the military charter flight. These unnecessary stops delay the return of our troops and add considerable expense to the cost of these charter flights, a cost that is ultimately paid by the DoD, and the taxpayer. The use of the pre-clearance of military charters at Shannon will provide mutual benefits for the Federal government and the air carriers.

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We appreciate your attention to this matter and look forward to your favorable reply.

Sincerely,

(b)(6)

Thomas E. Zoeller
President and CEO

Cc: General Duncan McNabb
Commander, USTRANSCOM

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Wednesday, August 18, 2010 8:51 AM
To: ' (b)(6) @oai.aero'
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: FW: Shannon Airport - US preclearance
Signed By: (b)(6) @ustranscom.mil

(b)(6)

Just needed to check in and see if you ever received an explanation from CBP for the denial. BG (b)(6) requested an update on the issue for today.

Thanks,

v/r

(b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
Sent: Tuesday, August 17, 2010 8:41 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance

(b)(6)

Just wanted to check and see if CBP ever provided a reason behind the denial? Also, was wondering if OMNI was planning on trying again - maybe for a flight that would meet the 60 day advance notification. I was wondering if the 60 day requirement was their reason for the denial.

Thanks,

(b)(6)

-----Original Message-----
From: (b)(6) [mailto: (b)(6) @OAI.Aero]
Sent: Friday, August 13, 2010 9:41 AM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance

Yes, we received an email last night indicating that our request was denied (copy of email below). We have asked CBP for an explanation and will advise you of their response. Thanks.

(b)(5), (b)(6), (b)(7(C) & (b)(7)E)

(b)(5), (b)(6), (b)(7)(C) & (b)(7)(E)

(b)(5), (b)(6), (b)(7(C) & (b)(7)(E)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
[mailto: (b)(6) @ustranscom.mil]
Sent: Friday, August 13, 2010 7:46 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance

(b)(6)

Just wanted to see if you had heard anything from CBP. We were notified from their HQ that they would be responding to the request.

Thanks,

(b)(6)

-----Original Message-----

From: (b)(6) [mailto: (b)(6))AI.Aero]

Sent: Wednesday, August 11, 2010 12:17 PM

To: (b)(6) CIV USTRANSCOM J5J4

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4

Subject: RE: Shannon Airport - US preclearance

Ms (b)(6)

16

Per your request, attached are our requests for pre-clearance at SNN. We will provide CBP response once received.

Please let me know if you have any questions or require further documentation.

Regards,

(b)(6)

531 Email Tag

(b)(6) , Government Affairs

Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831 (b)(6) | Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

17

-----Original Message-----

From: (b)(6) CIV USTRANSCOM J5J4

[mailto: (b)(6) @ustranscom.mil]

Sent: Wednesday, August 11, 2010 9:34 AM

To: (b)(6)

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4

Subject: FW: Shannon Airport - US preclearance

Ms (b)(6)

Good Morning. I work for (b)(6) at USTRANSCOM. We're tracking these issues for BG (b)(6) and would appreciate if you could provide us a copy of your pre-clearance application when submitted as well as any responses you receive from CBP.

Appreciate your help.

18

v/r

(b)(6)

USTRANSCOM/TCJ5/4-PT

(618) 229- (b)(6)

-----Original Message-----

From: (b)(6) CIV USTRANSCOM AQ

Sent: Tuesday, August 10, 2010 10:10 AM

To: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ;

(b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4;

(b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4

Subject: FW: Shannon Airport - US preclearance

19

(b)(6) .....Omni response is below.

r/ (b)(6)

220- (b)(6)

-----Original Message-----

From: (b)(6) [mailto: (b)(6) @OAI.Aero]

Sent: Monday, August 09, 2010 5:24 PM

To: (b)(6) CIV USTRANSCOM AQ

Subject: RE: Shannon Airport - US preclearance

(b)(6)

20

We have not yet filed an application for preclearance out of SNN since we were informed that preclearance was not available to non-scheduled operations. Our President, (b)(6) spoke with (b)(6) at SNN airport late last week who mentioned his brief discussion with BG (b)(6) After (b)(6) conversation with (b)(6) we feel that it would be beneficial to submit a preclearance request to the customs port director at SNN and intend to do so this week.

Our hope is that the request will be accepted as it would be beneficial to our troops and less costly overall. We will keep you advised of this process.

Thanks,

(b)(6)

21

(b)(6) Government Affairs Omni Air International

Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct

001.918.831. (b)(6) | Mobile: 001.918.809 (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) OAI.aero | Web: www.OAI.aero

-----Original Message-----

From: (b)(6) CIV USTRANSCOM AQ [mailto: (b)(6) @ustranscom.mil]

Sent: Friday, August 06, 2010 9:15 AM

To: (b)(6)

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ

Subject: FW: Shannon Airport - US preclearance

22

(b)(6) .....See inquiry below. Does Omni have an application in progress for pre-clearance at Shannon?

Thx, (b)(6)

-----Original Message-----

From: (b)(6) CIV USTRANSCOM J5J4

Sent: Friday, August 06, 2010 8:17 AM

To: (b)(6) CIV USTRANSCOM AQ

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4

Subject: Shannon Airport - US preclearance

Thanks for taking my call this a.m. During a recent tech stop at Shannon airport, BG (b)(6) had a brief talk with (b)(6) (b)(6) Manager for Shannon Airport.

(b)(6) discussed the capabilities Shannon Airport could provide in support of a customs pre-clearance operations and indicated that Omni had expressed an interest in applying for pre-clearance. Here's where I could use some help from you--please reach out to Omni and ask if they submitted a pre-clearance request to the customs port director at Shannon and provide any update/status of their request.

Many Thanks,

(b)(6)

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) @OAI.Aero]
Sent: Friday, September 17, 2010 11:15 AM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: SNN Pre-clearance request FLT 536

Hi (b)(6)

Unfortunately we were denied again. I will forward the emails under separate cover; please let me know if you have any questions.

Thanks,

(b)(6)

(b)(6) Government Affairs | Omni Air International Inc.
3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831. (b)(6) Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850
Email: (b)(6) @OAI.aero | Web: www.OAI.aero

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4 [mailto: (b)(6) @ustranscom.mil]
Sent: Thursday, September 16, 2010 7:34 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: SNN Pre-clearance request FLT 536

(b)(6)

We heard through the grapevine that this request was denied. Can you provide the details on the reasons they denied the request?

We're looking to meet with CBP on pre-clearance issues in the next week or so.

Thanks,

(b)(6)

-----Original Message-----
From: (b)(6) @OAI.Aero]
Sent: Thursday, September 09, 2010 5:06 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: FW: SNN Pre-clearance request FLT 536

FYI regarding next attempt at pre clearance.

531 Email Tag

(b)(6) Government Affairs | Omni Air International Inc.

25

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct
001.918.831.3014 | Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

Begin forwarded message:

From: "Ground Services" <GroundServices@oai.aero>
To: (b)(6) @dhs.gov>
Cc: "Ground Services" <GroundServices@oai.aero>
Subject: SNN Pre-clearance request FLT 536

(b)(6)

We are requesting pre-clearance in SNN for flt 536. Please review the attached information:

- Pre-clearance request.
- Proof of landing rights for SUU.
- Confirmation of Intl garbage removal by Travis AFB in SUU.

FBO in SNN: we will be parked at the terminal, the gate is TBD. Servisair is our ground handler.
Operations number: 353-61-472340 Omni Representative: (b)(6) 353-87-205- (b)(6)

Please let me know if you have additional questions.

Thank you,

(b)(6)
Ground Operations Planner
Direct: (918) 833- (b)(6)
Fax: (918) 831-3091
Email: groundservices@oai.aero<mailto:groundservices@oai.aero>
[cid:361153122@21082008-2394]

26

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Thursday, September 30, 2010 3:39 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: Request for Shannon Pre-clearance Operations
Attachments: NACA Letter 27 Feb 09[1].pdf; TCCC ltr to CBP on Shannon.pdf; CBPShannonresponse.pdf
Signed By: (b)(6) @ustranscom.mil

Barry,

Here's the proposed GEM for Mr. (b)(6)

v.r.
(b)(6)

(b)(6)

(b)(5)

27

(b)(5)

V/r,

(b)(6)

28

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) @OAI.Aero]
Sent: Wednesday, September 29, 2010 12:14 PM
To: (b)(6) CIV USTRANSCOM J5J4
Subject: RE: SNN Pre-clearance request FLT 536

Hi (b)(6)

I'm not sure why my phone is making that noise (918-831- (b)(6) as I have received calls this morning. I have asked our President and Sr. Director, SOC, for their availability to discus via phone this afternoon, and will get back to you very soon.

Thanks,

(b)(6)

(b)(6)
(b)(6) Government | Omni Air International Inc.
3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831. (b)(6) Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850
Email: (b)(6) @OAI.aero | Web: www.OAI.aero

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4 [mailto: (b)(6) @ustranscom.mil]
Sent: Wednesday, September 29, 2010 12:00 PM
To: (b)(6)
Subject: RE: SNN Pre-clearance request FLT 536

(b)(6)

Just wanted to let you know, the meeting date is postponed while we work with Mr. (b)(6) office prior to meeting with Ms (b)(6) I've been trying to call your number, but get a funky sounding busy signal.

My boss and I wanted to see if you might have some time this afternoon to discuss a few things about your business plan for Shannon pre-clearance and to get an outline of what OMNI sees as the benefits and savings of the pre-clearance for OMNI from OMNI's perspective. We noticed that as of around 18 Aug, the majority of the OMNI flights for us are moving through Shannon vice any other intermediate stop.

Thanks,

(b)(6)

-----Original Message-----
From: (b)(6) @OAI.Aero]
Sent: Tuesday, September 21, 2010 2:59 PM
To: (b)(6) CIV USTRANSCOM J5J4
Subject: RE: SNN Pre-clearance request FLT 536

Thanks (b)(6)

-----Original Message-----

29

From: (b)(6) CIV USTRANSCOM J5J4 [mailto: (b)(6) @ustranscom.mil]
Sent: Tuesday, September 21, 2010 2:52 PM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4
Subject: RE: SNN Pre-clearance request FLT 536

(b)(6)

We're still in the "finding a date that works" for everyone. I'll talk to my boss about your suggestion. My instinct is they'll want to keep it government only at this point.

Will keep in touch.

Thanks,

(b)(6)

-----Original Message-----
From: (b)(6) @OAI.Aero]
Sent: Tuesday, September 21, 2010 2:46 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: SNN Pre-clearance request FLT 536

Hi (b)(6)

We were informed that TRANSCOM intends to have a meeting with CBP next week to discuss pre-clearance. Please be advised that our Sr. Director, SOC, who has been very involved in this process from the beginning, will also be in DC next week. If beneficial, he has offered to participate in those discussions before, during or after the meeting. He will also be available by phone to answer any questions.

Please let us know.

Thanks,

(b)(6)

531 Email Tag

(b)(6)

(b)(6) Government | Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831 (b)(6) Mobile: 001.918.809 (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

30

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4 [mailto: (b)(6) @ustranscom.mil]
Sent: Thursday, September 16, 2010 7:34 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: SNN Pre-clearance request FLT 536

(b)(6)

We heard through the grapevine that this request was denied. Can you provide the details on the reasons they denied the request?

We're looking to meet with CBP on pre-clearance issues in the next week or so.

Thanks,

(b)(6)

-----Original Message-----
From: (b)(6) @OAI.Aero]
Sent: Thursday, September 09, 2010 5:06 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: FW: SNN Pre-clearance request FLT 536

FYI regarding next attempt at pre clearance.

31

531 Email Tag

(b)(6) Government Affairs | Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831 (b)(6) Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

Begin forwarded message:

From: "Ground Services" <GroundServices@oai.aero>

To: " (b)(6) @dhs.gov>

Cc: "Ground Services" <GroundServices@oai.aero>

Subject: SNN Pre-clearance request FLT 536

(b)(6)

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Pre-clearance request.

32

. Proof of landing rights for SUU.

. Confirmation of Intl garbage removal by Travis AFB in SUU.

FBO in SNN: we will be parked at the terminal, the gate is TBD. Servisair is our ground handler.

Operations number: 353-61-472340 Omni Representative: (b)(6) 353-87-205- (b)(6)

Please let me know if you have additional questions.

Thank you,

(b)(6)

(b)(6)

Direct: (918) 833- (b)(6)

Fax: (918) 831-3091

Email: groundservices@oai.aero<mailto:groundservices@oai.aero>

[cid:361153122@21082008-2394]

33

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) @OAI.Aero]
Sent: Friday, August 13, 2010 9:41 AM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance

Yes, we received an email last night indicating that our request was denied (copy of email below). We have asked CBP for an explanation and will advise you of their response. Thanks.

(b)(5), (b)(6), (b)(7)(C) & (b)(7)(E)

(b)(5), (b)(6), (b)(7)(C) & ()(7)(E).

-----Original Message-----
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Sent: Friday, August 13, 2010 7:46 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance

(b)(6)

Just wanted to see if you had heard anything from CBP. We were notified from their HQ that they would be responding to the request.

Thanks,

(b)(6)

-----Original Message-----

35

From: (b)(6) @OAI.Aero]

Sent: Wednesday, August 11, 2010 12:17 PM

To: (b)(6) CIV USTRANSCOM J5J4

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4

Subject: RE: Shannon Airport - US preclearance

Ms (b)(6)

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Please let me know if you have any questions or require further documentation.

Regards,

(b)(6)

531 Email Tag

(b)(6) Government Affairs

36

Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct

001.918.831. (b)(6) Mobile: 001.918.809. (b)(6) Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

-----Original Message-----

From: (b)(6) CIV USTRANSCOM J5J4

[mailto: (b)(6) @ustranscom.mil]

Sent: Wednesday, August 11, 2010 9:34 AM

To: (b)(6)

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4

Subject: FW: Shannon Airport - US preclearance

Ms (b)(6)

Good Morning. I work for (b)(6) at USTRANSCOM. We're tracking these

issues for BG (b)(6) and would appreciate if you could provide us a copy of

your pre-clearance application when submitted as well as any responses you receive from CBP.

Appreciate your help.

v/r

(b)(6)

USTRANSCOM/TCJ5/4-PT

(618) 229-: (b)(6)

-----Original Message-----

From: (b)(6) CIV USTRANSCOM AQ

Sent: Tuesday, August 10, 2010 10:10 AM

38

To: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ;

(b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4;

(b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4

Subject: FW: Shannon Airport - US preclearance

(b)(6) .....Omni response is below.

r/ (b)(6)

220- (b)(6)

-----Original Message-----

From: (b)(6) @OAI.Aero]

Sent: Monday, August 09, 2010 5:24 PM

To: (b)(6) CIV USTRANSCOM AQ

39

Subject: RE: Shannon Airport - US preclearance

(b)(6)

We have not yet filed an application for preclearance out of SNN since we were informed that preclearance was not available to non-scheduled operations. Our President, (b)(6) spoke with (b)(6) at SNN airport late last week who mentioned his brief discussion with BG (b)(6) After (b)(6) conversation with (b)(6) we feel that it would be beneficial to submit a preclearance request to the customs port director at SNN and intend to do so this week.

Our hope is that the request will be accepted as it would be beneficial to our troops and less costly overall. We will keep you advised of this

process.

Thanks,

(b)(6)

(b)(6) Government Affairs Omni Air International

Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct

001.918.831. (b)(6) | Mobile: 001.918.809 (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

-----Original Message-----

From: (b)(6) CIV USTRANSCOM AQ [mailto: (b)(6) @ustranscom.mil]

Sent: Friday, August 06, 2010 9:15 AM

To: (b)(6)

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ

Subject: FW: Shannon Airport - US preclearance

(b)(6) .....See inquiry below. Does Omni have an application in progress for pre-clearance at Shannon?

Thx, (b)(6)

-----Original Message-----

From: (b)(6) CIV USTRANSCOM J5J4

Sent: Friday, August 06, 2010 8:17 AM

42

To: (b)(6) CIV USTRANSCOM AQ

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4

Subject: Shannon Airport - US preclearance

(b)(6)

Thanks for taking my call this a.m. During a recent tech stop at Shannon airport, BG (b)(6) had a brief talk with (b)(6) (b)(6) for Shannon Airport.

(b)(6) discussed the capabilities Shannon Airport could provide in support of a customs pre-clearance operations and indicated that Omni had expressed an interest in applying for pre-clearance. Here's where I could use some help from you--please reach out to Omni and ask if they submitted a pre-clearance request to the customs port director at Shannon and provide any update/status of their request.

Many Thanks,

(b)(6)

44

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Wednesday, August 18, 2010 1:17 PM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance
Signed By: (b)(6) @ustranscom.mil

(b)(6)

Thank you for the update. Please keep us posted on future applications and let us know if there is any way we can assist.

Regards,

(b)(6)

-----Original Message-----
From: (b)(6) @OAI.Aero]
Sent: Wednesday, August 18, 2010 12:54 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance

(b)(6)

Our Director of Ground Operations, (b)(6) was able to speak with (b)(6) regarding our preclearance denial. It was her impression that our request was denied for the following reasons:

- Low flight priority (order of priority is commercial, private, ad hoc)
- CBP staffing levels (only staffed to cover peak commercial and private)
- Inadequate ground time (which we offered to adjust)

The 60-day advance notification was never mentioned. We are in the process of determining the next best opportunity to again apply for a preclearance and will provide you with that date once confirmed.

Thank you for your continued interest in this matter; we would also like to see this process become a reality.

Regards,

(b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
[mailto: (b)(6) @ustranscom.mil]
Sent: Wednesday, August 18, 2010 8:51 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: FW: Shannon Airport - US preclearance

(b)(6)

Just needed to check in and see if you ever received an explanation from CBP for the denial. BG (b)(6) requested an update on the issue for today.

Thanks,

v/r

(b)(6)

-----Original Message-----

From: (b)(6) CIV USTRANSCOM J5J4

Sent: Tuesday, August 17, 2010 8:41 AM

To: ' (b)(6)

Cc: (b)(6) CIV USTRANSCOM AQ

Subject: RE: Shannon Airport - US preclearance

(b)(6)

Just wanted to check and see if CBP ever provided a reason behind the denial? Also, was wondering if OMNI was planning on trying again - maybe for a flight that would meet the 60 day advance notification. I was

46

wondering if the 60 day requirement was their reason for the denial.

Thanks,

(b)6)

47

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Friday, August 13, 2010 7:46 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance
Signed By: (b)(6) @ustranscom.mil

(b)(6)

Just wanted to see if you had heard anything from CBP. We were notified from their HQ that they would be responding to the request.

Thanks,

(b)(6)

-----Original Message-----
From: (b)(6) @OAI.Aero]
Sent: Wednesday, August 11, 2010 12:17 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4
Subject: RE: Shannon Airport - US preclearance

Ms (b)(6)

Per your request, attached are our requests for pre-clearance at SNN. We will provide CBP response once received.

Please let me know if you have any questions or require further documentation.

Regards.
(b)(6)

531 Email Tag

(b)(6)

Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa. OK 74115 USA Direct 001.918.831. (b)(6) Mobile: 001.918.809 (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

48

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
[mailto: (b)(6) @ustranscom.mil]
Sent: Wednesday, August 11, 2010 9:34 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Airport - US preclearance

Ms (b)(6)

Good Morning. I work for (b)(6) at USTRANSCOM. We're tracking these issues for BG (b)(6) and would appreciate if you could provide us a copy of your pre-clearance application when submitted as well as any responses you receive from CBP.

Appreciate your help.

v/r

(b)(6)
USTRANSCOM/TCJ5/4-PT
(618) 229- (b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM AQ
Sent: Tuesday, August 10, 2010 10:10 AM
To: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ;
(b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4;
(b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Airport - US preclearance

(b)(6) .....Omni response is below.

r/ (b)(6)

22€ (b)(6)

-----Original Message-----

From (b)(6) [mailto:TFrank@OAI.Aero]

Sent: Monday, August 09, 2010 5:24 PM

To: (b)(6) CIV USTRANSCOM AQ

Subject: RE: Shannon Airport - US preclearance

(b)(6)

We have not yet filed an application for preclearance out of SNN since we were informed that preclearance was not available to non-scheduled operations. Our President, (b)(6) spoke with (b)(6) at SNN airport late last week who mentioned his brief discussion with BG (b)(6) After (b)(6) conversation with (b)(6) we feel that it would be beneficial to submit a preclearance request to the customs port director at SNN and intend to do so this week.

Our hope is that the request will be accepted as it would be beneficial to our troops and less costly overall. We will keep you advised of this process.

Thanks,

(b)(6)

Government Affairs Omni Air International

Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct

001.918.831. (b)(6) Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

-----Original Message-----

From: (b)(6) CIV USTRANSCOM AQ [mailto: (b)(6) @ustranscom.mil]

Sent: Friday, August 06, 2010 9:15 AM

To: (b)(6)

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ

Subject: FW: Shannon Airport - US preclearance

(b)(6) .....See inquiry below. Does Omni have an application in progress for pre-clearance at Shannon?

Thx, (b)(6)

-----Original Message-----

From: (b)(6) CIV USTRANSCOM J5J4

Sent: Friday, August 06, 2010 8:17 AM

To: (b)(6) CIV USTRANSCOM AQ

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4

Subject: Shannon Airport - US preclearance

(b)(6)

Thanks for taking my call this a.m. During a recent tech stop at Shannon airport, BG (b)(6) had a brief talk with (b)(6) (b)(6) (b)(6) For Shannon Airport.

(b)(6) discussed the capabilities Shannon Airport could provide in support of a customs pre-clearance operations and indicated that Omni had expressed an interest in applying for pre-clearance. Here's where I could use some help from you--please reach out to Omni and ask if they submitted a pre-clearance request to the customs port director at Shannon and provide any update/status of their request.

Many Thanks,

(b)(6)

52

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM AQ
Sent: Friday, September 17, 2010 12:46 PM
To: (b)(6) CIV USTRANSCOM AQ
Cc: (b)(6) CIV USTRANSCOM J5J4 (b)(6) CIV USTRANSCOM J5J4
Subject: FW: SNN Pre Clearance Denied
Attachments: Fwd: SNN Pre-clearance request FLT 536 (29.5 KB); Fwd: Pre-clearing baggage (13.5 KB)
Signed By: (b)(6) 1108010548

(b)(6) ….I'm sure it's just me, but I'm convinced (b)(6) Shannon Preclearance, and the CBP contingency in EINN simply do not want to pre-clear military flights. The goat rope for pre-clearing baggage outlined in the 2nd e-mail is a dead giveaway. I think they (b)(5) According to Omni …… Bangor, Portsmouth and Baltimore all accept US military preclearance of baggage from Kuwait, Al Udeid and Al Asad. My concern now begins to be …..what influence does (b)(6) have and will he (b)(5) here with his (b)(5) attitude?

r/
(b)(6)

From: (b)(6) @OAI.Aero]
Sent: Friday, September 17, 2010 11:15 AM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: SNN Pre Clearance Denied

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(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) @OAI.Aero]
Sent: [illegible] 2010 4:39 AM
To: (b)(6)
Cc: (b)(6)
Subject: Fwd: SNN Pre-clearance request FLT 536
Attachments: cid361153122@21082008-2394.dat; ATT00001.htm

I received this from SNN this morn but he recalled the msg a short time later so I have to check w them as to where we stand.
Can you tell me if the times he mentioned below are possible? Also, he is going to make us download all of the bags so we'll need a min of 3 hrs. If we can schedule the first few flts for 3.5hs I would feel better. Its hard to determine how everyone is going to react to military bags as opposed to commercial. Servisair can procesd British Airways is approx 45mins but our bags are twice as heavy (sometimes more than that), there are more of them and bulk loaded (except DC10) so it'll take Servisair longer. Each bag has to undergo screening at which time a photo will be taken and a bar code placed on the bag. When the owner of the bag clears customs the agent can pull up the picture by bar code. The pax will identify the bag via the photo. Since most of our bags look alike the photo will be of the name or number stenciled on the bag. It will be the agent's decision if the bag needs additional screening. Im pushing SNN CBP to accept bags as pre-cleared like BGR and BWI but was denied in a seperate email this morn which I will fwd. We'll keep trying.

Begin forwarded message:

From: (b)(6)
Dat[illegible]
To: (b)(6)
<
Cc: " (b)(6) (b)(6)
(b)(6)
Subject: RE: SNN Pre-clearance request FLT 536

(b)(6)

(b)(7)(C) & (b)(7)(E)

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(b)(6)

From: (b)(6) DOAI.Aero]
Sent: Monday, September 13, 2010 5:20 PM
To: (b)(6)
Subject: RE: SNN Pre-clearance request FLT 536

Can you provide a slot time or range of time that would be less likely to impact the commercial flights?

Regards,

(b)(6)

From: (b)(6)
Sent: Monday, September 13, 2010 9:42 AM
To: (b)(6)
Subject: RE: SNN Pre-clearance request FLT 536

(b)(6)

(b)(5), (b)(7)(C) & (b)(7)(E)

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(b)(6)

From: (b)(6) ƏOAI.Aero]
Sent: Monday, September 13, 2010 2:14 PM
To: (b)(6) Ground Services
Subject: RE: SNN Pre-clearance request FLT 536

(b)(6)

Please advise reason for denial.

(b)(6)

From: (b)(6)
Sent: Monday, September 13, 2010 1:36 AM
To: Ground Services
Subject: RE: SNN Pre-clearance request FLT 536

(b)(6)

(b)(5), (b)(7)(C) & (b)(7)(E)

Regards,

(b)(6)

56

(b)(6)

From: (b)(6) OAI.Aero] On Behalf Of Ground Services
Sent: Thursday, September 09, 2010 9:16 PM
To: (b)(6)
Cc: Ground Services
Subject: SNN Pre-clearance request FLT 536

(b)(6)

We are requesting pre-clearance in SNN for flt 536. Please review the attached information:

* Pre-clearance request.
* Proof of landing rights for SUU.
* Confirmation of Intl garbage removal by Travis AFB in SUU.

FBO in SNN: we will be parked at the terminal, the gate is TBD. Servisair is our ground handler.

Operations number: 353-61-472340 Omni Representative: (b)(6) 353-87-205- (b)(6)

Please let me know if you have additional questions.

Thank you,

(b)(6)

Ground Operations Planner

Direct: (918) 833- (b)(6)

Fax: (918) 831-3091

Email: <mailto:groundservices@oai.aero> groundservices@oai.aero

57

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) @OAI.Aero]
Sent: Tuesday September 14, 2010 4:41 AM
To:
Cc: (b)(6)
Subject: Fwd: Pre-clearing baggage

We will keep trying for them to accept the bags as cleared but for right now we will have to download.

Begin forwarded message:

From: (b)(6)
Date: September 14, 2010 2:32:04 AM CDT
To: (b)(6)
Cc: " (b)(6)
Subject: RE: Pre-clearing baggage

(b)(6)

s

(b)(5), (b)(7)(C), & (b)(7)(E)

58

(b)(6)

From: (b)(6) OAI.Aerol
Sent: Saturday, September 11, 2010 12:04 AM
To:
Cc: (b)(6)
Subject: Pre-clearing baggage

(b)(6)

As we moved forward towards pre-clearing flights in SNN (hopefully!!) I was wondering if you could help us understand the process of clearing baggage. Our military flights that originate in KWI, OTBH and ORAA undergo pre-clearance procedures for their baggage prior to departing those bases. Currently, when we stop in BGR, PSM or BWI the local Port Directors accept the procedures and only require us to clear passengers. Can you tell me if CBP in SNN will also accept the procedures? That would eliminate the need for a baggage download in SNN.

For stations that do not have Customs on site (most of our stations other than KWI, OTBH and ORAA) we fully anticipate having to clear passengers and baggage.

Regards,

(b)(6)

Omni Air International

Direct: 918 833

(b)(6)

Mobile: 918 230

Fax: 918 831 3091

24hr Systems Control: 918 831 3058

(b)(6) @oai.aero <mailto (b)(6) @omniairintl.com>

***Please update your records with my new email address khavrish@oai.aero <mailto (b)(6) @OAI.aero> ***

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(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) @OAI.Aero] on behalf of Ground Services [GroundServices@oai.aero]
Sent: Tuesday, August 31, 2010 1:46 PM
To: (b)(6) @dhs.gov
Cc: (b)(6) Ground Services
Subject: SNN pre-clearance request FLT 951 on N558AX Sept 4th.
Attachments: image001.jpg; SNN Preclearance Letter.doc; SNN Preclearance Request.doc; RE: FOE GH FLT 951- 501 INTL garbage removal

Dear (b)(6)

Please find attached request along with confirmation of International garbage removal in FOE.

If you have any questions, please let us know.

We appreciate your assistance.

Best Regards,

(b)(6)

Direct: (918) 833- (b)(6)

Fax: (918) 831-3091

Email: groundservices@oai.aero <mailto:groundservices@oai.aero>

cid:361153122@21082008-2394

***Please update your records with my new email address groundservices@oai.areo <file:///\\omniair.com\OMNI-SHARE\User\ (b)(6) \EMail\archive.pst> ***

61

Omni Air International
P.O.Box 582527
Tulsa, OK 74158
(918) 836-5393
(918) 832-5618 fax

Ground Services Department

To:	**U.S. Customs for SNN**	Date:	**August 30, 2010**
Fax:		Pages:	3 (incl cover)
Phone:	+353 61 47 2297x851	Email:	(b)(6) @dhs.gov

Request for Landing Rights and Customs Pre-Clearance

Dear Inspector,

Omni Air International respectfully requests customs pre-clearance for the following flight schedule arrival into SNN:

Date (local)	ETA (local)	ETD (local)	FLT #	A/C TYPE	TAIL #	MAX PAX CAPACITY	CREW CT	PAX CT
9/04/2010	**0400**	**1445**	OAE951	B757	N558AX	194	4	0
ORIGINATING STATION:			SNN					
DESTINATION:			FOE					

- Request for Landing Rights has been submitted to: FOE
- Crew information will be transmitted via APIS.
- International trash will be removed by Million Air-POC Walt Frederick 785-862-0950.
- By way of confirmation of approval, **please stamp this request and return via my fax number** listed below. Thank you for your assistance in this matter.

(b)(6)

Phone: 918-833- (b)(6)
Fax: **918-831-3091**
E-mail: groundservices@OAI.AERO
24-Hour Operations Control: 918-831-3058

****

Permission to land is hereby: ☐ **Approved** ☐ **Denied**

BY_____
Customs Officer

Omni Air International
Ground Services Department
P.O. Box 582527, Tulsa, OK 74158, USA
Tel: 918-836-5393 Fax: 918-831-3091

Ground Handling Order

Date of Order	August 31, 2010
Ground Handler	Million Air
Station	FOE
Pages Faxed	5
A/C #	N558AX
A/C Type	B-757

Attention	(b)(6)
Telephone	785-862- (b)(6)
Fax:	758-862-9215
Email:	
VHF:	

Arrival

Flight #	951
Routing	SNN-FOE
Arrival Date	SEPT 4, 2010
ETAL	1745
Pax Count	0- FERRY
OMNI Representative	NONE

Departure

Flight #	**501**
Routing	FOE-MUO
Departure Date	SEPT 4, 2010
ETDL	1945
Pax Count	0- FERRY
OMNI Representative	NONE

Ground Services Required:

YES	NO	Service needed
☒	☐	Ramp Handling
☒	☐	Fuel, Omni provides fuel release
☒	☐	Cabin clean -**FULL**
☒	☐	Lavatory servicing
☐	☒	H2O servicing
☐	☒	Parking _____ hours
☒	☐	**INTERNATIONAL garbage removal**

Equipment needed:

YES	NO	Item
☒	☐	Passenger stairs / jet way
☒	☐	Belt or K-loader
☒	☐	Working headset for Push back
☒	☐	Air-start
☒	☐	GPU
☒	☐	Air conditioning Cart

Method of payment required:_____Amount_____

Please check this box to acknowledge that you have read and are in compliance of the following:

☒ **NACA Ground Safety Briefing**

☒ **14CFR Part 382 Air Carrier Access Act**

Please advise where the crew should report when they arrive to the airport.

Thank you

(b)(6)

Phone: 918-831- (b)(6)
E-mail: groundservices@oai.aero

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) @millionair.com]
Sent: Tuesday, August 31, 2010 1:31 PM
To: 'Ground Services'
Subject: RE: FOE GH FLT 951- 501 INTL garbage removal
Attachments: image001.jpg; FOE GH FLT 951- 501.pdf

From: (b)(6) @OAI.Aero] On Behalf Of Ground Services
Sent: Tuesday, August 31, 2010 1:12 PM
To: (b)(6) @millionair.com; csr@millionairtopeka.com; (b)(6) @millionair.com
Cc: Ground Services
Subject: FOE GH FLT 951- 501 INTL garbage removal

Hello,

Please confirm services.

Thank you,

(b)(6)

Direct: (918) 833 (b)(6)

Fax: (918) 831-3091

Email: groundservices@oai.aero

cid:361153122@21082008-2394

***Please update your records with my new email address groundservices@oai.areo
<file:///\\omniair.com\OMNI-SHARE\User\ (b)(6) \EMail\archive.pst> ***

64

Omni Air International
P.O.Box 582527
Tulsa, OK 74158
(918) 836-5393
(918) 832-5618 fax

Ground Services Department

To:	**U.S. Customs for SNN**	Date:	**August 30, 2010**
Fax:		Pages:	3 (incl cover)
Phone:	+353 61 47 2297x851		
Email:	(b)(6) @dhs.gov		

Port (b)(6)

Please find attached a request for pre-clearance of OAE951. This flight will hold crew only, no passengers.

We appreciate CBP's request for 60 days advance notice but we respectfully request that an exception be made for charter flights that operate under an irregular schedule such as ours.

Thank you for your assistance.

Regards,

(b)(6)

Omni Air International
Direct: 918 833
Mobile: 918 23((b)(6)
Fax: 918 831 3091
24hr Systems Control: 918 831 3058
(b)(6) @oai.aero

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) @OAI.Aero]
Sent: Thursday, September 02, 2010 10:51 AM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM AQ
Subject: FW: SNN pre-clearance request FLT 951 on N558AX Sept 4th.
Attachments: 4Sep2010 OAI951.pdf

(b)(6)

We received approval to pre clear the flight referenced below, albeit a ferry flight. We will advise you of our next opportunity to request pre clearance on a live military flight.

Thanks,
(b)(6)

531 Email Tag

(b)(6) Government Affairs | Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831 (b)(6) | Mobile: 001.918.809 (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

From: (b)(6)
Sent: Thursday, September 02, 2010 9:43 AM
To: Ground Services
Cc: (b)(6)
Subject: RE: SNN pre-clearance request FLT 951 on N558AX Sept 4th.

(b)(6)

Attached please find the approval for this flight.

Let me know if you have any questions of concerns.

66

(b)(6)

From: (b)(6) @OAI.Aero] On Behalf Of Ground Services
Sent: Thursday, September 02, 2010 2:40 PM
To: (b)(6) Ground Services
Cc: (b)(6)
Subject: RE: SNN pre-clearance request FLT 951 on N558AX Sept 4th.

(b)(6)

Yes, we have revised the schedule to a 1445 local departure.

Thank you,

(b)(6)

From: (b)(6)
Sent: Thursday, September 02, 2010 4:31 AM
To: Ground Services
Subject: RE: SNN pre-clearance request FLT 951 on N558AX Sept 4th.

(b)(6), (b)(7)(C) & (b)(7)(E)

(b)(6)

67

From: (b)(6) @OAI.Aero] On Behalf Of Ground Services
Sent: Wednesday, September 01, 2010 10:18 PM
To (b)(6)
Cc: (b)(6) Ground Services
Subject: FW: SNN pre-clearance request FLT 951 on N558AX Sept 4th.

Dear (b)(6)

I have answered your questions below and attached customs approval for FOE as well as the ground handlers compliance agreement.

Thank you for your assistance!

(b)(6)

Direct: (918) 833- (b)(6)

Fax: (918) 831-3091

Email: groundservices@oai.aero

cid:361153122@21082008-2394

From: (b)(6) dhs.gov]
Sent: Wednesday, September 01, 2010 8:31 AM
To: Ground Services; (b)(6)
Subject: FW: SNN pre-clearance request FLT 951 on N558AX Sept 4th.

Good Morning,

(b)(5), (b)(7)(C) and (b)(7)(E)

(b)(5), (b)(7)(C) & (b)(7)(E)

(b)(6)

From: (b)(6) @OAI.Aero] On Behalf Of Ground Services
Sent: Tuesday, August 31, 2010 7:46 PM
To: (b)(6)
Cc: (b)(6) Ground Services
Subject: SNN pre-clearance request FLT 951 on N558AX Sept 4th.

Dear (b)(6)

69

Please find attached request along with confirmation of International garbage removal in FOE.

If you have any questions, please let us know.

We appreciate your assistance.

Best Regards,

(b)(6)

Direct: (918) 833- (b)(6)

Fax: (918) 831-3091

Email: groundservices@oai.aero

cid:361153122@21082008-2394

***Please update your records with my new email address groundservices@oai.areo
<file:///\\omniair.com\OMNI-SHARE\User\ (b)(6) \EMail\archive.pst> ***

70

Omni Air International
P.O.Box 582527
Tulsa, OK 74158
(918) 836-5393
(918) 831-3091 fax

Ground Services Department

To:	U.S. Customs for SUU **Attn: (b)(6)	Date:	Sep 8, 2010
Fax:	916-649-3865	Pages:	1
Phone:	916-317- (b)(6)		

Request for Landing Rights and Customs Clearance

Dear Inspector,

Omni Air International respectfully requests landing rights for the following flight schedule arrival into SUU.

Date (local)	ETA (local)	FLT #	A/C TYPE	TAIL #	CREW CT	PAX CT	ORIGIN	DEST
09/16/2010	1215	OAE536	DC 10	N522AX	13	69	SNN	SUU

Troops are originating from OTBH, PAX and Baggage will be precleared in SNN in accordance with all US Customs regulations and applicable laws.

Crew information will be transmitted via APIS.

Upon arrival International garbage will be removed by Travis AFB, they may be reached at 707-424-2836.

By way of confirmation of approval, please stamp this request and return via my fax number listed below. Thank you for your assistance in this matter.

(b)(6)
Ground Services Coordinator
Omni Air International
Phone: 918-833- (b)(6)
Fax: 918-831-3091
E-mail: groundservices@OAI.aero
24-Hour Operations Control: 918-831-3058

TRAVIS AIR FORCE BASE
CALIFORNIA
✓ Entry ( ) Clearance
( ) Permit to Proceed to: _____
From: ( ) Travis AFB GRANTED
Date: 9/9/10
(CBP) Customs

(b)(6)

****
****

Permission to land is hereby: ☒ Approved ☐ Denied

BY___ (b)(6) (b)(6)

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Shannon Preclearance
Shannon, Ireland

U.S. Customs and
Border Protection

September 2, 2010

(b)(6)
Director of Ground Operations
Omni Air International

Dear (b)(6)

(b)(5), (b)(7)(C) & (b)(7)(E)

Sincerely,

(b)(6)

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) :@OAI.Aero]
Sent: Thursday, September 09, 2010 5:06 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: FW: SNN Pre-clearance request FLT 536
Attachments: SNN Preclearance.doc; SUU customs approval.pdf; Re FLT 536 Operations through SUU-INTL STRIP.eml

FYI regarding next attempt at pre clearance.

531 Email Tag

(b)(6) Government Affairs | Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831. (b)(6) | Mobile: 001.918.809. (b)(6) Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

Begin forwarded message:

From: "Ground Services" <GroundServices@oai.aero>
To: (b)(6) @dhs.gov>
Cc: "Ground Services" <GroundServices@oai.aero>
Subject: SNN Pre-clearance request FLT 536

(b)(6)

We are requesting pre-clearance in SNN for flt 536. Please review the attached information:

- Pre-clearance request.
- Proof of landing rights for SUU.
- Confirmation of Intl garbage removal by Travis AFB in SUU.

FBO in SNN: we will be parked at the terminal, the gate is TBD. Servisair is our ground handler.
Operations number: 353-61-472340 Omni Representative: (b)(6) 353-87-205- (b)(6)

Please let me know if you have additional questions.

Thank you,

(b)(6)

Direct: (918) 833- (b)(6)

73

Fax: (918) 831-3091
Email: groundservices@oai.aero<mailto:groundservices@oai.aero>
[cid:361153122@21082008-2394]

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Omni Air International
P.O.Box 582527
Tulsa, OK 74158
(918) 836-5393
(918) 832-5618 fax

Ground Services Department

To:	**U.S. Customs for SNN**	Date:	**September 9, 2010**
Fax:		Pages:	1
Phone:	+353 61 47 2297x851		
Email:	(b)(6) @dhs.gov		

Request for Landing Rights and Customs Pre-Clearance

Dear Inspector,

Omni Air International respectfully requests customs pre-clearance for the following flight schedule arrival into SNN:

Date (local)	ETA (local)	ETD (local)	FLT #	A/C TYPE	TAIL #	MAX PAX CAPACITY	CREW CT	PAX CT
9-16-2010	**0800**	**1000**	CMB 536	DC-10	N522AX	320	12	69
ORIGINATING STATION:			OTBH					
DESTINATION:			SUU					

Troops are originating from KWI and are believed to be pre-cleared.

Request for Landing Rights has been submitted to: SUU
Crew information will be transmitted via APIS.

International garbage will be removed upon arrival by Travis AFB- POC 707-424-2836.

By way of confirmation of approval, **please stamp this request and return via my fax number** listed below. Thank you for your assistance in this matter.

(b)(6)

Phone: 918-83 (b)(6)
Fax: **918-831-3091**
E-mail: groundservices@OAI.AERO
24-Hour Operations Control: 918-831-3058

****

Permission to land is hereby: ☐ **Approved** ☐ **Denied**

BY_____
Customs Officer

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(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) ;@OAI.Aero]
Sent: Friday, October 08, 2010 4:22 PM
To: (b)(6) CIV USTRANSCOM J5J4 (b)(6) CIV USTRANSCOM J5J4
Subject: FW: SNN preclearance FLT 550 on N612AX Oct 14th

Another denial for pre clearance…

531 Email Tag

(b)(6)

(b)(6) ;overnment Programs | Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831. (b)(6) Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

From: (b)(6) ;@dhs.gov]
Sent: Friday, October 08, 2010 5:52 AM
To: (b)(6)
Cc: (b)(6)
(b)(6)
Subject: FW: SNN preclearance FLT 550 on N612AX Oct 14th

(b)(6)

(b)(5), (b)(7)(C) & (b)(7)(E)

(b)(6)

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(b)(6)

From: (b)(6) @OAI.Aero>
To: (b)(6) @OAI.Aero>; (b)(6) @OAI.Aero>; emShannonOps <IMCEAMAPIPDL-Unknown@oai.local>; Ground Services <GroundServices@oai.aero>; (b)(6) (b)(6) @OAI.Aero>; (b)(6) @OAI.Aero>; (b)(6) @daa.ie < (b)(6) @daa.ie>: (b)(6) @OAI.Aero>; (b)(6) (b)(6) @OAI.Aero>; (b)(6) @daa.ie>; (b)(6) < (b)(6) @servisair.com>; (b)(6) @anca.cc>; (b)(6) < (b)(6) @servisair.com>; SNN Servisair <snnopsdm@servisair.com>; (b)(6) < (b)(6) @OAI.Aero>
Cc: Ground Services <GroundServices@oai.aero>
Sent: Thu Oct 07 14:22:10 2010
Subject: SNN preclearance FLT 550 on N612AX Oct 14th

Dear (b)(6)

We are requesting pre-clearance in SNN for flt 550. Please review the attached information:

- Pre-clearance request.
- Proof of landing rights for RIV.
- Intl garbage removal confirmation and compliance agreement with Flying Foods in RIV.

FBO in SNN: we will be parked at the terminal, the gate is TBD. Servisair is our ground handler. Operations number: 353-61-472340 Omni Representative: Dave Fielding 353-87-205-7790.

Please let me know if you have additional questions.

Thank you,

(b)(6)

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(b)(6)

Direct: (918) 833- (b)(6)

Fax: (918) 831-3091

Email: groundservices@oai.aero

cid:361153122@21082008-2394

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(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Friday, August 13, 2010 12:07 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Airport - US preclearance
Signed By: (b)(6) @ustranscom.mil

(b)(6)
As discussed, here's a copy of CBP's response denying Omni preclearance on the 15 Aug flight. Omni has asked CBP for an explanation and will advise.

v.r.
(b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
Sent: Friday, August 13, 2010 9:44 AM
To: (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Airport - US preclearance

(b)(6)

FYI, (b)(6) had already denied it before she sent the e-mail to (b)(6) She sent this at 606 pm, (b)(6) was at 609pm

v/r

(b)(6)

-----Original Message-----
From: (b)(6) @OAI.Aero]
Sent: Friday, August 13, 2010 9:41 AM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance

Yes, we received an email last night indicating that our request was denied (copy of email below). We have asked CBP for an explanation and will advise you of their response. Thanks.

On Aug 12, 2010, at 6:06 PM, " (b)(6) @dhs.gov>
wrote:

Dear (b)(6)

(b)(5), (b)(7)(C) & (b)(7)(E)

(b)(5), (b)(6), (b)(7)(C) & (b)(7)(E)

Sincerely,

(b)(6)

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(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) @OAI.Aero]
Sent: Thursday, September 30, 2010 5:04 PM
To: (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Proposed CBP Clearance Procedures
Attachments: CBP Clearance Notes Version 2.doc

(b)(6)

As promised during our conference call yesterday, please find attached CBP clearance procedures. Please let us know if you have any questions.

Thank you again for your assistance!

Regards.
(b)(6)

531 Email Tag

(b)(6)

(b)(6) | Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831 (b)(6) Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

From: (b)(6)
Sent: Wednesday, September 29, 2010 7:15 PM
To: (b)(6)
Cc: (b)(6)
Subject: Proposed CBP Clearance Procedures

The attached procedures were written after discussions between the OAI staff in SNN, Servisair (our ground handlers) and (b)(6) It is in draft format and will be revised as we move forward but it will provide you with a general idea of what will happen if/when we are approved for pre-clearance.

(b)(6)

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Omni Air International

Direct: 918 833 (b)(6)

Mobile: 918 230

Fax: 918 831 3091

24hr Systems Control: 918 831 3058

(b)(6) @oai.aero <mailto: (b)(6) @omniairintl.com>

***Please update your records with my new email address (b)(6) @oai.aero <mailto: (b)(6) @OAI.aero> ***

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CBP Clearance Notes

(Regarding suggested procedures for clearance of OAI flights).

(1) Passenger Baggage Identification:

A passenger's checked baggage must be matched to that passenger; therefore the following procedure is suggested. Approved baggage tags which are bar coded would be attached to each checked baggage item. The counterfoil (receipt) of each baggage tag also contains an identical bar code, therefore it is suggested that for convenience and in the absence of boarding passes that this counterfoil will be affixed to each individuals Army ID card.

It is imperative that each checked-in bag would have such a tag and that the passenger responsible for the bag is issued with a corresponding baggage tag counterfoil (receipt). In order to ensure that this is accomplished in each and every case we would suggest that a responsible person, preferably an OAI OPS rep would be required to supervise the tagging of such bags.

Servisair will provide sufficient quantities of bar coded baggage tags for each flight to be cleared.

(2) Baggage Process;

All checked transit baggage is required to be offloaded in SNN, for processing through the HBS system (in accordance with Irish DOT and European Security regulations) and for CBP purposes through the 'BIWIS' baggage reconciliation system which encompasses an internal radiation monitoring portal which screens baggage for radiation. The 'BIWIS' system produces a photographic image of each individual bag which is then presented to the owning passenger by CBP for positive identification, hence the requirement for the unique bar coding on the baggage tags.

(3) Operating Crew Members;

Joining operating crew members, on board mechanics and or operations representatives intending to travel on a proposed pre-clearance flight will be required to be 'checked- in' at SNN and issued with boarding passes to meet the requirements of baggage matching as described above. Servisair will provide the required boarding passes. A crew members 'General Declaration' form containing the names of all categories of crew member as described above must be sent to Servisair a minimum of one day in advance of any flight to CBP cleared.

(4) Service Weapons (carried in the passenger cabin);

The carriage on board in the passenger cabin of service weapons may prove to be an issue, in that weapons guards will also require to be CBP cleared, our suggestion (though not yet agreed) would be that a CBP agent would be present on board at all times to ensure segregation (as required by CBP) of operating crew and 'weapons guards' (i.e. passengers).

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(5) <u>Changes modifications to procedures;</u>

The foregoing is a very simple synopsis of current requirements expressed following on recent discussions with CBP, SNN OAI and Servisair at SNN, obviously these procedures / suggestions could be expanded, adopted or modified as required or requested by CBP as experience is gained or as unforeseen and or unplanned operational issues require.

END.

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(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Wednesday, August 25, 2010 9:57 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: FW: Shannon Airport - US preclearance
Signed By: (b)(6) @ustranscom.mil

(b)(6)

Our Flag level remains very interested in this issue and would like provide any assistance possible.

On the next application OMNI submits, we wanted to know if it would fit into your plans to choose a flight a month or so out and if you could let us know before you submit the application. We'd like to see if there might be something we could do from our end before the application hits CBP.

Please let me know your thoughts.

Thanks,

(b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
Sent: Wednesday, August 18, 2010 1:17 PM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance

(b)(6)

Thank you for the update. Please keep us posted on future applications and let us know if there is any way we can assist.

Regards,

(b)(6)

-----Original Message-----
From: (b)(6) @OAI.Aero]
Sent: Wednesday, August 18, 2010 12:54 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: RE: Shannon Airport - US preclearance

(b)(6)

Our Director of Ground Operations, (b)(6) was able to speak with (b)(6) regarding our preclearance denial. It was her impression that our request was denied for the following reasons:

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. Low flight priority (order of priority is commercial, private, ad hoc)

. CBP staffing levels (only staffed to cover peak commercial and private)

. Inadequate ground time (which we offered to adjust)

The 60-day advance notification was never mentioned. We are in the process of determining the next best opportunity to again apply for a preclearance and will provide you with that date once confirmed.

Thank you for your continued interest in this matter; we would also like to see this process become a reality.

Regards.

(b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
[mailto: (b)(6))ustranscom.mil]
Sent: Wednesday, August 18, 2010 8:51 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ
Subject: FW: Shannon Airport - US preclearance

(b)(6)

Just needed to check in and see if you ever received an explanation from CBP for the denial. BG (b)(6) ·equested an update on the issue for today.

Thanks,

v/r

(b)(6)

-----Original Message-----

86

From: (b)(6) CIV USTRANSCOM J5J4

Sent: Tuesday, August 17, 2010 8:41 AM

To: ' (b)(6)

Cc: (b)(6) CIV USTRANSCOM AQ

Subject: RE: Shannon Airport - US preclearance

(b)(6)

Just wanted to check and see if CBP ever provided a reason behind the denial? Also, was wondering if OMNI was planning on trying again - maybe for a flight that would meet the 60 day advance notification. I was wondering if the 60 day requirement was their reason for the denial.

Thanks,

(b)(6)

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(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM AQ
Sent: Wednesday, August 11, 2010 1:03 PM
To: (b)(6) CIV USTRANSCOM AQ
Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ; (b)(6) (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Airport - US preclearance
Attachments: Omni Air International Pre-Clearance.htm; SNN Preclearance Letter.doc; SNN Preclearance Request.doc; VOK Customs Approval.pdf
Signed By: (b)(6) I108010548

(b)(6) .....FYI.....attached is a package Omni submitted to CBP at SNN requesting pre-clearance for a mission operating 15 Aug. They acknowledge the CBP procedure requires 60 days prior to flight however they request an exception due to the "irregular" nature of the flight.

J5/4 is in the loop.

r/ (b)(6)

From: (b)(6) @OAI.Aero]
Sent: Wednesday, August 11, 2010 12:17 PM
To: (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4
Subject: RE: Shannon Airport - US preclearance

(b)(6)

Per your request, attached are our requests for pre-clearance at SNN. We will provide CBP response once received.

Please let me know if you have any questions or require further documentation.

Regards,
(b)(6)

531 Email Tag

(b)(6) Government Affairs

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Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA
Direct 001.918.831. (b)(6) | Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4 [mailto: (b)(6) @ustranscom.mil]
Sent: Wednesday, August 11, 2010 9:34 AM
To: (b)(6)
Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Airport - US preclearance

(b)(6)

Good Morning. I work for (b)(6) at USTRANSCOM. We're tracking these issues for BG (b)(6) and would appreciate if you could provide us a copy of your pre-clearance application when submitted as well as any responses you receive from CBP.

Appreciate your help.

v/r

(b)(6)
USTRANSCOM/TCJ5/4-PT
(618) 229 (b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM AQ
Sent: Tuesday, August 10, 2010 10:10 AM
To: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ;

(b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4;

(b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4

Subject: FW: Shannon Airport - US preclearance

(b)(6) .....Omni response is below.

r/ (b)(6)

220- (b)(6)

-----Original Message-----

From: (b)(6) @OAI.Aero]

Sent: Monday, August 09, 2010 5:24 PM

To: (b)(6) CIV USTRANSCOM AQ

Subject: RE: Shannon Airport - US preclearance

(b)(6)

We have not yet filed an application for preclearance out of SNN since we were informed that preclearance was not available to non-scheduled operations. Our President, (b)(6) spoke with (b)(6) at SNN airport late last week who mentioned his brief discussion with BG (b)(6) After (b)(6) conversation with (b)(6) we feel that it would be beneficial to submit a preclearance request to the customs port director at SNN and intend to do so this week.

Our hope is that the request will be accepted as it would be beneficial to our troops and less costly overall. We will keep you advised of this

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process.

Thanks,

(b)(6)

(b)(6) Government Affairs Omni Air International Inc.

3303 N. Sheridan Road, Hangar 19 | Tulsa, OK 74115 USA Direct 001.918.831. (b)(6) | Mobile: 001.918.809. (b)(6) | Fax: 001.918.834.4850

Email: (b)(6) @OAI.aero | Web: www.OAI.aero

-----Original Message-----

From: (b)(6) CIV USTRANSCOM AQ [mailto: (b)(6) @ustranscom.mil]

Sent: Friday, August 06, 2010 9:15 AM

To: (b)(6)

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ

Subject: FW: Shannon Airport - US preclearance

(b)(6) .....See inquiry below. Does Omni have an application in progress for pre-clearance at Shannon?

Thx, (b)(6)

-----Original Message-----

From: (b)(6) CIV USTRANSCOM J5J4

Sent: Friday, August 06, 2010 8:17 AM

To: (b)(6) CIV USTRANSCOM AQ

Cc: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4

Subject: Shannon Airport - US preclearance

(b)(6)

Thanks for taking my call this a.m. During a recent tech stop at Shannon airport, BG (b)(6) had a brief talk with (b)(6) (b)(6) for Shannon Airport.

(b)(6) discussed the capabilities Shannon Airport could provide in support of a customs pre-clearance operations and indicated that Omni had expressed an interest in applying for pre-clearance. Here's where I could use some help from you--please reach out to Omni and ask if they submitted a pre-clearance request to the customs port director at Shannon and provide any update/status of their request.

Many Thanks,

(b)(6)

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From: (b)(6)
Sent: Wednesday, August 11, 2010 10:32 AM
To: (b)(6) @daa.ie
Cc: (b)(6)
Subject: FW: Omni Air International Pre-Clearance
Attachments: SNN Preclearance Letter.doc; SNN Preclearance Request.doc; VOK Customs Approval.pdf

The request has been sent. We talked w/ VOK and they are thrilled that we want to pre-clear. It will prevent their agents from driving to the base. BIF wasn't as thrilled because of the PTP but they agreed too. We'll see how it goes!

(b)(6)

From: (b)(6)
Sent: Wednesday, August 11, 2010 10:30 AM
To: (b)(6) @dhs.gov'
Cc: Ground Services
Subject: Omni Air International Pre-Clearance

Dear Sir,

Please find attached a request for CBP preclearance in SNN.

Regards,

(b)(6)

Omni Air International
Direct: 918 833
Mobile: 918 23C (b)(6)
Fax: 918 831 30
24hr Systems Control: 918 831 3058
(b)(6) @oai.aero

***Please update your records with my new email address (b)(6) @oai.aero ***

Omni Air International
P.O.Box 582527
Tulsa, OK 74158
(918) 836-5393
(918) 832-5618 fax

Ground Services Department

To:	**U.S. Customs for SNN**	Date:	**August 10, 2010**
Fax:		Pages:	2 (incl cover)
Phone:	+353 61 47 2297x851		
Email:	(b)(6) @dhs.gov		

(b)(6)

Omni Air International operates Government-Whole Aircraft Charters on behalf of the US Department of Defense. Omni utilizes Shannon airport as its primary European base. Omni desires to utilize the efforts of CBP's Preclearance service in Shannon, Ireland. By pre-clearing customs in Shannon, Omni will save the US taxpayer money by elimating downline stops, and our important passengers will return home more expediently.

Please find attached a request for CMB588. This particular flight will include US Military troops in uniform originating from KWI. As KWI pre-clears passengers and their belongings prior to departure we request that baggage not be required to be offloaded.

Passengers are permitted to carry weapons in the cabin during these missions. However, in compliance with the Defense Transportation Regulations, if weapons are carried in the cabin they are required to be rendered inoperable prior to departing its originating station.

We appreciate CBP's request for 60 days advance notice but we respectfully request that an exception be made for charter flights that operate under an irregular schedule such as ours.

Thank you for your assistance.

Regards,

(b)(6)

Omni Air International
Direct: 918 833
Mobile: 918 23C (b)(6)
Fax: 918 831 3091
24hr Systems Control: 918 831 3058
(b)(6) @oai.aero

Omni Air International
P.O.Box 582527
Tulsa, OK 74158
(918) 836-5393
(918) 832-5618 fax

Ground Services Department

To:	**U.S. Customs for SNN**	Date:	**August 10, 2010**
Fax:		Pages:	2 (incl cover)
Phone:	+353 61 47 ‹851	Email:	(b)(6) @dhs.gov

Request for Landing Rights and Customs Pre-Clearance

Dear Inspector,

Omni Air International respectfully requests customs pre-clearance for the following flight schedule arrival into SNN:

Date (local)	ETA (local)	ETD (local)	FLT #	A/C TYPE	TAIL #	MAX PAX CAPACITY	CREW CT	PAX CT
8/15/2010	**0845**	**1045**	CMB 588	DC 10	N603AX	362	16	259
ORIGINATING STATION:			KWI					
DESTINATION:			VOK					

- Troops are originating from KWI and are believed to be pre-cleared.
- Request for Landing Rights has been submitted to: VOK
- Crew information will be transmitted via APIS.
- Active duty military members are exempt from APIS. GATES is the AMC manifesting system that automatically sends passenger information to APIS within 60 minutes after departure. For passengers that are not manifested in GATES or via other Service manifesting systems, a copy of the manifest is sent to Customs Border Protection office within 60 minutes of departure from AMC.
- We have been granted a permit to proceed with international garbage from VOK to BIF. When the flight arrives into BIF it will be removed by USDA. We have included a copy of the approval with this email.

By way of confirmation of approval, **please stamp this request and return via my fax number** listed below. Thank you for your assistance in this matter.

(b)(6)

Phone: 918-833 (b)(6)
Fax: **918-831-3091**
E-mail: groundservices@OAI.AERO
24-Hour Operations Control: 918-831-3058

****

Permission to land is hereby: ☐ **Approved** ☐ **Denied**

BY_____

Customs Officer

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Omni Air International
P.O.Box 582527
Tulsa, OK 74158
(918) 836-8393
(918) 831-3091 fax

Ground Services Department

To:	U.S. Customs for VOK	Date:	Jul 13, 2009
Fax:	414-486-7819	Pages:	1
Phone:	414-486- (b)(6)		

Request for Landing Rights and Customs Clearance

Dear Inspector,

Omni Air International respectfully requests landing rights and customs clearance for the following flight schedule arrival into **VOK**

Date (local)	ETA (local)	FLT #	A/C TYPE	TAIL #	CREW CT	PAX CT	ORIGIN	DEST
08/15/2010	1545	OAE588	DC 10	N603AX	16	250	SNN	BIF

Troops are originating from KWI and are believed to be precleared.

Crew information will be transmitted via APIS.

We are requesting a permit to proceed with international garbage to BIF. Upon arrival international garbage will be removed by the US Military--Biggs Army Airfield, they may be contacted at 918-744-8775. This action has been approved by agricultural supervisor Officer Ramirez at CBP, he may be contacted at 915-782-4700.

By way of confirmation of approval, please stamp this request and return via my fax number listed below. Thank you for your assistance in this matter.

(b)(6)

Omni Air International
Phone: 918-833 (b)(6)
Fax: 918-831-3091
E-mail: groundservices@OAI.aero
24-Hour Operations Control: 918-831-3058

****

Permission to land is hereby: ☑ **Approved** ☐ **Denied**

APPROVED

BY (b)(6) SCBPO

Customs Officer 8/11/10

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(b)(6) **CIV USTRANSCOM JA**

From: (b)(6) Civ AF/A3SPI
Sent: Saturday, March 25, 2006 8:02 PM
To: FEE - (b)(6) (E-mail); FEE - (b)(6) (E-mail); (b)(6) GS14 USTRANSCOM JA; (b)(6) SES SAF/GCI; (b)(6) Civ SAF/GC; (b)(6) (b)(6) CIV, OSD-POLICY; (b)(6) Ms, DoD OGC
Cc: AA (b)(6) (SAIC) (E-mail); (b)(6) Civ AF/A3SPI; AA - (b)(6) (E-mail); AA - (b)(6) (SAIC) (E-mail); AA - (b)(6) (SAIC) (E-mail); (b)(6) Ctr AF/A3SPI; (b)(6) Ctr AF/A3SPI; (b)(6) M, CDR, JCS SJS (b)(6) CDR OJAG
Subject: FW: IRELAND: EU COMMON CHARGING SCHEME FOR ANS SHOULD

FYI,

Going through old e-mails and found this response from Ireland. For your files.

Ireland currently exempts US military aircraft from air navigation fees for over flight.

However, several years ago EUROCONTROL became Ireland's collection agent for terminal air navigation fees. It is USG policy to not pay for terminal air navigation fees and the Government of Ireland has not exempted the US from terminal air navigation fees.

(b)(6)

-----Original Message-----
From: (b)(6) Ctr AF/A3SPI
Sent: Tuesday, March 14, 2006 2:44 PM
To: (b)(6) Civ AF/A3SPI; (b)(6) Ctr AF/A3SPI; (b)(6) Ctr AF/A3SPI
Subject: FW: IRELAND: EU COMMON CHARGING SCHEME FOR ANS SHOULD

(b)(6)
International Sovereignty Policy Office
"Home to the Foreign Clearance Guide"
HQ USAF/A3SPI
Phone: (703) 614- (b)(6) DSN:224.
Fax: (703) 614-7221 DSN: 224.

-----Original Message-----
From: AMEMBASSY DUBLIN [mailto:DAADMINISTRATOR@PTSC.PENTAGON.MIL]
Sent: Tuesday, March 14, 2006 10:21 AM
To: ORG - AF/A3SPI
Subject: IRELAND: EU COMMON CHARGING SCHEME FOR ANS SHOULD

UNCLASSIFIED//

PRECEDENCE TO: PRIORITY DTG: 141526Z MAR 06
PRECEDENCE CC: PRIORITY
TYPE: AUTODIN
FROM PLA: AMEMBASSY DUBLIN
SUBJECT: IRELAND: EU COMMON CHARGING SCHEME FOR ANS SHOULD
TEXT:

PAAUZYUW RUEHDLA0270 0731526-UUUU--RUHQAFU.
ZNR UUUUU ZZH
P 141526Z MAR 06
FM AMEMBASSY DUBLIN
TO RUEHC/SECSTATE WASHDC PRIORITY 6631
INFO RUEHZL/EUROPEAN POLITICAL COLLECTIVE PRIORITY
RUEHZG/NATO EU COLLECTIVE PRIORITY
RUEHBL/AMCONSUL BELFAST PRIORITY 0321
RUEKJCS/JOINT STAFF WASHDC PRIORITY
RUEAHQA/OSAF WASHDC PRIORITY
RUEHBS/USEU BRUSSELS PRIORITY
RUEANHA/FAA NATIONAL HQ WASHINGTON DC PRIORITY
BT
UNCLAS DUBLIN 000270
SIPDIS
E.O. 12958: N/A
TAGS: EAIR, MARR, MOPS, PREL, NATO, EUN
SUBJECT: IRELAND: EU COMMON CHARGING SCHEME FOR ANS SHOULD MAINTAIN STATUS QUO
REF: A. STATE 24725
B. YOUNG-HAAS PHONE CALL OF MARCH 10

1. THE EUROCONTROL DRAFT REGULATION ON THE COMMON CHARGING SCHEME FOR AIR NAVIGATION SERVICES (ANS) IS EVOLVING TOWARD A VERSION THAT WOULD PROTECT EXEMPTIONS OF STATE AIRCRAFT FROM ANS FEES. ACCORDING TO (b)(6) (b)(6) TO WHOM EMBOFF DELIVERED REFTEL DEMARCHE ON MARCH 9. (b)(6) NOTED THAT THE GOI FAVORED MAINTENANCE OF THE STATUS QUO FOR STATE AIRCRAFT EXEMPTIONS AND THAT USG INTERVENTIONS WITH OTHER MEMBER STATES HAD PROMPTED REVISIONS OF THE DRAFT REGULATION IN THAT DIRECTION. HE PREDICTED THAT THE REVISION PROCESS WOULD DELAY ADOPTION OF THE REGULATION FOR WEEKS, IF NOT MONTHS. (NOTWITHSTANDING (b)(6) COMMENTS, POST UNDERSTANDS THAT PROVISIONS SUBJECTING STATE AIRCRAFT TO ANS FEES STILL APPEAR IN THE LATEST VERSION OF THE DRAFT REGULATION, PER REF B.)

2. (b)(6) POINTED OUT THAT THE GOI, UNLIKE THE USG, BELIEVED THAT STATE AIRCRAFT SHOULD BE SUBJECT TO FEES ASSOCIATED WITH LANDING AND PARKING SERVICES. HE STRESSED, HOWEVER, THAT THE GOI SAW THIS DIFFERENCE AS A MATTER OF VARYING INTERPRETATIONS OF RELEVANT ICAO PROVISIONS; THE ISSUE DID NOT FALL WITHIN THE PURVIEW OF THE COMMON CHARGING SCHEME REGULATION. WHEN EMBOFF ASKED WHETHER THE GOI INTENDED TO PURSUE PAYMENT FOR SUCH SERVICES, (b)(6) REPLIED THAT GOVERNMENT DISCUSSION HAD NOT PROCEEDED TO THE POINT OF A DECISION ON THE QUESTION. (COMMENT: THE DEPARTMENT OF TRANSPORT RAISED THIS DIFFERENCE OF OPINION WITH THE EMBASSY ROUGHLY A YEAR AGO IN INFORMAL COMMUNICATION, BUT DID NOT DEMAND PAYMENT. TRANSPORT OFFICIALS CITED RECIPROCITY ISSUES, INSOFAR AS U.S. MILITARY TRANSITS AT SHANNON AND DUBLIN FAR OUTSTRIPPED IRISH STATE FLIGHTS TO/THROUGH THE UNITED STATES, WITH THE RESULT THAT THE IRISH SIDE WAS PROVIDING A GREATER LEVEL OF LANDING AND PARKING SERVICES TO THE U.S. SIDE.) (FURTHER COMMENT: WE DO NOT BELIEVE THAT THIS ANALYSIS IS NECESSARILY TRUE.)

BENTON
BT
#0270

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NNNN

==========

PROFILED DISSEMINEES:

AUTODINFORMAR@PTSC.PENTAGON.MIL (CC)

AFXOIRC@PENTAGON.AF.MIL (CC)

AFXOS.WORKFLOW@PENTAGON.AF.MIL (CC)

AFXOSPI@PENTAGON.AF.MIL (CC)

AFXOXX.WORKFLOW@PENTAGON.AF.MIL (CC)

SAF.IA@PENTAGON.AF.MIL (CC)

SCAT.XOOO@PENTAGON.AF.MIL (CC)

DA ID: 3318695

MTSID: 595042_U.TXT

UNCLASSIFIED//

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(b)(6) **CIV USTRANSCOM JA**

From: (b)(6) Civ SAF/GC
Sent: Monday, June 19, 2006 8:48 AM
To: (b)(6) GS14 USTRANSCOM JA
Cc: (b)(6) SES SAF/GCI; (b)(6) Maj AMC/JAAM; (b)(6) Civ SAF/GCI
Subject: RE: Shannon issue

(b)(6)
This is what Amembassy Dublin said (see below). Bits and pieces were quoted in the Irish press. Either they rushed to the "mea culpa" or they are familiar with a some sort of reporting requirement. It would be very helpful to know if this requirement applies to all aircraft - or if we have (as we discussed) signaled that DoD charters have a distinct status.

Sincerely,
/s/

(b)(6)
Counsel
(International Affairs)
(703) 697- (b)(6)
Office of the Air Force General Counsel
(b)(6) @pentagon.af.mil

This was the text:

Press Release on Transport of Detained U.S. Service Member Through Shannon Airport

Ambassador James C. Kenny: U.S. Embassy Dublin: June 13, 2006.

"It was with sadness that I learned today of the death of former Taoiseach Charles Haughey. On behalf of the United States government and the American people, I extend our deep condolences to Mrs. Maureen Haughey and the children and extended family of Charles Haughey during their time of grief.

"Last night, I had a very constructive meeting with Foreign Minister Dermot Ahern in which he expressed the serious concern of the Irish government about the transit of a U.S. serviceman who was in military custody aboard a large charter flight of soldiers returning to the U.S. from service in the Middle East. We fully understand and appreciate the sensitivity of this issue and are taking steps to ensure that it does not happen again.

"This uniformed U.S. military service member, prosecuted under the Uniform Code of Military Justice for stealing, was on board a routine commercial charter flight from Kuwait to the United States that stopped for servicing at Shannon Airport on June 11. As soon as the Embassy was made aware of the detained service member's presence on-board the aircraft, we asked the Shannon Airport authorities to confirm this information. The Embassy notified the Department of Foreign Affairs and the Department of Justice the next day.

"Unfortunately, permission from the Irish government was not sought for the transit of this person. We regret that this incident happened and are reviewing procedures closely with Irish authorities to ensure that this does not happen again.

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"This U.S. service member was prosecuted according to applicable U.S. law in a U.S. military court on a U.S. military base and was being transferred to the United States to serve out his sentence. As the United States military is an all-volunteer force, this soldier gave consent to abide by the Uniform Code of Military Justice when he joined. His transfer was thus a routine, internal disciplinary procedure for the U.S. military.

"We are determined that any use of Irish airspace or Irish airports by U.S. military aircraft or chartered civilian aircraft be completely transparent and in conformity with Irish law and the wishes of the Irish Government. We look forward to continuing our discussions and cooperation with the Irish government to ensure that such incidents are not repeated and to maintaining the relationship of trust and openness that prevails between our two countries."

-----Original Message-----
From: (b)(6) GS14 USTRANSCOM JA
Sent: Monday, June 19, 2006 9:09 AM
To: (b)(6) Civ SAF/GC
Cc: (b)(6) SES SAF/GCI; (b)(6) Maj AMC/JAAM
Subject: Shannon issue

(b)(6)

Please give me a call when you get a chance. We're still trying to sort out who wants what, but over the weekend the CENTCOM staff was tasked by its CC to come up with procedures to ensure this doesn't happen again. What we don't know is how involved their attorneys are, who is driving this other than their four-star, etc. Hopefully we'll get more detail today. Attached is a paper I put together for our SJA yesterday to give him something he could cut and paste in responding to CENTCOM's request for information on the legal aspects of this.

If we agree to request Irish consent to transit prisoners on a case-by-case basis, we might as well re-route them or the aircraft. I have no idea how long it will take to process such a request, but you can bet it will be longer than the 24 hours notice we're required to give the a/c commander. It would be a lot easier to put them on a milair flight.

(b)(6)

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM J5J4
Sent: Thursday, May 28, 2009 2:19 PM
To: (b)(6) Civ USAF AMC AMC/A8XP
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4; (b)(6) (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: RE: Shannon Customs
Signed By: (b)(6) @ustranscom.mil

(b)(6)

I really don't believe there are any other issues that need to be resolved. The
letter that NACA received from CBP opened the door for individual carriers to submit a request to the port director as needed for individual flights as long as they can meet the requirements.

(b)(6) (AQ) had done some additional research and had found that no carriers so far have put in a request. AQ determined that there are some conditions that do have to be met which can make it difficult for the commercial carriers with military flights to meet the requirements. CBP is not manned 24 hours a day at Shannon, they are moving to 12 hour shifts (0700-1900) but most of the
military flights arrive outside of those hours, most of our flights involve weapons etc and there are some screening requirements that have to be met for those and automated passenger manifests have to be provided a certain length of time prior to arrival. The carriers have a hard time meeting the screening requirements and often the automated passenger manifests aren't available or aren't available on time. Passenger
manifests are required if any civilians are on the flight.

This really doesn't appear to be a case where CBP is discriminating against military flights, they just don't have the manpower to provide 24 hours a day manning especially when we do not have regularly scheduled flights through Shannon and the
commercial carriers often have difficulty meeting the other requirements.

(b)(6) (AQ) had provided a ghost e-mail for BrigGen (b)(6) to send to Gen (b)(6) that I thought had resolved these questions. Recommend you touch base with the A3 folks also

v/r

(b)(6)

-----Original Message-----
From: (b)(6) Civ USAF AMC AMC/A8XP
[mailto: (b)(6) @scott.af.mil]
Sent: Thursday, May 28, 2009 12:36 PM
To: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Cc: (b)(6) CIV USTRANSCOM J5J4
Subject: Shannon Customs

I talked with (b)(6) about this on Tues. Since then, I've found more

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information. Apparently, BG (b)(6) was just in Shannon talking with the US Customs person on the ground there. The issue of pre-clearing military flights came up and the official said they were unable, that there was some issue that needed to be resolved but was evasive on what that issue was. Can you help trying to find out what the issue might be and whether there's anything we can do to fix it?

I'll be away from Fri through Fri, so I won't catch your reply until a week from Monday. Thanks.

(b)(6) CIV
AMC/A8XAE, Enroute Planning
DSN 779- (b)(6) (618) 229- (b)(6)

(b)(6) **CIV USTRANSCOM CS**

From: (b)(6) CIV USTRANSCOM AQ
Sent: Wednesday, May 27, 2009 3:25 PM
To: (b)(6) CIV USTRANSCOM J5J4 (b)(6) CIV USTRANSCOM AQ
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4
Subject: RE: Shannon Airport - CBP
Signed By: (b)(6) @scott.af.mil

Well at first I thought the same thing, but then (b)(6) and I reviewed the process which talked about 60 day notice and making sure all the manifest data is in APIS - two things which are pretty much a non-starter for our troop movements.

Thanks for the feedback.

(b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM J5J4
Sent: Wednesday, May 27, 2009 3:05 PM
To: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM AQ
Cc: (b)(6) CIV USTRANSCOM J5J4; (b)(6) CIV USTRANSCOM J5J4; (b)(6) (b)(6) CIV USTRANSCOM J5J4
Subject: RE: Shannon Airport - CBP

(b)(6)
No issues or changes recommended. I find it interesting that no carriers have asked Shannon to participate in pre-clearance...

v.r.
(b)(6)

-----Original Message-----
From: (b)(6) CIV USTRANSCOM AQ
Sent: Wednesday, May 27, 2009 1:53 PM
To: (b)(6) CIV USTRANSCOM AQ; (b)(6) CIV USTRANSCOM J5J4
Subject: FW: Shannon Airport - CBP

(b)(6)

As you know I need to send a response to the A3 on the Shannon issue. Would you two please look at the draft email attached and let me know if you have any issues or changes I should make.

Thanks
(b)(6)

-----Original Message-----
From: (b)(6) BrigGen USAF AMC AMC/DA3 [mailto: (b)(6) @scott.af.mil]
Sent: Wednesday, May 27, 2009 7:10 AM
To: (b)(6) CIV USTRANSCOM AQ
Cc: (b)(6) Col USAF AMC AMC/DA3-1; AMC/A3E
Subject: FW: Shannon Airport - CBP

(b)(6) ..are you tied in with this issue...tks, v/r (b)(6)

Brig Gen (b)(6)
HQ AMC/DA3
Phone: 618-229-3335 (DSN 779)
NIPR: @scott.af.mil
SIPR: (b)(6) @scott.af.smil.mil

-----Original Message-----
From: (b)(6) Gen USAF AMC AMC/CC
Sent: Tuesday, May 26, 2009 6:01 PM
To: (b)(6) BrigGen USAF AMC AMC/DA3
Cc: (b)(6) MajGen USAF AMC AMC/A3; (b)(6) LtGen USAF AMC AMC/CV
Subject: FW: Shannon Airport - CBP

Here's some extra info on the Customs issue I mentioned to you this morning. We'll need to find out the impacts....plusses and minuses.

-----Original Message-----
From: (b)(6) Maj USAF AMC AMC/CCA
Sent: Monday, May 25, 2009 12:10 PM
To: (b)(6) Gen USAF AMC AMC/CC
Subject: Re: Shannon Airport - CBP

Sir,

Notes from the meeting with the Shannon airport folks.

29 Jul 09 -- Passengers on Commercial Carriers will be able to pre-clear customs before arriving in the US.

Sep 09 -- Passengers on General Aviation aircraft will be able to pre-clear customs before arriving in the US.

At this time, passengers on Military aircraft will not be included in pre-clear customs operations at Shannon. And it doesn't look like pre-clear customs operations will occur anytime soon.

Some reasons why:

-- Currently US Customs (CBP) work 8 hour shifts (0700 to 1500) at Shannon airport. Will go to 12 hrs (0700 to 1900) on 29 Jul 09.

-- CBP won't be staffed to cover anything outside 0700 to 1900. Military flights are typically scheduled for outside those operating hours.

-- There are also DoS and DHS issues as well that are working against the system going forward for passengers on military flights being able to pre-clear customs.

Below is the email (with attachments) that Mr. Naill Maloney sent me. This was the email that he said he would send along for you to read/reference regarding the customs issues at Shannon.

V/r, (b)(6)

(Sent from Blackberry)

From: (b)(6)
To: (b)(6) Maj USAF AMC AMC/CCA
Sent: Mon May 25 04:54:35 2009
Subject: Shannon Airport - CBP

(b)(4)

(b)(4)

(b)(4)

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(b)(4)

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