

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours
NBR	BLI	BLI	8/10/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(6), (b) (7)(C)	1.9
NBR	DTW	DTW	9/19/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	2.4
NBR	DTW	DTW	9/20/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	3.2
NBR	DTW	DTW	9/20/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	0.8
NBR	DTW	DTW	9/23/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	8
NBR	DTW	DTW	9/23/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	0.5
NBR	DTW	DTW	9/23/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	0.8
NBR	DTW	DTW	9/24/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	0.5
NBR	DTW	DTW	9/24/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	3.3
NBR	DTW	DTW	9/24/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	2.2
NBR	DTW	DTW	9/25/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	3.3
NBR	DTW	DTW	9/25/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	1.2
NBR	DTW	DTW	9/26/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	3
NBR	DTW	DTW	9/26/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	3.5
NBR	DTW	DTW	9/27/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	1.5
NBR	DTW	DTW	9/29/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(6), (b) (7)(C)	2.7

Previously Released Statement:

U.S. Customs and Border Protection, Air and Marine Operations (AMO) operates the MQ-9 Predator B unmanned aircraft system (UAS) and conducts operations with other federal, state, and local law enforcement entities enhancing law enforcement and humanitarian relief efforts. AMO operates within the boundaries and guidelines of all federal laws and policies.

AMO carries out its mission nationwide, not just at the border. During humanitarian missions AMO deploys the Predator B to assist FEMA assess hurricane affected areas, by the National Weather Service to capture imagery of storm impacted areas, and by federal, state and local partners to conduct search and rescue missions, in addition to its law enforcement mission.

The MQ-9 provides video feed to ground law enforcement, giving them situational awareness, while minimizing the threat to their personnel and assets. At the request of on-scene law enforcement, AMO was preparing to provide live video to aide in situational awareness in an attempt to maximize public safety while minimizing the threat to personnel and assets.

Flight Logs/Reports:

NASOC-GF UAS Daily SAR 29 MAY 2020	
(b)(7)(E)	(b)(7)(E)
Scheduled Departure Date: 05/29/2020	(b)(7)(E)
(b)(7)(E)	
Flight Time	12.7
Flight Time	0.0
Flight Time	0.0
(b)(7)(E)	
Total Flight Time	12.7
(b)(7)(E)	
Narrative:	
(b)(7)(E)	***Consolidated*** (13.0 hrs)
Enforcement (b)(7)(E)	mandated a northern border patrol (b)(7)(E) During normal ops, NASOC-GF received a request to support law enforcement efforts concerning drugs in Minneapolis, MN. Upon (b)(7)(E) arrival in the target area, customer resubmitted the request. (b)(7)(E) resumed a western patrol. (b)(7)(E)
(b)(7)(E)	
The next scheduled NASOC-GF mission is 3 June 2020.	

Branch/Unit: NASOC - GRAND FORKS (RDR)
Interagency Coordinated Operations
Departure Date: 05/29/2020
Mission Nbr: (b)(7)(E)
Flight Hours: 3.5 **Asset Type:** UAS
Mission Type (Segment): (b)(7)(E)
Coordinated Operation With: H.S.I
Segment Description: HSI Support over Minneapolis
Segment Narrative:
 HSI Support over Minneapolis during riots after police involved death of George Floyd

CBP164
 HSI Support Over Minneapolis (Total Hours: 3.5)
 (b)(7)(E)
 View Mission in Interactive
 Schedule Flight Hours Followed
Asset Hours Summary

Flight Hours	Asset Hours
(b)(7)(E)	42.7

 Total Hours: 52.7

Narrative(s) for (b)(7)(E) and associated Segment(s)
 OPERATION NARRATIVE HISTORY SEGMENT NARRATIVE HISTORY
Narrative History
 HSI Support over Minneapolis during riots after police involves death of George Floyd
 HSI Support Over Minneapolis by (b)(6), (b)(7)(C) on 05/29/2020 at 12:00pm
 (b)(6), (b)(7)(C), (b)(7)(E)

Related Authorities:

<p>RESPONSE: The authority for Air Marine Operations to support State and Local law enforcement is referenced in multiple documents.</p> <p>1. TRADE FACILITATION AND TRADE ENFORCEMENT ACT OF 2015 TITLE VIII—MATTERS RELATING TO U.S. CUSTOMS AND BORDER PROTECTION “SEC. 411. ESTABLISHMENT OF U.S. CUSTOMS AND BORDER PROTECTION; COMMISSIONER, DEPUTY COMMISSIONER, AND OPERATIONAL OFFICES (f)(3)(C)</p> <p>“(1) AIR AND MARINE OPERATIONS.—</p> <p>“(A) IN GENERAL.—There is established in U.S. Customs and Border Protection an office known as Air and Marine Operations.</p> <p>“(2) EXECUTIVE ASSISTANT COMMISSIONER.—There shall be at the head of Air and Marine Operations an Executive Assistant Commissioner, who shall report to the Commissioner.</p> <p>“(3) DUTIES.—Air and Marine Operations shall—</p> <p>“(A) serve as the law enforcement office within U.S. Customs and Border Protection with primary responsibility to detect, interdict, and prevent acts of terrorism and the unlawful movement of people, illicit drugs, and other contraband across the borders of the United States in the air and maritime environment;</p> <p>“(B) conduct joint aviation and marine operations with U.S. Immigration and Customs Enforcement;</p> <p>“(C) conduct aviation and marine operations with international, Federal, State, and local law enforcement agencies, as appropriate;</p> <p>“(D) administer the Air and Marine Operations Center established under paragraph (4); and</p> <p>“(E) carry out other duties and powers prescribed by the Commissioner.</p> <p>“(4) AIR AND MARINE</p> <p>2. pl 115-6, title II, O&S, p.17 For necessary expenses of U.S. Customs and Border Protection for operations and support, including the transportation of unaccompanied minor aliens; the provision of air and marine support to Federal, State, and local agencies in the enforcement or administration of laws enforced by the Department of Homeland Security; at the discretion of the Secretary of Homeland Security, the provision of such support to Federal, State, and local agencies in other law enforcement and emergency humanitarian efforts</p> <p>3. Consolidated Appropriations Act, 2020, P.L. 116-93, Div. D, Title II. AMO is specifically authorized to provide “support to Federal, State, and local agencies in...law enforcement and emergency humanitarian efforts” and incur necessary expenses to do so.</p>
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AIR AND MARINE OPERATIONS

POLICY NUMBER: 410.02
VERSION: B

DATE: 9/17/2018
SUPERSEDES: Version A, 4/19/2010

Mission Prioritization for National Air Security Operations Intelligence, Surveillance, and Reconnaissance or other Aviation Support

- 1 **PURPOSE.** To establish policy for U.S. Customs and Border Protection (CBP), Air and Marine Operations (AMO), National Air Security Operations (NASO) Intelligence, Surveillance, and Reconnaissance (ISR) or other aviation support in accordance with unmanned aircraft systems (UAS), (b) (7)(E) (b) (7)(E) mission priorities.
- 2 **BACKGROUND.**
 - 2.1 Aviation Support Requests (ASRs) are generated when they require the use of AMO aircraft for the following purposes: Orientation and familiarization flights involving congressional, foreign national visitors, media, Civil Servant Senior Executive Service, and Department of Defense flag officer transportation; the transportation of hazardous materials; or the transportation of prisoners. ASRs provide a formal standardized process for capturing UAS, (b) (7)(E) mission specific requests and requirements.
 - 2.2 ASRs provide the appropriate level of oversight to ensure that mission requests are vetted and prioritized. Additionally, AMO uses ASR data to evaluate operational readiness, responsiveness, and effectiveness in its ability to support all requesting entities and agencies while evaluating and minimizing the impact to CBP operations.
 - 2.3 ASRs serve as an official record of mission requests.
- 3 **POLICY.**
 - 3.1 NASO ASRs will follow standard ASR procedures as set forth in this directive, using the NASO ASR decision process (Attachment 1).
 - 3.2 UAS ASRs will be prioritized in accordance with AMO's tiers of UAS prioritization established in AMO Procedure No. 2013-15, Unmanned

Aircraft System Operations and Privacy (also known as POL 460.01).

3.2.1 The following mission sets are listed by tiers in order of priority:

(b) (7) (E)

3.2.2 Specific missions listed in order of priority include:

(b) (7) (E)

4 AUTHORITIES/REFERENCES.

- 4.1 [CBP Directive 2110-033B, Records and Policy Management Program](#), Section 6.6 states that each Assistant Commissioner is authorized to issue subordinate internal operating procedures.
- 4.2 [AMO Procedure No. 2013-15, Unmanned Aircraft System Operations and Privacy \(also known as POL 460.01\)](#).
- 4.3 [Trade Facilitation and Trade Enforcement Act of 2015, Public Law 114-125](#).

5 RESPONSIBILITIES.

- 5.1 The Executive Director, NASO has oversight of all NASO Operations.
- 5.2 The Director, Air Operations at NASO is responsible for all NASO daily operations, including but not limited to:
 - 5.2.1 Collaboration with the (b) (7)(E) to ensure achievement of mission priorities.
 - 5.2.2 Oversight of resource allocation between National Air Security Operations Centers (NASOCs).

- 5.2.3 Organizational management and training of NASO personnel and management of NASO support requests.
- 5.2.4 Vetting and prioritizing of requests to ensure all NASO program's focus remain on supporting the established prioritized tiers.
- 5.3 NASOCs are responsible for submitting all Prior Notice and No-Notice ASRs to Headquarters via (b) (7)(E).
- 5.3.1 Prior Notice ASRs are received (b) (7)(E) or more hours prior to the requested launch.
- 5.3.2 No-Notice ASRs are received less than (b) (7)(E) hours prior to the requested launch.
- 5.4 The National Command Duty Officer (NCDO) is responsible for reviewing, routing to AMO leadership, communicating AMO leadership's approval or disapproval, and archiving of all ASRs.
- 5.5 The NCDO will coordinate with the UAS National Schedule Administrator and Directors, Air Operations (DAOs) at NASOCs and Deputy Directors, Air Operations (DDAOs) where applicable to schedule ASRs and ensure all mission sets are prioritized.

6 PROCEDURES.

6.1 Submitting an ASR

- 6.1.1 All ASRs will be submitted via (b) (7)(E).
- 6.1.2 All NASO prior notice ASRs will be submitted via (b) (7)(E).
- 6.1.3 All NASO no-notice ASRs will be submitted via (b) (7)(E) and followed up telephonically with the NCDO. An ASR will be submitted as soon as possible after mission completion.

6.2 Reviewing and Approving an ASR

- 6.2.1 The NCDO will review all ASRs for completeness and validity. All discrepancies will be noted and brought to the immediate attention of the appropriate NASOC point of contact, and/or DAMO or DDAMO for resolution.
- 6.2.2 The Executive Director, NASO; Director, NASO; or NCDO will either approve or disapprove all ASRs in writing or orally.

6.2.3 The NCDO will ensure that the appropriate NASOC is informed of the ASR's approved or disapproved status.

6.3 Documenting an ASR in the (b) (7)(E) (b) (7)(E) (Attachment 2).

6.3.1 Only approved ASRs will receive a (b) (7)(E) mission number.

6.3.2 Prior Notice – The NASOC will (b) (7)(E) (b) (7)(E)

6.3.3 No-Notice - (b) (7)(E) (b) (7)(E)

6.3.3.1 (b) (7)(E)

6.3.3.2 (b) (7)(E)

6.3.4 (b) (7)(E)

6.3.5 (b) (7)(E)

7 MEASUREMENT. ASR data is briefed to AMO senior leadership during Quarterly Management Reviews and included in annual reports.

8 NO PRIVATE RIGHTS CREATED. This document is an internal policy statement of AMO, and does not create or confer any rights, privileges, or benefits on any person or party.

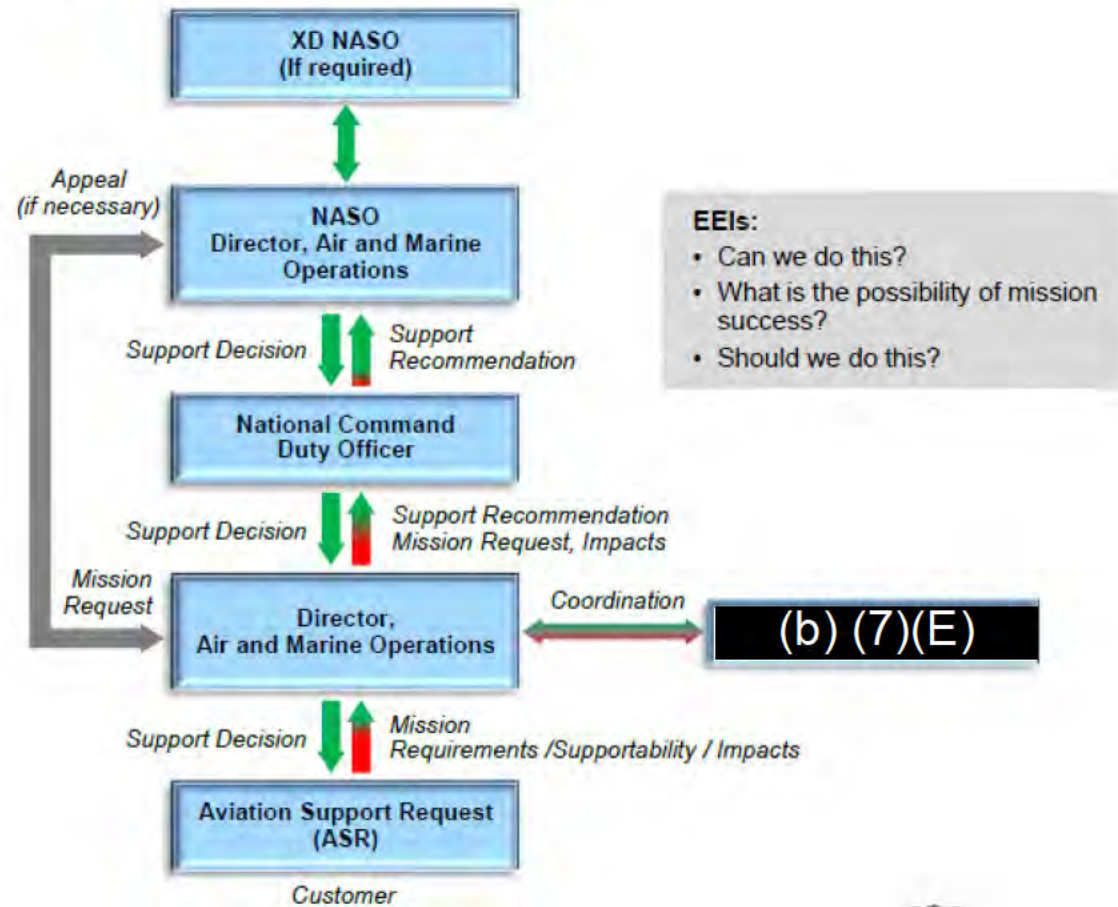
9 DISCLOSURE. This procedure contains information, which may be exempt from disclosure to the public under the regulations of the Department of Homeland Security. No part of this procedure will be disclosed to the public without express authority from AMO.

(b) (6), (b) (7)(C)

Edward E. Young
Executive Assistant Commissioner
Air and Marine Operations

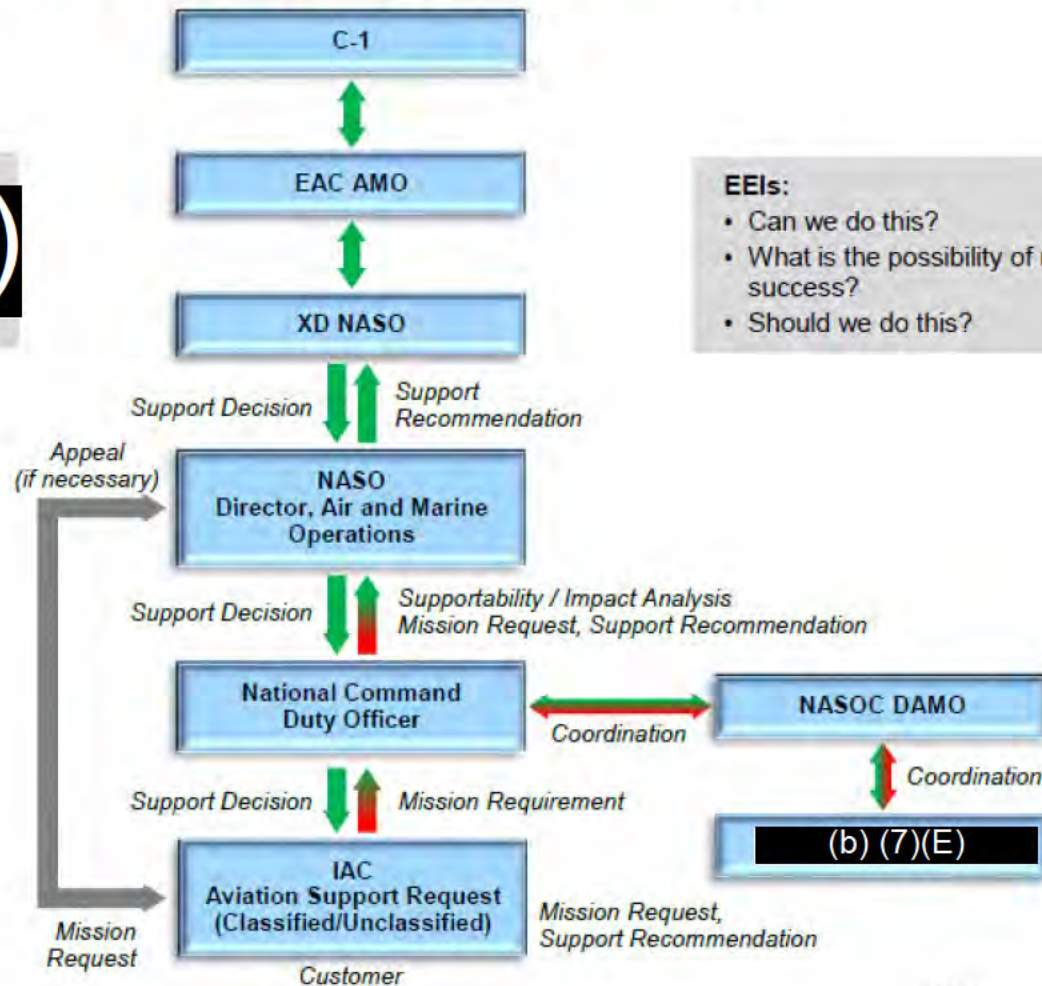
ASR Decision Process (Non-Special Mission) (Ex. HSI, DEA, FEMA, etc.)

(b) (7)(E)



ASR Decision Process (Special Mission)

(b) (7)(E)



EEIs:

- Can we do this?
- What is the possibility of mission success?
- Should we do this?

- 1) On the NASO (b) (7)(E) click in the "New" button below the ASR title located on the right hand side just below the "NASO Quicklinks." This guide can be accessed from the NASO Quicklinks.

(b) (7)(E)

(b) (7) (E)

**U.S. Department of Homeland Security
U.S. Customs and Border Protection**

CBP DIRECTIVE NO. 3830-003

DATE: 11 May 2020

ORIGINATING OFFICE: OC

SUPERSEDES: N/A

REVIEW BY DATE: 11 May 2023

Small Unmanned Aircraft Systems (SUAS) Policy

1 PURPOSE

- 1.1 This Directive prescribes U.S. Customs and Border Protection (CBP) responsibilities, standards, and guidance for the lifecycle and use of Small Unmanned Aircraft Systems (SUAS).

2 POLICY

- 2.1 It is the policy of CBP to authorize, procure, maintain, and utilize SUAS technology across the CBP enterprise to enhance mission capabilities in inaccessible border areas, mitigate risk to manned aircraft and/or CBP personnel on the ground, and to increase CBP's ability to conduct and integrate risk-based border security operations. SUAS technology integration equips CBP with a capability to uniquely confront emerging threats to domain awareness and enhance homeland security operations. The CBP Small Unmanned Aircraft System Policy will ensure field operations are effectively supported with the latest technology. CBP's use of SUAS will be executed in compliance with all applicable statutes, regulations, and Department of Homeland Security (DHS) or government-wide policies regarding the use of SUAS as well as any recorded data.
- 2.2 CBP SUAS operations will directly support and are limited to approved CBP missions.
- 2.3 This Directive provides CBP with a foundation for the development of an agency SUAS Handbook and subsequent CBP Component-level SUAS policies and procedures.
- 2.4 This Directive reaffirms the U.S. Border Patrol (USBP) as the SUAS Executive Agent (EA) for all of CBP and ensures the safe and effective deployment of CBP SUAS platforms in support of safeguarding America's air, land, and maritime borders.

3 AUTHORITY

- 3.1 Authorities include, but are not limited to: 6 U.S.C. § 202, 211; 8 U.S.C. § 1225, 1357; 19 U.S.C. § 1589a; 49 U.S.C. § 106, 40101 note, 40102, 40103, 44701; 49 U.S.C. 44103; 49 C.F.R. 830.2, 830.5; 14 C.F.R 47.3; 14 C.F.R. Part 91, Part 107; Federal Aviation Administration Modernization and Reform Act of 2012, Pub. L. No. 112-95; Presidential Memorandum Promoting Economic Competitiveness while Safeguarding Privacy, Civil

Rights, and Civil Liberties in Domestic Use of Unmanned Aircraft Systems, February 15, 2015; Privacy Act of 1974 (5 U.S.C. 552a); *Concept of Operations (CONOPS) to Air and Marine Directors of Operations and Border Patrol Sector Chiefs: Improved Coordination between Air and Marine Operations and U.S. Border Patrol*, February 22, 2018; DHS Policy Memorandum 119-08: *Addressing Cybersecurity Vulnerabilities of Small Unmanned Aircraft Systems*, March 2, 2020; CBP Information Security Handbook, HB 1400-04A; CBP Physical Security Policies and Procedures Handbook, HB 1400-02C, Appendix Y Secure Room; Personal Property and Asset Management Handbook, HB 5200-13C.

4 BACKGROUND & SCOPE

- 4.1 In order to apply SUAS technology as an operational resource all DHS components that have acquired or plan to acquire SUAS must have an established aviation program, pursuant to Title 41, C.F.R §102-33.
- 4.2 Furthermore, all DHS components must designate a component SUAS Executive Agent to centralize acquisition, doctrine, and operational approval for the use of all SUAS.
- 4.3 In compliance with the above requirements, the *Concept of Operations (CONOPS) to Air and Marine Directors of Operations and Border Patrol Sector Chiefs: Improved Coordination between Air and Marine Operations and U.S. Border Patrol* issued on February 22, 2018 designated the USBP as SUAS Executive Agent for CBP.
- 4.4 Pursuant to the SUAS Executive Agent's responsibilities, the establishment of this policy applies agency-wide to all CBP Component offices and personnel. As CBP embraces the use of emerging technologies across nearly every operating environment, the agency must capitalize on the advancements and paradigm shifts specifically provided by SUAS. Such advancements will accelerate the evolution, availability, and employment of unmanned technology to provide strategic advantages in terms of interoperability, autonomy, network security, and human-machine interaction.
- 4.5 This policy does not represent an all-encompassing view of the future of SUAS but rather establishes a basis for the continual development and application of the technology to support CBP mission needs.
- 4.6 This policy does not include, conflict with, or supersede Counter Unmanned Aircraft System (CUAS) policies or strategic CUAS asset policies.
- 4.7 The CBP SUAS Executive Agent has adopted the below Department of Defense (DOD) SUAS tier groups for the agency's operational use. Understanding the pace at which unmanned technologies are advancing, and when deemed essential to meeting mission objectives, the SUAS CBP Executive Agent may expand the definition of SUAS and fluctuate the weight limitations between group 2 and 3 (see table below), so long as it is

done so in accordance with and adherence to FAA regulations and certificates of authorization, as well as in coordination with applicable CBP Components.

4.7.1 DOD SUAS Groups

Category	Maximum Gross Takeoff Weight (MGTW) (lbs.)
Group 1	0-20
Group 2	21-55
Group 3	<1320

Table 1. Note. From Chairman of the Joint Chiefs of Staff Instruction 3255.01, Joint Unmanned Aircraft Systems Minimum Training Standards (July 17, 2009) (incorporating change 1, Oct. 31, 2011) (current as of Sept. 4, 2012)

- 4.8 This policy does not replace any CBP Component procedures, manufacturer's operational guidelines, or technical guidance.
- 4.9 For further SUAS operational or procedural guidelines not outlined in this policy, CBP personnel should refer to the CBP SUAS Handbook, CBP Component-level SUAS policies and procedures and/or the CBP SUAS Executive Agent.

5 DEFINITIONS

- 5.1 **Airspace De-confliction.** Describes the process of reducing the risk of a near midair collision or restricted airspace intrusion by sharing information regarding flight activity with CBP air units, DOD units, general aviation, and other agency aviation programs. Airspace de-confliction will occur for emergency and non-emergency aviation activities.
- 5.2 **Approved SUAS Training.** Training for basic and advanced SUAS operation, maintenance, and remedial training provided by certified SUAS Training Instructors.
- 5.3 **Asset.** Items (equipment, materials, and supplies) that can be moved from place to place.
- 5.4 **CBP Personnel.** All permanent and temporary CBP employees, non-CBP employees serving with CBP, and contracted personnel.
- 5.5 **CBP SUAS Executive Agent (EA).** CBP designated USBP as the Executive Agent for SUAS on February 22, 2018 in the *Concept of Operations (CONOPS) to Air and Marine Directors of Operations and Border Patrol Sector Chiefs: Improved Coordination between Air and Marine Operations and U.S. Border Patrol*. This Executive Agent grants USBP specific authorities to provide defined levels of support for SUAS operational missions and administrative functions across CBP.

- 5.6 **Certification.** The process of testing an SUAS Operator, Visual Observer, and/or an SUAS Training Instructor and validating that the Operator, Visual Observer, or the training instructor has met, at least, the minimum standards of competence required in an operational capacity in accordance with established training protocols.
- 5.7 **Component SUAS Coordinator.** Liaison designated by the CBP Component and responsible for administering SUAS capabilities at the CBP Component level.
- 5.8 **Decertification.** The removal of an SUAS Operator or Visual Observer from enforcement activities due to the failure to meet minimum training requirements and or safety violations.
- 5.9 **Federal Aviation Regulations (FAR).** Rules prescribed by the Federal Aviation Administration (FAA) governing all aviation activities in the U.S. The FAR are part of Title 14 C.F.R.
- 5.10 **Incident.** An occurrence other than an accident, associated with aircraft operation, which affects or could affect the safety of operations.
- 5.11 **Internal Operating Procedures.** Each Assistant Commissioner is authorized to issue subordinate internal operating procedures that do not constitute the issuance of new policy; but rather, are issued only for the limited purpose of clarification. Examples of these documents include the Internal Operating Procedures Notification and Standard Operating Procedures issued by individual Offices.
- 5.12 **National Airspace System (NAS).** The common network of U.S. airspace; air navigation facilities, equipment, and services; airports or landing areas; aeronautical charts, information, and services; related rules, regulations, and procedures; technical information; and manpower and material. Included in this definition are system components shared jointly by the DOD, Department of Transportation, and Occupational Health & Safety (OHS).
- 5.13 **Personally-Identifiable Information (PII).** For the purposes of this directive, any information that permits the identity of an individual to be directly or indirectly inferred, including any information that is linked or linkable to that individual, regardless of whether the individual is a U.S. citizen, legal permanent resident, visitor to the U.S., or employee or contractor to the Department.
- 5.14 **Serious Injury.** Any injury which: (A) requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury; (B) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (C) causes severe hemorrhages, or nerve, muscle, or tendon damage; (D) involves any internal organ; or (E) involves second- or third- degree burns or any burns affecting more than 5 percent of the body surface.

- 5.15 **Small Unmanned Aircraft System (SUAS).** Refers to any unmanned aircraft in Groups 1 or 2 of the Department of Defense’s Unmanned Aircraft Systems classification matrix (see Section 4 above), including everything that is on board or otherwise attached to the aircraft, to include tethers. However, if deemed essential to meeting mission objectives, the SUAS EA may expand this definition to include a tier of unmanned aircraft systems that exceeds the Group 2 classification.
- 5.16 **SUAS Operator (SUAS-O).** CBP personnel who are assigned to operate SUAS as the Pilot-in-Command (PIC), has satisfactorily completed SUAS training required by the CBP SUAS EA, and possesses current certification to operate the assigned SUAS. Pilot in Command (PIC) is a FAA term defining the “person manipulating the controls at all times”. For this Policy, SUAS-O is used interchangeably with PIC to denote CBP specific description of the person performing those duties and responsibilities of the flight control Operator.
- 5.17 **SUAS Training Instructor.** A SUAS-O who has satisfactorily completed the SUAS Instructor Training Program and possesses current certification.
- 5.18 **SUAS Visual Observer (VO).** CBP personnel who are assigned to maintain effective communication with the SUAS Operator while a SUAS platform is in flight operation for the purposes of coordinating (1) a constant scan of the airspace where the SUAS platform is operating for any potential collision hazards and (2) to maintain awareness of the position of the SUAS through direct visual observation.
- 5.19 **Substantial Damage.** Substantial damage means damage or failure that adversely affects the aircraft’s structural strength, performance, or flight characteristics, and would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to the landing gear, wheels, tires, flaps, engine accessories, brakes or wingtips, are not considered substantial damage for the purpose of this definition.
- 5.20 **Unmanned Aircraft Accident.** An occurrence associated with the operation of any public or civil unmanned aircraft system that takes place between the time the system is activated with the purpose of flight and the time the system is deactivated at the conclusion of its mission, in which any person suffers death or serious injury; or a SUAS sustains substantial damage.

6 RESPONSIBILITIES

- 6.1 All Executive Assistant Commissioners, Assistant Commissioners that plan to establish a SUAS Program and the Chief of the U.S. Border Patrol are responsible for ensuring their offices:

- 6.1.1 comply with the requirements of this policy, applicable Federal Aviation Regulations, and guidelines learned during training and/or as posted online by the Federal Aviation Administration (FAA) while operating a CBP SUAS. Additionally, CBP SUAS Operators will comply with the standards for operation established in 14 CFR Part 91, except for sections written to apply specifically to civil aircraft or where specific exemption from regulation is granted by the FAA;
 - 6.1.2 coordinate with the CBP EA to obtain applicable authorizations, permits, or certificates required by the FAA prior to deploying or operating the SUAS. All SUAS must be registered pursuant to 49 USC 44103 and 14 CFR 47.3. Existing policies and procedures regarding the conduct of agents will remain in effect. Violation of these policies may result in the termination of the assignment as a SUAS-O, SUAS-VO, SUAS Instructor, or coordinator and may result in other disciplinary actions;
 - 6.1.3 adhere to this policy, the CBP SUAS Handbook and any subsequent guidance as applicable to the SUAS lifecycle;
 - 6.1.4 work with the SUAS EA to establish uniform procedures and guidelines for SUAS operations and management;
 - 6.1.5 issue and ensure sustained compliance with Internal Operating Procedures (IOP) to facilitate SUAS operations, which are consistent with the terms set forth in this policy;
 - 6.1.6 maintain frequency management of their respective platforms and operations;
 - 6.1.7 and consult with the CBP SUAS EA to realign responsibilities should the growth of their respective CBP Component SUAS lifecycle involvement move outside of the scope of this document.
- 6.2 The CBP SUAS Executive Agent is responsible for:
- 6.2.1 establishing an aviation program in accordance with Title 41, C.F.R., §102-33 via the U.S. Chief of Border Patrol;
 - 6.2.2 centralizing acquisition, entering into or establishing contractual agreements, policy and operational approval for the use of all CBP SUAS;
 - 6.2.3 adhering to the responsibilities of Executive Agent of CBP SUAS operations; serving as the principle liaison to those offices within the DHS and other U.S. government stakeholders and regulatory authorities for all matters involving CBP SUAS program application and deployment;

- 6.2.4 supporting and engaging CBP Component offices to define SUAS resource and operational requirements, assist in the creation of subordinate field level policies and processes to validate and maintain compliance with cybersecurity and operational requirements, provide training, safety and certification procedures, and facilitate procurement, acquisition and logistics support.
- 6.3 The CBP Component SUAS Coordinator is responsible for communicating and coordinating field operations in accordance with guidance from the CBP SUAS EA and acting as a liaison between the CBP Component and the CBP SUAS EA.
 - 6.3.1 Additionally, the CBP Component SUAS Coordinator is responsible for developing Standard Operating Procedures (SOP) to further facilitate SUAS operations that meet the mission needs and administrative requirements that are specific to the CBP Component and consistent with the terms set forth in the CBP SUAS Policy and the CBP SUAS Handbook.
- 6.4 All CBP components utilizing SUAS are responsible for ensuring all flight information and data (both before, during, and after) is recorded.
- 6.5 The CBP Office of Public Affairs Office (OPA) is responsible for all CBP external communications related to CBP SUAS operations.
- 6.6 The Office of Privacy and Diversity is responsible for ensuring protections for individual privacy, civil rights and civil liberties are adhered to in accordance with the Constitution, Federal law, and applicable regulations and policies with all SUAS acquisition and use.
- 6.7 The Office of Professional Responsibility is responsible for investigative oversight and compliance with this and all other statute, regulations, programs and policies provided under Federal law, DHS, CBP or SUAS policy.
- 6.8 CBP Office of Congressional Affairs is responsible for coordinating responses to all congressional inquiries and/or requests from Congress regarding SUAS.
- 6.9 The Office of Information Technology will be responsible for ensuring all technology systems acquired and used as part of SUAS operations will be compliant with all applicable CBP, DHS and federal guidelines and statutes.

7 PROCEDURES

7.1 Acquisition & Procurement

- 7.1.1 CBP has partnered with the DHS Science and Technology Directorate for initial assessments of SUAS deployment, operations, training, cyber, risk, and federal aviation regulatory considerations through the Robotic Aircraft for Public Safety Phase I & II programs.

- 7.1.2 The CBP SUAS Executive Agent will continue to coordinate as appropriate with the DOD, United States Coast Guard, Department of Interior, and Federal Bureau of Investigation to develop best practices for asset selection, systems tests, training, certification, and concepts of employment and flight operations.
- 7.1.3 All CBP SUAS acquisition and procurement shall be facilitated by the SUAS EA in accordance with current DHS Under Secretary for Management and Office of the Chief Procurement Officer guidance, governing the acceptance of only those assets that have been tested and approved by DoD and/or the DHS Office of the Chief Information Officer (see DHS Policy Memorandum 119-08: *Addressing Cybersecurity Vulnerabilities of Small Unmanned Aircraft Systems*, March 2, 2020).

Further, all acquisition and procurement activities must be coordinated with and approved by the CBP Enterprise Services, Office of Acquisition, Component Acquisition Executive and Head of the Contracting Activity.

7.2 **Data**

- 7.2.1 The CBP SUAS EA will provide oversight and establish protocol for SUAS data collection, data storage, cybersecurity, risk management, and data exchange across CBP to support strategic operations and drive mission needs. These protocols will comply with current Federal Information Processing Standards (FIPS) and applicable agency policy and procedures.
- 7.2.2 All SUAS data and information will be recorded in an approved system of record. All recorded and collected data will be stored and retained only on designated CBP-approved systems or media with appropriate safeguards and audit trails and must be appropriately labeled and categorized. Data will be maintained and safeguarded in accordance with applicable Federal laws, Executive Orders, directives, policies, regulations, standards, and other guidance. These authorities ensure that CBP personnel with access to such data follow practices that are consistent with the protection of privacy and civil liberties.
- 7.2.3 SUAS recorded videos shall not be downloaded or recorded for personal use or posted onto any unofficial and or non-CBP website or personally owned device. Unless otherwise instructed, SUAS-Os should ensure that all recorded data and information is moved to storage in accordance with prescribed storage procedures and that all recorded data is correctly categorized and labeled per CBP Component SOPs.
- 7.2.4 Each Component SUAS Coordinator will maintain the security of the CBP Component's SUAS data by enforcing data privacy, preserving data integrity,

ensuring data accessibility, preventing data loss, protecting confidential information, and assessing data storage capacities. If SUAS data is determined to be classified, ensure compliance with CBP Information Security Handbook, HB 1400-04A.

- 7.2.5 Additionally, all CBP SUAS operations will comply with the national regulations applicable for acquisition and operation of technologies in Megahertz (MHz), Gigahertz (GHz), and Ultra-High Frequency (UHF) communication bands. Each CBP Component will maintain frequency management of their respective platforms and operations.

7.3 **Aircraft Maintenance**

- 7.3.1 SUAS inspections and maintenance will be conducted in accordance with guidance and procedures approved by the CBP SUAS EA.
- 7.3.2 Each CBP Component SUAS Coordinator will maintain the CBP Component's compliance with applicable manufacturer guidelines and procedures and/or FAA directives.

7.4 **Aircraft Storage**

- 7.4.1 Each CBP Component SUAS Coordinator will be responsible for the classification, inventory, storage, inspection, cybersecurity, and risk management of all SUAS and related equipment according to the processes and procedures set forth by the CBP SUAS EA.
- 7.4.2 All SUAS assets shall be classified as high-risk and/or sensitive property in accordance with the Personal Property and Asset Management Handbook, HB 5200-13C Primary Classifications of CBP Personal Property as defined by the Property Program Management Office, Asset and Administrative Management Division, Office of Administration in the Personal Property and Asset Management Handbook. Unauthorized access to SUAS assets, secure areas, sensitive data and systems shall be controlled as identified in CBP Physical Security Policies and Procedures Handbook, HB 1400-02C, Appendix Y Secure Room.

7.5 **Training**

- 7.5.1 All SUAS-Os must be certified and maintain certification, in accordance with FAA regulations and 14 C.F.R. Part 107, as well as those designated by the CBP SUAS EA. All SUAS-Os must complete an approved manufacturer system-specific training or an equivalent course approved by the CBP SUAS EA. All SUAS training, including the scope of training requirements, currency, and recertification, will be approved by the CBP SUAS EA. SUAS Instructors will

coordinate with the CBP Component SUAS Coordinators to ensure the currency of their Operators, and each CBP Component will maintain a repository of SUAS Operator training certifications.

7.6 **Operations**

- 7.6.1 All CBP SUAS operations will comply with 14 CFR Part 107 rules or an approved FAA Certificate of Authorization (COA). CBP SUAS-Os shall only conduct SUAS operations for authorized DHS and CBP missions, training purposes, and support.
- 7.6.2 Personal use of CBP owned SUAS is strictly prohibited. Further SUAS-Os will only use CBP owned and approved SUAS and equipment for CBP operations.
- 7.6.3 CBP Components operating CBP-approved SUAS may conduct flights subject to conditions of a FAA COA or in strict accordance with Part 107 Rules. All applications for exemptions, waivers, or COAs must be initiated by the CBP SUAS EA.
- 7.6.4 All airspace coordination, de-confliction, and authorization will be conducted in accordance with the CBP SUAS EA policy and procedures and in compliance with CBP Component SOPs, as approved by the CBP SUAS EA.
- 7.6.5 Generally, CBP SUAS operations will only be conducted within the Continental United States (CONUS). In rare circumstances, any Outside the Continental United States (OCONUS) operations must be approved through the CBP SUAS EA, who will coordinate with DHS and Department of State.
- 7.6.6 CBP-approved SUAS may only be used to collect information to the extent that such collection or use is consistent with and relevant to an authorized purpose.

7.7 **Safety**

- 7.7.1 It is the duty of all CBP personnel to contribute to the goal of continued safe operations utilizing SUAS during a CBP mission. Such contributions may come in many forms but can be encompassed by operating in the safest manner practicable and not taking unnecessary risks. Any safety hazard whether procedural, operational, or maintenance related, should be identified and corrected as soon as possible. Any suggestions in the interest of safety should be made to the CBP SUAS EA without reservation.
- 7.7.2 All SUAS-Os will follow the safety policies and procedures as defined by CBP SUAS EA. Any CBP Component-level safety procedures will be approved by the CBP SUAS EA.

7.7.3 If an incident, accident, or mishap involving SUAS occurs, CBP Components shall follow the reporting guidelines outlined by CBP Incident Reporting Procedure and reporting requirements for the CBP SUAS Executive Agent. These procedures are not a substitute for separate accident and incident notifications required by the National Transportation Safety Board (NTSB) under 49 CFR 830.5 and the FAA under 14 CFR 107 and other applicable regulations.

7.8 **Privacy, Civil Rights and Civil Liberties Protections**

7.8.1 The use of SUAS significantly expands CBP's ability to obtain otherwise undetectable data critical to fulfill diverse mission objectives.

7.8.2 Considering the advancements in SUAS technologies and diverse potential uses of SUAS to support the CBP mission, CBP is taking the appropriate steps to implement SUAS policies that address privacy protections, procedures, and standards to ensure compliance with the Privacy Act of 1974 (5 U.S.C. 552a), DHS Privacy Act regulations, CBP directives and other applicable laws and regulations, the Constitution, Federal law, and other applicable regulations and policies.

7.8.3 Accordingly, all CBP Components utilizing SUAS or SUAS collected information shall meet all requirements under Federal Privacy, Civil Rights, and Civil Liberties law and policy. It is the responsibility of the CBP SUAS EA to engage all relevant CBP Components to ensure those requirements are understood and met.

7.9 **Public Affairs**

7.9.1 Each Component Public Affairs Officer (PAO) will coordinate with CBP OPA to ensure message consistence across the agency.

8 **RECORDKEEPING**

8.1 All SUAS data and information must be recorded in an approved system of record SUAS reports may be used to support official homeland security operations and missions. SUAS reporting shall be limited to that which is necessary and relevant to the CBP mission (i.e., reporting on official homeland security operations that support CBP SUAS missions and policies).

8.2 SUAS reports will be considered official CBP records. Therefore, the records must be handled in accordance with the National Archives and Records Administration (NARA) records schedule as well as DHS policies regarding CBP archiving procedures.

- 8.3 The CBP SUAS EA and/or CBP Component SUAS Coordinator may occasionally disclose SUAS reports outside of DHS consistent with the applicable disclosure provisions of the Privacy Act.
- 8.3.1 If the report records operations or events to include use of force, or unlawful activity to include field agent misconduct, it may be presented as evidence for an investigation or prosecution.
- 8.3.2 For cases in which CBP would normally disclose SUAS reports to third-party agencies outside of DHS, the receiving agency is required to use the SUAS report only for the purpose for which CBP disclosed the data.
- 8.3.3 Unless the third-party agencies have independent authority to retain the information, they must return the data to CBP or destroy all the information after analysis.

9 METRICS

- 9.1 SUAS metrics will be leveraged to support the achievement of agency-wide goals and strategic initiatives. Each CBP Component will follow the reporting policies and procedures as defined by the CBP SUAS EA Handbook.

10 POINT OF CONTACT

- 10.1 Direct any questions regarding SUAS to the CBP SUAS Executive Agent in the USBP SUAS Program Office at (b) (7)(E).

- 11 **CANCELLATION.** This policy remains in effect until canceled or superseded by an updated version.
- 12 **NO PRIVATE RIGHTS CREATED.** This document is an internal policy statement of U.S. Customs and Border Protection and does not create or confer any rights, privileges, or benefits for any person or party.
- 13 **DISCLOSURE.** This document contains information that may be exempt from disclosure to the public under federal law. No part of this document shall be disclosed to the public without express authority from U.S. Customs and Border Protection Headquarters.

(b) (6), (b) (7)(C)

May 11, 2020

Mark A. Morgan
Acting Commissioner

Date

Attachments: Appendix
Acronyms

APPENDIX

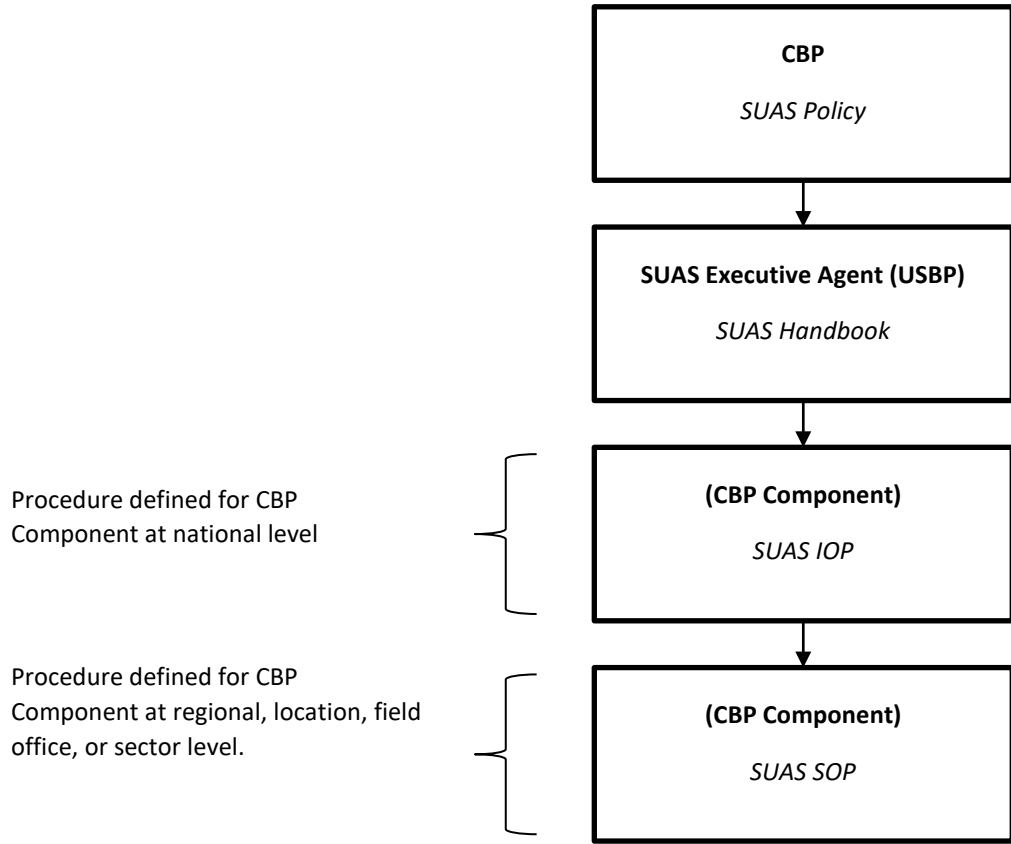


Figure 1: CBP SUAS Policy Hierarchy

Acronyms

Acronym	Definition
AGL	Above Ground Level
CBP	Customs and Border Protection
CFR	Code of Federal Regulations
COA	Certificate of Waiver or Authorization
CONOPS	Concept of Operations
CONUS	Continental United States
DHS	Department of Homeland Security
DOD	Department of Defense
EA	Executive Agent
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FIPS	Federal Information Processing Standards
GHz	Gigahertz
IOP	Internal Operating Procedure
MHz	Megahertz
NARA	National Archives and Records Administration
NAS	National Airspace System
NTSB	National Transportation Safety Board
OCONUS	Outside of the Continental United States
OHS	Occupational Health & Safety
OPA	Office of Public Affairs
PAO	Public Affairs Officer
PIC	Pilot in Command
PII	Personally-Identifiable Information
SOP	Standard Operating Procedure
SUAS	Small Unmanned Aircraft System
UHF	Ultra-High Frequency
USBP	US Border Patrol
USC	United States Code
VO	Visual Observer



U.S. Customs and Border Protection



SMALL UNMANNED AIRCRAFT SYSTEMS OPERATIONS HANDBOOK 4300-014

January 15, 2021

U.S. CUSTOMS AND BORDER PROTECTION
SMALL UNMANNED AIRCRAFT SYSTEMS
OPERATIONS HANDBOOK

FORWARD

The mission of the U.S. Customs and Border Protection (CBP) is to protect the American people, safeguard our borders, and enhance the Nation's economic prosperity. CBP looks to enhance the Nation's security through innovation, intelligence, collaboration, and trust. Through innovation, CBP will maximize the efficiency of human-machine interaction via the deployment of operational capabilities such as Small Unmanned Aircraft Systems (SUAS). The SUAS program will enhance border security, counter terrorism, combat transnational crime, and provide situational awareness and intelligence that will advance America's security interests.

As designated by the CBP Commissioner, the Chief, U.S. Border Patrol serves as the Executive Agent (EA) for the SUAS Program. While encompassing the agency's core values of vigilance, service, and integrity, the Executive Agent collaborates with CBP components to accelerate the evolution, availability, and employment of unmanned technology. We also seek strategic advantages through interoperability, autonomy, network security, and human-machine interaction.

The SUAS Operations Handbook (SOH) provides governance and procedures to CBP Components for establishing their SUAS programs, and ensures an appropriate level of standardization and oversight by the EA. The SOH establishes criteria, methods, processes, and practices required in the performance of all SUAS training and operations. This handbook, which is effective immediately, is a living document that will evolve to meet CBP's enduring mission priorities amidst an ever-changing threat environment.

I encourage all CBP components to maximize the use of innovative SUAS capabilities in the advancement of the CBP mission to secure our Nation's borders. CBP Components will achieve successful SUAS operations and enhance mission accomplishment when adhering to the principles contained in this handbook.

Please refer any questions regarding this handbook to the CBP SUAS EA in the U.S. Border Patrol SUAS Program Office at (b) (7)(E)

(b) (6), (b) (7)(C)

Chief
U.S. Border Patrol

**U.S. CUSTOMS AND BORDER PROTECTION
SMALL UNMANNED AIRCRAFT SYSTEMS
OPERATIONS HANDBOOK**

TABLE OF CONTENTS

INTRODUCTION.....	I
Purpose	i
Scope	i
Concept.....	ii
Waivers	ii
Changes.....	ii
Disclosures.....	ii
CHAPTER 1 MISSION, CONCEPT, AND ORGANIZATION	1-1
1.1 Mission Statement.....	1-1
1.2 Program Goals.....	1-1
1.3 CBP SUAS Organizational Structure.....	1-1
1.3.1 Commissioner.....	1-1
1.3.2 Executive Agent, USBP	1-1
1.3.3 CBP SUAS National Operations Director.....	1-1
1.3.4 Component Executive Assistant Commissioner/ Assistant Commissioner	1-2
1.3.5 Component National SUAS Coordinator	1-3
1.4 (b) (7)(E)	1-3
CHAPTER 2 CBP COMPONENT ADMINISTRATION	2-1
2.1 General	2-1
2.2 Operational Management	2-1
2.3 Local CBP Component Personnel – Duties and Responsibilities	2-1
2.3.1 Component Local SUAS Coordinator.....	2-1
2.3.2 SUAS Master Instructor (SUAS-MI)	2-2
2.3.3 SUAS Instructor (SUAS-I).....	2-2
2.3.4 SUAS Operator (SUAS-O).....	2-3
2.3.5 Visual Observer (VO).....	2-3
2.3.6 SUAS Clearance Authority.....	2-4
2.3.7 CBP (b) (7)(E) Administrator	2-4
CHAPTER 3 OPERATIONAL POLICIES AND PROCEDURES.....	3-1
3.1 Policies	3-1
3.2 Authority.....	3-1
3.3 Guidelines for Use of CBP SUAS Platforms	3-1
3.4 Medical	3-2
3.5 Night Operations	3-3

3.6	Weather	3-3
3.7	Operations Near Airports, Restricted Areas, and Other Aircraft	3-3
3.8	SUAS Designation.....	3-4
3.9	Authority for Flights.....	3-4
3.9.1	General	3-4
3.10	Personnel Authorized to Operate SUAS	3-5
3.10.1	CBP SUAS Operators.....	3-5
3.11	Rest Requirements and Flight Hour Limitations.....	3-5
3.11.1	Flight Hour Limitations	3-5
3.12	Incident Reporting Requirements.....	3-6
3.13	(b) (7)(E)	3-6
CHAPTER 4 SUAS OPERATIONS		4-1
4.1	Purpose	4-1
4.2	Applicability	4-1
4.3	SUAS Operations	4-1
4.4	Component SUAS Field Office.....	4-1
4.5	SUAS Dispatch Requirements	4-2
4.6	Minimum Flight Team Requirements	4-2
4.7	Types of SUAS Missions- (b) (7)(E)	4-3
4.8	Mission Planning.....	4-3
4.8.1	Clearance and Risk Assessment	4-4
4.8.2	Airspace De-confliction and Coordination.....	4-6
4.8.3	Notifications to Other Agencies	4-7
4.9	Preflight Responsibilities.....	4-7
4.10	Inflight Responsibilities.....	4-7
4.11	Emergency Procedures	4-8
4.11.1	Inflight Mishap	4-8
4.11.2	Lost Link/ Lost Communications.....	4-8
4.11.3	Missing SUAS	4-8
4.11.4	Lost/Stolen SUAS	4-9
4.12	Post Flight Responsibilites	4-10
4.13	Flight Logs and Reporting.....	4-10
4.14	Program/Administrative Data.....	4-11
4.15	Post-Mishap Operational Pause and Re-starts.....	4-11
4.16	Near-Miss Reporting	4-11
CHAPTER 5 TRAINING.....		5-1
5.1	Purpose	5-1
5.2	Program Goals.....	5-1

5.3	Objectives	5-1
5.4	Personnel Responsibilities.....	5-1
5.4.1	CBP SUAS Director of Training.....	5-1
5.4.2	CBP Component National SUAS Training Coordinator.....	5-2
5.4.3	SUAS Instructor/Master Instructor	5-2
5.4.4	Training and Administrative Support.....	5-3
5.5	Annual Training Plan	5-3
5.6	Training Requirements by Position.....	5-4
5.6.1	Visual Observer (VO).....	5-4
5.6.2	SUAS Operator (SUAS-O)	5-4
5.6.3	SUAS-O Evaluation and Designation Process	5-5
5.6.4	SUAS Clearance Authority (CA)	5-5
5.6.5	SUAS Instructor (SUAS-I).....	5-6
5.6.6	SUAS-MI Training.....	5-6
5.7	Maintaining Currency/Currency Lapses	5-6
5.8	Remedial Training.....	5-6
5.9	Evaluation Failures.....	5-6
5.10	Recurrent Training/Recertification.....	5-7
5.11	SUAS Team Member Electronic Training Records (ETR).....	5-7
CHAPTER 6 DESIGNATIONS AND QUALIFICATIONS		6-1
6.1	SUAS Team Member Designations	6-1
6.2	Designation Authority and Responsibility	6-1
6.3	Team Member Designation Requirements.....	6-1
6.4	Administrative Recording Requirements	6-2
6.5	Biennial Proficiency Evaluation.....	6-2
6.6	SUAS-O Currency.....	6-2
6.7	De-designation of Personnel.....	6-2
6.8	Team Member Separation	6-3
CHAPTER 7 SUAS SAFETY PROGRAM.....		7-1
7.1	General	7-1
7.2	Purpose	7-1
7.3	Scope and Applicability	7-1
7.4	Executive Agent- Safety Roles and Responsibilities	7-1
7.5	CBP SUAS Safety and Risk Management Officer Roles/Responsibilities.....	7-2
7.6	Component SUAS Coordinator- Safety Roles and Responsibilities.....	7-2
7.7	CBP Mishap Prevention	7-3
7.7.1	Risk Management/ Risk Assessment.....	7-3
7.7.2	Risk Management Principles.....	7-3

7.7.3	Hazard Reporting Procedures	7-4
7.8	CBP SUAS Mishaps.....	7-4
7.8.1	Mishap Classification Authority.....	7-4
7.8.2	CBP SUAS Mishap Classifications.....	7-5
7.8.3	Events Not Classified as Mishaps	7-6
7.8.4	FAA Accident Reporting	7-7
7.9	CBP Notification Requirements.....	7-7
7.9.1	CBP SUAS Mishap Safety Investigations.....	7-8
7.9.2	NTSB-Led Investigations into CBP SUAS Mishaps	7-9
7.10	Post-Mishap Team Member Evaluation.....	7-9
7.11	Human Factors Considerations	7-9
CHAPTER 8 DATA MANAGEMENT		8-1
8.1	General	8-1
8.2	Purpose	8-1
8.3	Types of SUAS Data	8-1
8.4	SUAS Data Security- System Requirements.....	8-2
8.5	Raw Data Collection- Collection/Storage Procedures	8-3
8.6	Data Transfers	8-3
8.7	Data Retention/Deletion	8-4
8.8	Privacy, Civil Rights, and Civil Liberties	8-4
8.8.1	Privacy.....	8-4
8.8.2	Civil Rights and Civil Liberties Protections.....	8-5
8.9	Reporting and Disclosures.....	8-5
8.10	Privacy Threshold Analysis (PTA)	8-6
8.11	Measures and Metrics.....	8-6
CHAPTER 9 ACQUISITION, PROCUREMENT, & ASSET MANAGEMENT.....		9-1
9.1	Procurement and Lifecycle Management.....	9-1
9.2	Asset Management	9-1
9.3	Primary Classification of Property	9-2
9.4	Asset Records	9-2
9.4.1	Asset Records: Roles & Responsibilities	9-2
9.4.2	Asset Records: Acquisition, Receipt, and Acceptance.....	9-3
9.5	Asset Transfers	9-3
9.6	Asset Physical Inventories.....	9-4
9.7	Asset Disposition and Disposal.....	9-4
CHAPTER 10 MAINTENANCE PROGRAM		10-1
10.1	General	10-1
10.2	Maintenance	10-1

10.2.1	(b) (7)(E)	10-3
10.2.2	Inspection	10-4
10.2.2.1	SUAS Platform Record of Maintenance	10-4
10.3	SUAS Storage	10-5
10.4	SUAS-O Responsibilities	10-5
10.5	Component SUAS Coordinator Responsibilities	10-5
APPENDIX A	DEFINITION OF TERMS	A-1
APPENDIX B	ACRONYMS	B-1
APPENDIX C	SUAS MISHAP REPORT	C-1
APPENDIX D	SUAS MISHAP NOTIFICATION PROCEDURES	D-1
APPENDIX E	SUAS MISHAP EMAIL NOTIFICATION	E-1
APPENDIX F	SMS PORTAL FOR RISK ASSESSMENTS	F-1
APPENDIX G	CBP HAZARD REPORTING AND MITIGATION	G-1
APPENDIX H	DHS INTERIM POLICY MEMO: SECURING DHS SUAS	H-1
APPENDIX I	CBP SUAS POLICY REGARDING SAFETY INVESTIGATIONS	I-1
APPENDIX J	SUAS DOCUMENT CHANGE REQUEST FORM (DCRF)	J-1
APPENDIX K	SUAS REQUEST FOR RELIEF WAIVER FORM	K-1
APPENDIX L	SUAS PLATFORM REQUEST FOR MAINTENANCE FORM	L-1
APPENDIX M	(b) (7)(E) LOST/STOLEN PERSONAL PROPERTY CHECKLIST	M-1

INTRODUCTION

Purpose

The purpose of the SUAS Operations Handbook (SOH) is to prescribe agency-wide protocol and procedures related to the use of Small Unmanned Aircraft Systems (SUAS), in accordance with Customs and Border Protection (CBP) doctrine and the Commissioner's CBP Strategy 2020-2025. The SOH enables CBP Component offices to safely and effectively deploy agency platforms to support the safeguarding of America's air, land, and maritime borders. The SOH does not represent an all-encompassing view of the future of SUAS but rather establishes a basis for the continual development and application of the technology to support CBP mission needs.

Scope

The SOH applies to all CBP personnel agency-wide and is based upon existing authorities establishes responsibilities, and procedures for the use of SUAS and any recorded data. SUAS is defined as unmanned aircraft weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.¹ If deemed essential to meeting mission objectives, the CBP EA may request exceptions to 14 C.F.R. §107, so long as it is done so in accordance with and adherence to FAA regulations, Certificates of Authorization (COA), or Waivers, as well as in coordination with applicable CBP Components. For FAA COA or Waiver request(s), where the parameters for additional authority to operate include a request to exceed a maximum of 1,200 feet above ground level (AGL) or 87 kts groundspeed, Air and Marine Operations concurrence is required.

The SOH sets forth overarching SUAS direction and functions as the governing document for all subordinate CBP Component level Internal Operating Procedures (IOP) or local CBP Component-level SOPs, manufacturer's operational guidelines, or technical guidance. Each CBP component will be responsible, and held accountable, for adhering to this policy, and will work with the CBP SUAS EA to establish uniform procedures and guidelines for SUAS operation and management. CBP Components will issue IOPs and SOPs to facilitate SUAS operations, but such subordinate policies must be consistent with the terms set forth in the SOH and the CBP SUAS Policy.

CBP personnel shall comply with the requirements of this policy and applicable Federal Aviation Regulations (FAR)s and guidelines learned during training and/or as posted online by the Federal Aviation Administration (FAA) while operating a CBP SUAS. Where differences exist between this policy, Aviation Safety Directives (ASDs), FARs, other regulations, or mandates, the more restrictive procedures will take precedence. In lieu of writing redundant rules of operation, CBP SUAS operators will comply with the standards for operation as established in 14 C.F.R. Part 91, with the exception of sections written to apply specifically to civil aircraft or where specific exemption from regulation is granted by the FAA.

¹ In accordance with 14 C.F.R. §107.3.

Concept

The concept is to utilize this SOH as the official regulation for all CBP SUAS operational requirements. The SOH does not absolve CBP personnel from complying with other CBP directives, handbooks, and IOPs to include the CBP Standards of Conduct.

Waivers

The SOH establishes criteria, methods, processes, and practices required in the performance of all SUAS training and operations. No standard contained in this handbook relieves employees of their responsibility to exercise responsible authority, risk management, and use of sound judgment nor does it relieve the SUAS-Operator (SUAS-O), as the final authority for the operation of their aircraft, of their responsibility to use sound judgment when taking such emergency actions as the situation demands.

Requests for relief from any provision in the SOH, including items that are not specifically addressed, will be submitted in writing to the CBP EA through the appropriate Component chain of command (COC). CBP EA or designee shall only authorize waivers after a thorough analysis of the relief request has been completed. Requests for relief shall be submitted via the Request for Relief from SUAS Policy/Procedures Form ([see Appendix K](#)).

Words or clauses must not be used as loopholes, nor shall they be expanded to include a maneuver, situation, or circumstance that should not be performed or encountered and are not in accordance with sound aeronautical decision making.

Changes

Change recommendations to this handbook may be initiated at any level within CBP. Proposed changes must be submitted electronically using the Document Change Request Form (DCRF), which is available on the **(b) (7)(E)** (see [Appendix J](#)). Recommended changes to this publication will be routed through the Component chain of command to the CBP SUAS EA; U.S. Border Patrol SUAS Program Office, **(b) (7)(E)**

Change recommendations must include:

- A. Statement of the problem being addressed.
- B. Synopsis of what the ultimate solution will attempt to achieve and/or avoid.
- C. Safety Risk Management analysis of why the recommended revision is the most appropriate resolution.

The CBP EA is responsible for ensuring this handbook is reviewed and updated as needed, but not less than every five years.

Disclosures

The SOH is an internal policy of the Department of Homeland Security, CBP and is not intended to confer any right or benefit to any private person or party. It contains information that may be exempt from public disclosure. If disclosure of this handbook or any portion of it is demanded in any judicial, media, or administrative proceeding, the appropriate Associate/Assistant Chief Counsel and/or U.S. Attorney should be consulted so that appropriate measures can be taken to invoke applicable privileges against disclosure. Any further request for disclosure of this handbook or information contained herein should be referred to:

U.S. Customs and Border Protection
United States Border Patrol
1300 Pennsylvania Ave., NW
Washington, DC 20229

For more information regarding the CBP SUAS Program, visit the (b) (7)(E) site.

For questions about this publication, contact the CBP SUAS EA; U.S. Border Patrol SUAS Program Office, (b) (7)(E)

CHAPTER 1

MISSION, CONCEPT, AND ORGANIZATION

1.1 Mission Statement

To deliver SUAS to the CBP workforce, maximizing the efficiency of human-machine interaction and the efficacy of the world's latest innovative solutions.

1.2 Program Goals

CBP SUAS program goals are designed to align with the CBP Strategy 2020-2025, as relevant to unmanned technologies and the advantages of autonomous operational capabilities.

CBP SUAS program goals are to achieve the following:

- A. To increase the capacity of CBP to meet situational awareness requirements from operational components (CBP Strategic Goal 1.2),
- B. To capitalize on the technology advancements and paradigm shift that unmanned systems provide (CBP Strategic Goal 3.1),
- C. To accelerate the evolution, availability, and employment of unmanned technology to provide strategic advantages in terms of interoperability, autonomy, network security, and human-machine interaction (CBP Strategic Goal 3.2),
- D. As the CBP EA authority for SUAS, USBP will collaborate across the CBP enterprise to meet CBP Component objectives, eliminate any duplication of effort, and streamline resources (CBP Strategic Goal 2.3).

1.3 CBP SUAS Organizational Structure

The functions of the various offices involved in the management of the SUAS program are summarized as follows:

1.3.1 Commissioner

The CBP Commissioner has functional responsibility to the Secretary and oversight over the CBP SUAS program to ensure effective operations to protect national security while promoting economic prosperity.

1.3.2 Executive Agent, USBP

The United States Border Patrol (USBP) has been designated as the Executive Agent (EA) for the CBP SUAS program and is responsible for providing policy and budgetary guidance for SUAS program management. USBP will work jointly with all CBP components to identify and execute CBP SUAS requirements. USBP will facilitate all SUAS training, test and evaluations, procurement, acquisition, sustainment and operations for CBP components (See [Section 3.9.1](#)).

1.3.3 CBP SUAS National Operations Director

The CBP SUAS National Operations Director (NOD), as designated by the USBP Chief, is responsible for overseeing and maintaining the operational integrity and sustainability of CBP's SUAS program by developing overall objectives, requirements, plans, policies, and procedures for implementing the program. Under the direction of the USBP Chain of Command, CBP SUAS NOD's other responsibilities include, but are not limited to:

- a) Maintains overall responsibility and is the final authority regarding decisions related to all Component personnel designations, operational investigations and policy directives.
- b) Implements and maintains the national standards of training and provides operational advisories to the field;
- c) Serves as the principle liaison for operations to DHS, other U.S. government stakeholders and/or foreign government regulatory authorities regarding all negotiations and agreements involving the persistent usage of otherwise restricted or managed airspace. *Note: For the purposes of this policy the term “persistent” applies to CBP SUAS operations conducted longer than a period of 60 days.*
- d) Maintains liaison with various levels of government, civilian agencies, and organizations in SUAS-related operational matters;
- e) Designs and directs specific studies to determine whether the program is efficient and effective;
- f) Advises and consults with all CBP Component SUAS programs on SUAS related incidents and investigations; Manages relationships with internal CBP components, external organizations and agencies that provide operational and sustainability resources, regulations, and training for the SUAS program.
- g) Manages relationships with internal CBP components, external organizations and agencies that provide resources, regulations, and training for the SUAS program.

1.3.4 Component Executive Assistant Commissioner (EAC)/Assistant Commissioner (AC)

The CBP Component EAC/AC is responsible for conducting and directing safe and effective operations and establishing procedures for the activities of the local components under their command. They ensure local level compliance with applicable policies and procedures. The Component EAC/AC performs the following duties:

- a) Submits a completed [Privacy Threshold Analysis \(PTA\)](#) to the CBP Privacy Officer (email PTA to (b) (7)(E) as it relates to their specific CBP Component SUAS use case. The PTA serves as the official determination as to whether or not the SUAS use case requires additional privacy compliance documentation (see [Chapter 8](#)).
- b) Designates local CBP Component SUAS Coordinators, Instructors, and other key program personnel;
- c) Is responsible for the overall administration of their respective SUAS program;
- d) Ensures compliance with this policy;
- e) Establishes and implements location-specific SOPs and airspace de-confliction processes; and
- f) Develops and implements an IOP respective for their CBP Component operations.

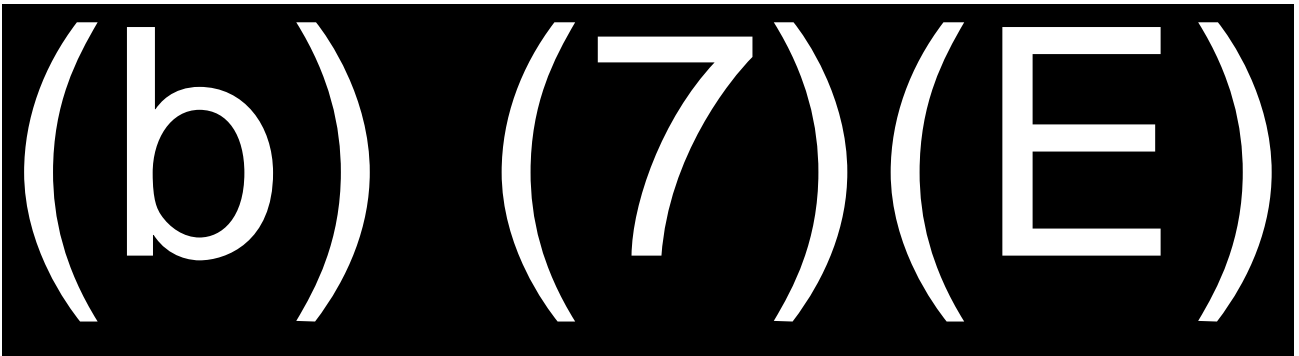
1.3.5 Component National SUAS Coordinator

The CBP Component SUAS Coordinator is designated by the CBP Component EAC/AC to provide administrative oversight and coordinate day-to-day operations for their Component's national SUAS program. Other responsibilities include, but are not limited to:

- a) Collects, consolidates, and maintains current monthly and fiscal year activity reports from all subordinate locations including, but not limited to, SUAS flight hours, maintenance and assist/apprehension/seizure reports;
- b) Provides direction and serves as the national point of contact for all local CBP SUAS personnel under their purview;
- c) Maintains a current listing of Component SUAS Coordinators, SUAS-Os, and Visual Observers (VO);
- d) Ensures all SUAS programs remain in compliance with training currency standards, in accordance with the SOH;
- e) Ensures all SUAS programs remain in compliance with all relevant Privacy laws and regulations;
- f) Performs all other duties and responsibilities necessary to implement this policy; and
- g) Reports monthly flight statistics to the FAA, if relevant/required. *Flight statistics need only be reported as applicable with COA-related flights.*

1.4

(b) (7)(E)



CHAPTER 2

CBP COMPONENT LOCAL SUAS ADMINISTRATION

2.1 General

This chapter provides general guidelines and establishes uniform, program-wide procedures relating to local Component SUAS administration, including personnel issues and the use of the automated data systems. The local Component and its subordinate units, if any, are considered a single entity.

Unless specified as a full-time employee, all positions indicated in this chapter are a functional collection of collateral duties assigned by the CBP Component EAC/AC or their designee. Depending on the size and scope of a CBP Component's SUAS program, the commensurate personnel requirement for managing its operations, or its location and/or its permanent program organizational structure in a given area of operations, a single individual may hold more than one collateral duty and title.

2.2 Operational Management

Operational management requirements:

- A. Provide a 24x7 supervisory point of contact for the location.
- B. Establish regular supervisory coordination meetings for the preview and review of local operations.
- C. Analyze the local risks at appropriate intervals, develop procedures within CBP guidelines, and develop mitigation strategies to counter the risk(s).
- D. Arrange work hours to ensure efficient operations, provide effective coverage for support missions, and allocate man-hours to shifts in accordance with threat analysis.
- E. Maximize enforcement and/or support effort(s) with available resources.

2.3 Local CBP Component Personnel – Duties and Responsibilities

The following is a general description of the duties and responsibilities for different task areas at the local level. CBP Component EAC/ACs are responsible for assigning work efforts and responsibilities for these task areas as defined by their individual IOPs. Individuals assigned to the following positions are responsible for the specific duties identified.

2.3.1 CBP Component Local SUAS Coordinator

The CBP Component SUAS Coordinator is responsible for maintaining the operational integrity of their component's SUAS program. Duties include, but are not limited to:

- A. Maintains the operational integrity of the SUAS program to include the SOPs and airspace de-confliction processes;
- B. Coordinates program activities with subordinate locations and management;
- C. Ensures compliance with policies and operational directives and ensures that designation and training requirements are met;

- D. In close association with the EA Training Division, maintains the Component SUAS Training Program (STP) and provides training materials and equipment necessary for performing SUAS operations;
- E. Collects and submits all operational reports as required; and
- F. Ensures program safety and security.

2.3.2 SUAS Master Instructor (SUAS-MI)

The SUAS Master Instructor is designated by the CBP Component EAC/AC or designee, is a current SUAS Instructor, and has satisfactorily completed Master Trainer training and certification through the Manufacturer. SUAS-MI responsibilities include, but are not limited to:

- A. Works directly under the guidance of the local CBP Component SUAS Coordinator or designee;
- B. Serves as the SUAS Coordinator's technical advisor and helps develop, implement, and manage the CBP SUAS Training Program (STP);
- C. Compiles reporting data and preparation of after-action reports as directed by the local SUAS Coordinator;
- D. Coordinates training activities through liaison with SUAS-Os, VOs, instructors, vendors, and the local SUAS Coordinator;
- E. Provides training for new SUAS Instructors as well as SUAS-O and VO training, as prescribed by policy, and maintains accurate documentation as required for SUAS platforms and operators;
- F. Provides evaluations in conjunction with the designation and de-designation of SUAS-O and/or VO.

2.3.3 SUAS Instructor (SUAS-I)

The SUAS Instructor is designated by the CBP Component EAC/AC or designee and has satisfactorily completed all SUAS Instructor training, including minimum flight hour/mission requirements. SUAS Instructor responsibilities include, but are not limited to:

- A. Works directly under the guidance of the local CBP Component SUAS Coordinator or designee;
- B. Compiles reporting data and preparation of after-action reports as directed by the local SUAS Coordinator;
- C. Coordinates training activities through liaison with SUAS-Os, VOs, instructors, vendors, and the local SUAS Coordinator;
- D. Provides SUAS-O and VO training as prescribed by policy, and maintains accurate documentation as required for SUAS platforms and operators;
- E. Provides evaluations in conjunction with the designation and de-designation of SUAS-O and/or VO;
- F. Researches, develops, and makes recommendations to the local SUAS Coordinator on program needs.

2.3.4 SUAS Operator (SUAS-O)

The SUAS Operator (SUAS-O) is responsible for the safe operation of approved SUAS platforms in accordance with established SUAS program policies, procedures, regulations, program management and training requirements. The SUAS-O acts as the Pilot-In-Command (PIC) during flight operations, has been designated to operate CBP SUAS to the training required standards as defined in Chapter 5, and is FAA Part 107 certified. These terms are interchangeable. SUAS-O designation is restricted to DHS employees (to include contracted training staff) only. Duties include, but are not limited to:

- A. Responsible for maintaining compliance with the SOH and local CBP Component SOP during SUAS flight operations, current and approved FAA Certificates of Authorization and all other applicable rules and regulations that govern SUAS operations;
- B. Responsible for, and the final authority on the operation of SUAS;
- C. Responsible for airspace de-confliction for the SUAS mission and coordinates with the designated Clearance Authority (CA) to ensure safe airspace de-confliction;
- D. Records the missions and flight hours in the (b) (7)(E) (b) (7)(E) SUAS-O are also encouraged to record flight hours in a personal daily operations log book for each mission flown;
- E. Performs a thorough preflight and post-flight inspection of the SUAS; and
- F. Determines that the aircraft is in a condition for safe flight, and discontinues a flight when the aircraft is not airworthy i.e. mechanical, electrical or structural conditions.

2.3.5 Visual Observer (VO)

The SUAS Visual Observer (VO) is responsible for assisting the SUAS-O. The VO serves as the spotter during a mission, observing for other air traffic or objects aloft or on the ground. General duties consist of, but are not limited to, the following:

- A. Ensures there is a clear view of the area of operation;
- B. Communicates with the SUAS-O, either within speaking distance or with a portable radio/cell phone equipped for immediate communication;
- C. Keeps the SUAS-O advised of any possible hazards such as power lines, birds, other aircraft, terrain, and hazardous weather conditions;
- D. Acts as the launch person for a hand launched aircraft;
- E. Handles radio communications between ground units and dispatcher; and
- F. Remains alert for suspicious persons or activities on the ground and coordinate response by ground units.

NOTE: The SUAS-O and VO will not have concurrent responsibilities during the mission. They may perform no more than one crew duty at a time (i.e., SUAS-O/ VO). A qualified SUAS-O may act as a VO. However, a VO may not act as a SUAS-O unless they possess a valid designation.

2.3.6 Clearance Authority (CA)

The SUAS CA has two separate and distinct functions: to provide operational oversight and ensure assessment of risk during all phases of a mission.

A. Mission Approval: The CA will ensure that all sorties are necessary, properly planned, and executed in accordance with this handbook and authorized SOPs.

1. The CA will provide and ensure proper operational airspace de-confliction through the review and approval of flight missions (and the issuance of Notices to Airmen (NOTAM), if applicable).
2. The CA ensures that each sortie is properly tracked/followed and that all missions are accounted for in accordance with the Risk Assessment (RA) and mission log.

For the purposes of sortie tracking/following, the CA will, prior to going off duty, provide a turn-over briefing to an on-coming CA or ensure that an appropriate 24-hour communications center (b) (7)(E) is made aware of and will monitor the status of all ongoing missions in the area of responsibility (AOR).

B. Assessment of Risk: The CA will collaborate with the SUAS-O to assess the level of risk for a given mission and provide concurrence to the operator's decision. The foundation of this assessment is a verbal conversation concerning the known risks at the time of launch, leading to acceptance and/or mitigation of the risks, and acceptance or declination of the launch due to unmanageable risk.

2.3.7 CBP (b) (7)(E) Administrator

Each CBP Component will incorporate into their SUAS program an EA approved method for tracking flights and capturing flight data. The CBP Component EAC/AC will designate a (b) (7)(E) Administrator, who is responsible for ensuring the accuracy, completeness and timeliness of the component's FTS data collection and record entry. The (b) (7)(E) Administrator will assist the Component with ensuring compliance of established program policies and procedures, to include the validation process. This position can be a collateral duty as determined by the CBP Component EAC/AC.

CHAPTER 3 ORGANIZATIONAL POLICIES AND PROCEDURES

3.1 Policies

This chapter establishes policies and procedures for the use of all CBP SUAS, regardless of location and assignment.

3.2 Authority

Authorities include, but are not limited to: 6 U.S.C. § 202, 211; 8 U.S.C. § 1225, 1357; 19 U.S.C. § 1589a; 49 U.S.C. § 106, 40101 note, 40102, 40103, 44701; 49 C.F.R. 830.2; 14 C.F.R. Part 107; Federal Aviation Administration Modernization and Reform Act of 2012, Pub. L. No. 112-95; associated program Federal Aviation Administration Certificates of Waiver or Authorization (FAA COA); DHS Policy memorandum 119-08 “Addressing Cybersecurity Vulnerabilities of Small Unmanned Aircraft Systems”; CBP Commissioner’s SUAS Directive 3830-003; DHS Interim Memorandum “Securing DHS Small Unmanned Aircraft Systems (sUAS)”; DHS Office of Chief Information Security Office policy: Small Unmanned Aircraft Systems Cybersecurity Requirements policy (Version 1); associated program Presidential Memorandum Promoting Economic Competitiveness while Safeguarding Privacy, Civil Rights, and Civil Liberties in Domestic Use of Unmanned Aircraft Systems, February 15, 2015.

3.3 General guidelines for use of CBP SUAS Platforms

In accordance with U.S. law, DHS Aviation Program certification and applicable FAA COAs, which are consistent with Agency policy and at the discretion of the Component CBP location, SUAS-Os may use CBP-owned SUAS to support integrated and coordinated border interdiction, investigations, and law enforcement operations. These operations will support homeland security missions, provide assistance, consistent with the authorities of DHS and CBP, to other Federal, state, and local agencies in other law enforcement and emergency humanitarian efforts, and combat smuggling and other cross-border violations. CBP SUAS operations shall only be conducted to support authorized DHS/CBP border and homeland security missions, for training purposes, and when flying a mission to support another Federal, state or local agency, provided that the CBP Component has the authority to support the use of SUAS for the requested purpose. CBP Component SUAS Coordinators also have the discretion to approve non-operational flights (e.g., public affairs, training, etc.).

- A. All airspace coordination, de-confliction, and authorization will be conducted in accordance with this SOH and in compliance with Component-level IOPs as approved by the SUAS EA. The safety of manned aircraft is a top priority for CBP’s SUAS program. Airspace de-confliction and coordination are required to ensure manned aircraft operations, to include CBP Air and Marine Operations (AMO), DOD, state and local law enforcement, general aviation, and all necessary entities are aware of SUAS operations.
- B. All SUAS operations must comply with 14 C.F.R. Part 107 rules or an approved FAA COA. All SUAS related COA and FAA waiver applications will be facilitated by the EA, on behalf of and in coordination with the requesting CBP Component office in order to prevent duplicate requests and to maintain a single CBP line of communication with the FAA and other regulatory authorities.

- C. Generally, CBP SUAS operations will only be conducted within the Continental United States (CONUS). Any request to conduct a mission Outside the Continental United States (OCONUS) must be approved by the CBP SUAS EA in consultation with the Associate Chief Counsel (Enforcement and Operations). The CBP SUAS EA will coordinate with DHS and Department of State.
- D. SUAS-Os will only use CBP owned and approved SUAS systems while on duty and for official business. Only CBP approved SUAS assets are to be utilized for CBP operations.
- E. The personal use of CBP owned SUAS is strictly prohibited. No personally owned SUAS may be used in support of approved CBP activities.
- F. Under an FAA-issued COA for operation of SUAS in the National Airspace System (NAS), CBP Components operating CBP-approved SUAS may conduct flights subject to conditions of the FAA COA or in strict accordance with Part 107 Rules and/or any applicable FAA waivers.
- G. Operations will be conducted within Visual Line of Sight (VLOS) of the SUAS-O and/or VO, unless a waiver has been approved by the FAA for Beyond Visual Line of Sight (BVLOS) operations. The minimum flight visibility, as observed from the location of the SUAS-O must be no less than three statute miles. The minimum distance of the small unmanned aircraft from clouds must be no less than 500 feet below the cloud and 2,000 feet horizontally from the cloud.
- H. SUAS-Os and/or VOs are required to keep sight of the SUAS at all times unless a waiver is approved by the FAA to conduct SUAS operations BVLOS.
- I. SUAS-Os are the final authority on the operation of SUAS and may reject a flight based on weather, aircraft limitations, physical conditions, etc.
- J. The SUAS-O and/or VO shall have the capability for tactical communications with nearby manned assets.
- K. The SUAS will be pre-programmed to immediately land or return to its launch site if it completely loses communications with the SUAS-O's ground equipment.
- L. The local CBP Component EAC/AC or designate shall be made aware of any requests for CBP SUAS support made by any Federal, state, or local agencies for non-routine operations. The Component EAC/AC or designee reserves the right to prioritize local SUAS missions.
- M. CBP SUAS are not authorized to carry munitions.
- N. Payloads attached to or deployed with CBP SUAS require authorization from the EA.

3.4 Medical

All CBP SUAS-Os and VOs shall be qualified in accordance with 14 C.F.R. § 107.17, which states that “no person may manipulate the flight controls of a small unmanned aircraft system or act as a remote pilot in command, visual observer, or direct participant in the operation of the small unmanned aircraft if he or she knows or has reason to know that he or she has a physical or mental condition that would interfere with the safe operation of the small unmanned aircraft system.”

Prior to conducting SUAS flight operations, a CBP SUAS-O shall have no medical restrictions and meet the medical standard for the position held for full duty in accordance with 5 C.F.R. § 339 and any applicable laws, agency directives, policies, and collective bargaining agreements if applicable.

There must be a minimum of eight hours between the consumption of alcohol and the operation of a CBP-owned SUAS. No personnel shall act as a SUAS-O or VO within eight hours after consumption of any alcoholic beverage, while under the influence of alcohol, or while having an alcohol concentration of 0.04 or greater in a blood or breath specimen IAW FAR 91.17 and the CBP Standards of Conduct, parts 6.9.4.2 and 6.10.6.

3.5 Night Operations

Night operations are operations that occur between the end of evening civil twilight and the beginning of morning civil twilight as published in the American Air Almanac converted to local time. SUAS operations may be conducted at night, as defined in 14 CFR § 1.1, provided:

- A. All operations under an approved COA and/or an approved Part 107 FAA waiver to conduct night operations must involve the use of one or more VO(s), unless otherwise stipulated in said COA and/or waiver (i.e. BVLOS operations do not require VOs).
- B. The SUAS must be equipped with lighted anti-collision lighting visible from a distance of no less than three statute miles. The intensity of the anti-collision lighting may be reduced if, because of operating conditions, it would be in the interest of safety to do so.

3.6 Weather

- A. Flight into instrument meteorological conditions, thunderstorms, or other severe weather is prohibited.
- B. No SUAS operations will be conducted when the flight visibility is less than three statute miles as observed from the SUAS-O.
- C. No SUAS operations will be conducted when the ceiling is less than 1,000 feet AGL.

3.7 Operations Near Airports, Restricted Areas, and Other Aircraft

- A. SUAS operated above 400 feet AGL but below 1200 feet AGL (i.e. operating under a current Certificate of Authorization or Waiver) must remain beyond the following distances from the Airport Reference Point (ARP) of a public use airport, heliport, glider port, or seaplane landing area as listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications:
 - Five Nautical Miles (NM) from an airport having an operational control tower; or
 - Three NM from an airport having a published instrument flight procedure, but not having an operational control tower; or
 - Two NM from an airport not having a published instrument flight procedure or an operational control tower; or
 - Two NM from a heliport.

- B. Deviation from approved altitudes for evaluation or operations requires prior approval from the appropriate governing entity or Air Traffic Control (ATC).
- C. The SUAS-O must yield right of way to other aircraft, manned or unmanned.
- D. The SUAS-O is ultimately responsible for de-confliction with manned and unmanned aircraft.
- E. Operations conducted entirely within Restricted/Prohibited and Warning areas do not require a COA; however, a Memorandum of Understanding for SUAS use will be established between CBP and the controlling agency to document conditions for operations approved by the controlling authority.
- F. Flights will be planned to avoid sustained/repeated overflight of heavily trafficked roads or highway, but may briefly cross over active roads as necessary. Surveillance of roads or outside gatherings of people shall be accomplished with offset surveillance techniques to minimize risk to persons or property on the ground whenever possible. Exception to this general rule includes enforcement events whereas overflights of such areas are emergent and/or operationally required to preserve human life **OR** flown under the authority of a FAA waiver, granting CBP the ability to conduct SUAS operations over people. See [Section 4.7](#) for further clarification of what constitutes an emergency or (b) (7)(E) mission.
- G. The local AMO Director has final authority on the disposition of AMO manned assets operating near a SUAS deployment.

3.8 SUAS Designation

SUAS is defined as unmanned aircraft weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.² If deemed essential to meeting mission objectives, the CBP EA may request exceptions to 14 C.F.R. §107, so long as it is done in accordance with and adherence to FAA regulations, Certificates of Authorization (COA), or Waivers, as well as in coordination with applicable CBP Components. For FAA COA or Waiver request(s), where the parameters for additional authority to operate include a request to exceed a maximum of 1,200 feet above ground level (AGL) or 87 knots groundspeed, Air and Marine Operations concurrence is required.

3.9 Authority for Flights

3.9.1 General

On April 7, 2020, in adherence to the DHS, Office of the Chief Readiness Support Officer, Aviation and Marine Integration Office, CBP established an aviation program for SUAS operations pursuant to Title 41, C.F.R §102-33, granting authority to apply SUAS technology as an operational resource.

On May 11, 2020, the Commissioner of CBP issued Directive Number 3830-003, *Small Unmanned Aircraft Systems (SUAS) Policy*, officially recognizing the USBP as the CBP SUAS Executive Agent.

² In accordance with 14 CFR §107.3.

Pursuant to the SUAS Executive Agent’s responsibilities, the establishment of the SOH applies agency-wide to all CBP Component offices and personnel.

The ultimate responsibility and authority for the operation of all CBP SUAS is vested in the USBP as the CBP “Executive Agent” for SUAS. USBP will work with all CBP components to identify and execute CBP SUAS operational requirements that include but are not limited to: airspace de-confliction, training and certification, operational use, acquisitions and procurement, maintenance and logistics, the reporting of surveillance hours, reporting of FAA usage reports, FAA platform registration.

3.10 Personnel Authorized to Operate CBP-Owned SUAS

CBP personnel shall comply with Agency requirements and applicable FAR and guidelines learned during training and/or as posted online by the FAA while operating a CBP-owned SUAS. Where differences exist between this handbook, Aviation Safety Directives (ASDs), FAR, other regulations, or mandates, the more restrictive procedures will take precedence.

In lieu of issuing redundant rules of operation, CBP SUAS operators will comply with the standards for operation as established in 14 C.F.R. Part 91, with the exception of sections written to apply specifically to civil aircraft or where specific exemption from regulation is granted by the FAA.

3.10.1 CBP SUAS Operators

- A. SUAS will be operated under the command of an SUAS-O who has been properly designated by the CBP Component EAC/AC and is authorized to conduct SUAS operations. When an SUAS is temporarily located at another location, the CBP Component EAC/AC at that location will have operational oversight of the asset.
- B. The CBP Component EAC/AC or designee is responsible for assigning a current and qualified SUAS-O to each flight of SUAS.
- C. The authority and responsibility of the SUAS-O exists prior to flight launch until completion of the mission.
- D. The SUAS-O has responsibility and final authority for the safe operation of the aircraft; as such, the SUAS-O must make the final “go” or “no-go” decision.
- E. The SUAS-O is ultimately responsible for de-confliction with manned and unmanned aircraft.

3.11 Rest Requirements and Flight Time Limitations

SUAS-O and VO shall have a minimum of 10 hours rest (off duty time) prior to conducting a flight mission. The following prescribes duty limitations for the assignment of team members.

3.11.1 Flight Hour Limitations

Maximum authorized flight time is as follows:

- A. During any 24 consecutive hours, the total flight time for any SUAS-O may not exceed 10 hours unless approved by the CBP Component EAC/AC or designee.
- B. Extension Authority: An extension or modification of flight hour limitations for emergencies or extended duty time may be granted to allow the completion of an ongoing enforcement flight in which team members are actively engaged. All

extensions/modifications must have specific management approval. If the CA does not hold a current management position, this management approval will come from the affiliated chain of command. The extension/modification must have the concurrence of the SUAS-O and must be detailed in the (b) (7)(E) (b) (7)(E) record. (Refer to [Section 4.8.1](#) for more information)

3.12 [Incident Reporting Requirements](#)

Each CBP Component EAC/AC must initiate immediate notification to EA if any of the following circumstances are encountered:

- A. Any accident or serious incident resulting in significant damage or injury to SUAS assets;
- B. Any injury or death of SUAS personnel or others associated with SUAS operations;
- C. Any SUAS that is missing, lost, or stolen;
- D. Any occurrence that the CBP Component EAC/AC deems abnormal and may warrant EA notification;
- E. Any occurrence that attracts media attention.

NOTE: Refer to [Chapter 7](#) regarding detailed safety and mishap reporting requirements for more information

NOTE: All CBP employees are required to immediately report allegations of misconduct to the CBP Office of Professional Responsibility (OPR) or through another means as outlined in CBP Directive No. 51735-013A. In addition, CBP OPR should immediately be notified of any serious injury or death of SUAS personnel or others associated with SUAS operations.

3.13 (b) (7)(E)

Each CBP Component will utilize an EA approved electronic system of record for tracking SUAS missions. (b) (7)(E) is a general term utilized throughout this handbook to reference each CBP Component's approved system of record or (b) (7)(E), where individual missions are logged. This shall include missions involving enforcement, non-enforcement, training, etc.

CHAPTER 4

SUAS OPERATIONS

4.1 Purpose

The policies and procedures prescribed in this chapter establish criteria to be used in CBP SUAS flight operations. These policies and procedures are to ensure that accepted, efficient, and safe practices are continuously observed.

4.2 Applicability

This chapter, along with the SUAS Training Program (STP), establishes standards and requirements to be followed whenever and wherever CBP SUAS operate. Nothing herein, however, must be construed as relieving the SUAS-O of the basic responsibility for exercising sound and prudent judgment in all situations. In an emergency situation, requiring immediate action involving risk to life and limb, the SUAS-O may deviate from any rule, policy, standard, or procedure only to the extent necessary to meet that emergency.

4.3 SUAS Operations

- 1) SUAS operations will be in accordance with the SOH and applicable local SOP.
- 2) The SUAS-O engaged in operations authorized herein must yield the right of way to all aircraft, airborne vehicles, and launch and re-entry vehicles, in accordance with 14 CFR 107.37- Operation near aircraft; right-of-way-rules.
- 3) CBP must ensure that all SUAS-Os, VOs, and any team members who conduct SUAS operations using the SOH are thoroughly briefed and have a complete understanding of the conditions and limitations of its procedures.
- 4) CBP SUAS-Os shall only conduct SUAS operations for authorized DHS and CBP missions, training purposes, and support; refer to [Section 3.3](#).

4.4 Component SUAS Field Office

The CBP Component EAC/AC will ensure that each component field location where SUAS operations are conducted:

- A. Has adequate communications and command and control of SUAS operations conducted under Component program authority and are equipped with sufficient radio(s) and/or telephone and data transfer capabilities to establish and maintain communications with SUAS assets.
- B. Has an adequate number of properly trained and designated CA available for SUAS operations (see [Chapter 6](#)). The CA will possess knowledge in accordance with the handbook of program parameters and notification/reporting requirements.
- C. A flight hazard map must be maintained and kept at their respective offices for areas where known or anticipated low-level operations occur. Updates should be made whenever appropriate and no less than annually. The flight hazard map should be checked prior to flights or missions planned for below 500 feet AGL.
 - 1) Flight hazard maps must, at a minimum, include the items listed below. Additional hazards or information (sector boundaries, etc.) can be added to meet local needs.

- 2) General reference information for the maps should include:
 - a. District boundary
 - b. Primary roads and highways
 - c. Wildlife areas
- 3) Flight hazards depicted on all maps should include:
 - a. Topography, shaded relief (when available)
 - b. Military training routes and military operating areas
 - c. Electrical transmission lines that may cause a hazard to low-level flight
 - d. Summits (prominent in the area)
 - e. Cell towers over 200 feet high
 - f. Radio sites and towers over 200 feet high
 - g. Airports and established airstrips
 - h. No-fly areas

4.5 SUAS Dispatch Requirements

- A. In order for a flight to be authorized, the CA must determine the flight to be necessary and in support of the CBP SUAS mission, see [Section 3.3](#). The CA will authorize a mission in accordance with CBP-approved procedures and have it documented for each mission. A (b) (7)(E) mission record must be created by the SUAS-O and approved by the CA. The CBP Component EAC/AC will ensure that sufficient documentation of each mission exists in the (b) (7)(E) as an auditable record.
- B. Established communications between SUAS team members and the CA or designated entity (see [Section 2.3.6](#)) must be maintained for all flights from takeoff until landing to ensure that any unforeseen emergency situation at any stage of the flight receives timely assistance.
- C. In the event of flight outside normal operating hours and/or deployment from locations removed from the CBP Component field office, the CA may initiate the (b) (7)(E) mission record and RA via verbal coordination with the SUAS-O.
- D. The CA is responsible for ensuring that SUAS team members comply with all flight currency requirements. In addition, the CA is responsible for ensuring that SUAS team members are properly authorized and designation to fulfill the team member position(s) that they are assigned.
- E. The SUAS-O must have completed all training requirements in accordance with and as outlined in the SOH (see [Chapter 5](#)).

4.6 Minimum Flight Team Requirements

All flights will be conducted with the minimum manpower requirement for the specific platform being utilized. Minimum manpower requirements will be set by the EA, upon acquisition or procurement of assets. Note: minimum manpower requirements to operate CBP SUAS are also

dependent upon and may vary due to the stipulations outlined in approved FAA waivers; e.g. BVLOS operations do not include the requirement of a VO.

All missions shall have a CA (unless self-clearance is initiated by the operator in situations requiring immediate action involving risk to life and limb (see [Section 4.8.1](#)).

4.7 Types of SUAS Missions- (b) (7)(E)



4.8 Mission Planning

Regardless of whether the mission is (b) (7)(E) or (b) (7)(E) the planning process is similar. The SUAS-O shall review the mission parameters, identify the risks and mitigations, and determine whether the mission is a “Go” or “No Go” launch.

A. SUAS-O Responsibilities:

1. Determine mission parameters including flight environment and duration.
2. Determines the airspace classification and associated requirements (see Airspace De-confliction and Coordination section below)
3. Identify the legal rules under which the mission will fall (COA rules or Part 107 rules)
4. Obtain a full weather report for proposed flight environment and duration from a commonly accepted, reliable source.
5. Obtain any relevant information or intelligence pertinent to the flight and conduct a thorough Risk Assessment with the designated Clearance Authority. Concurrence shall occur before the mission is authorized.
6. If flight falls under COA rules, a Notice to Airmen (NOTAM) shall be submitted by the SUAS-O in accordance with the current COA. The NOTAM shall include planned mission schedule, information regarding the SUAS-O and VO(s) performing the scheduled SUAS operation, and the platform information.



(b) (7) (E)

7. The SUAS-O is responsible for submitting (b) (7)(E) mission log, verifying its approval, and ensuring that all required FAA notifications have been made prior to conducting any flight.

B. CA responsibilities:

CA mission planning responsibilities include:

1. If mission falls under COA, the CA shall review the mission information contained in the (b) (7)(E) mission log and double check the airspace, to include coordinates and location, as well as current Notice to Airmen (NOTAMs), Temporary Flight Restrictions (TFRs), location hazards/advisories and weather. If no revisions by the SUAS-O are needed, the CA will approve the mission log.
2. If mission is being conducted under Part 107 and NOTAM is not being submitted, go to step 4. If flying under COA continue to step 3, if applicable.

NOTE: In certain circumstances, ATC may require a NOTAM be submitted even when flying under Part 107. If this is the case, continue to Step 3.

3. Submit the NOTAM to the FAA for dissemination through the NOTAM system.
 - a. Notification Form is submitted to <https://notams.aim.faa.gov/en2/> or through a FAA-approved website; or
 - b. If the user does not have access to the website(s) above, a NOTAM can be submitted or cancelled by calling 1-877-487-6867.
4. Notify all interested parties within the mission environment (at minimum, notification shall include AMOC and local AMO).

- a. AMO Command Duty Officer (CDO) shall be notified (b) (7)(E)

(b) (7) (E)

- b. AMOC is notified of the SUAS global marker, which provides situational awareness to all members within the AMOSS community. Advise them that AMO CDOs have been notified.

4.8.1 Clearance and Risk Assessment

A. Clearance

- 1) Prior to each SUAS mission, concurrence must be received from the CA. Concurrence for a launch is signified by the CA's acceptance of a risk

assessment concerning the risk factors related to human, operational, equipment, and environmental factors as well as any other identified local factors. The operator shall identify and attempt to mitigate any risks falling within the Medium to High ranges. The overall Mission Risk will be based on the total risk score identified by the operator.

A.

(b) (7) (E)

B.

C.

- 2) This conversation must ensure that all risk factors are identified, discussed, and mitigated, if possible, to ensure the safety of the SUAS-O, team members, and general public (See [Chapter 7- Safety](#) for more information).
- 3) In the event of a (b) (7)(E) mission, the RA and (b) (7)(E) mission log may be completed as soon after the mission as practical. However, the conversation and management concurrence is **required** prior to the launch.

- 4) Each mission requires separate clearance. (b) (7)(E)

(b) (7) (E)

- 5) The CA will not participate in a mission as a team member when acting as the CA.

B. Self-clearance

- 1) Every effort shall be made by the SUAS-O to obtain clearance. In the absence of CA availability, the SUAS-O has the authority to self-clear during (b) (7)(E) missions.
- 2) It is the intent of this section to restrict a SUAS-O's ability to self-clear their own flight to only those involving EXIGENT CIRCUMSTANCES.

Example of an EXIGENT CIRCUMSTANCE may include:

The SUAS-O has made repeated attempts to contact the CA with no contact established, AND the flight is based on SPECIFIC and EXIGENT intelligence that requires IMMEDIATE deployment of a CBP SUAS.

- 3) The SUAS-O will use the approved SUAS RA procedure to ensure that all risk factors are identified, discussed, and mitigated if possible, to ensure the safety of the team members and general public.
- 4) If a SUAS-O uses this exception to the policy to self-clear due to EXIGENT CIRCUMSTANCES, the SUAS-O will complete a memorandum IMMEDIATELY after the completion of the mission:

The memorandum will include at minimum:

- a) Date and time of the mission.
- b) Results of the mission.
- c) Specific and detailed reason for exercising this exception.
- d) List of CAs the SUAS-O attempted to contact prior to exercising this exception. **NOTE:** *The time and the number dialed to those attempted contact calls should be included.*
- e) Date(s) and time(s) the SUAS-O has self-cleared under this exception to the policy in prior situations, if applicable.

The memorandum will be signed by the self-clearing SUAS-O and forwarded through their chain of command to the CBP Component EAC/AC, to arrive within 24 hours of the exception.

- 5) The CBP Component EAC/AC will review the memorandum to determine if the SUAS-O's self-cleared mission was appropriate and in compliance with the SOH.
- 6) The CBP Component EAC/AC will forward each self-clearance memorandum to the CBP SUAS NOD within 48 hours after receipt.

4.8.2 Airspace De-Confliction and Coordination

Airspace de-confliction and coordination are required to ensure manned aircraft operations, which include CBP, Air and Marine Operations (AMO), DOD, state and local law enforcement, general aviation, and all necessary entities are aware of SUAS operations. Figure 1 shows the NAS as defined by the FAA for SUAS operators.

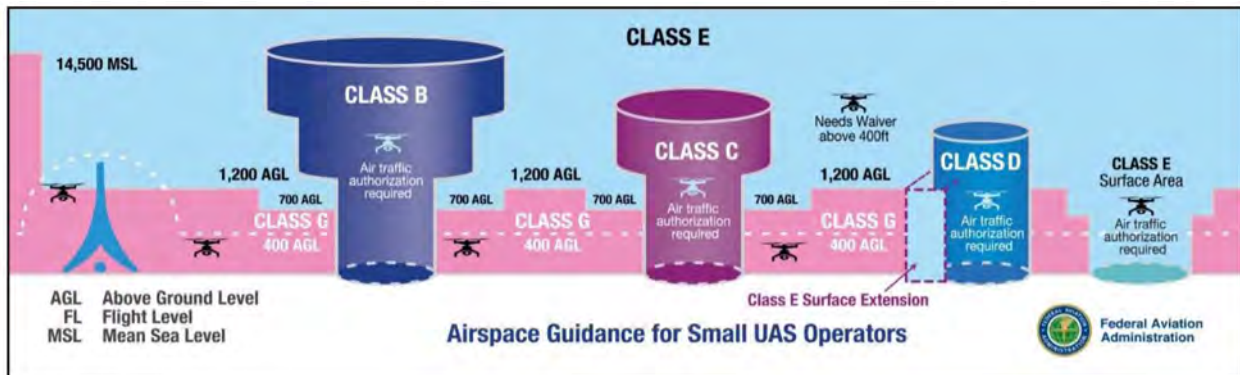


Figure 1: FAA Airspace Guidance for Small UAS Operators

4.8.3 Notifications to Other Agencies

Proper notification to other agencies operating in the mission environment is required to ensure safe flight. The scope of notification is based on the rules of the flight (COA or Part 107). At minimum, CBP components shall notify AMOC and the local AMO Air branch. Notifications made beyond those required by the regulations are at the discretion of the local CBP Component, in accordance with local SOP (local commercial entities, private parties, etc).

4.9 Pre-Flight Responsibilities

A. SUAS-O Responsibilities:

1. Conducts a pre-mission brief with team members on the authorized mission plan and procedures to be followed for subsequent mission changes. The SUAS-O will ensure that all team members are aware of their responsibilities and duties and are briefed on emergency equipment, mission requirements, and associated procedures.
2. Programs (b) (7)(E) locations into the SUAS.
3. Performs preflight inspection using system-specific checklist (including mechanical, electrical and structural components); Runs Diagnostics;
Note: Further considerations required if night time operations involved ([Section 3.5](#)).
4. Strategically positions the VO to have a clear view of the area of operations and the ability to verbally communicate with the observer (b) (7)(E)
(b) (7)(E)

B. VO Responsibilities:

1. Assists the SUAS-O with pre-flight inspections and responsibilities as directed by the SUAS-O.
2. Facilitate the testing of communications to be utilized during the mission.
3. Identify and/or locate strategic monitoring position(s) that will assist the SUAS-O in seeing and avoiding other air traffic or objects aloft or on the ground that could negatively impact the SUAS operation.

4.10 In-Flight Responsibilities

The SUAS-O and VO must operate as a team during SUAS missions. The VO assists the SUAS-O as required during all phases of the mission.

A. SUAS-O Responsibilities:

1. Operates the SUAS in accordance with defined mission and program parameters.

B. VO Responsibilities:

1. Maintains visual of the SUAS at all times, per current authority operating (Part 107 rules or an approved COA, if applicable).
2. Communicates to various parties including the SUAS-O as well as the CA, ground units, manned aircraft, and/or any flight following entities, as necessary.

3. VOs may not have concurrent responsibilities during the mission and may perform only one duty at a time.

4.11 Emergency Procedures

During SUAS operations, emergency situations may develop at any time. The primary concern in such incidents is preventing injury to persons on the ground and/or other users of the NAS. Secondary concerns include protection of property, flora, and fauna on the ground.

4.11.1 In-Flight Mishap:

In the event of a mishap involving a crash or accident, SUAS team members will:

- A. Render Aid to injured parties and seek medical assistance.
- B. Immediately notify the CA and/or management authority having operational oversight of the AOR.
- C. Move aircraft only to the extent necessary to remove injured persons, protect public from injury, and protect wreckage from further damage.
- D. Follow mishap procedures in accordance with the SOH

***NOTE:** Refer to [Chapter 7](#) regarding detailed safety and mishap reporting requirements for more information.*

4.11.2 Lost Link/ Lost Communications:

In the event of lost link or lost communication, depending on the model of aircraft, the SUAS team members shall expect the aircraft to either return to the pre-programmed (b) (7)(E) location or land in the location where communication was lost. Team members shall immediately note the bearing, distance and direction on the flight log. A lost link is the loss of command and control link between the control station and the aircraft. There are two types of links: “Up link” which transmits command instructions to the aircraft and “down link” which transmits the status of the SUAS and provides situational awareness to the SUAS-O.³

Note: A “fly away” is an interruption or loss of the control link, or when the SUAS-O is unable to effect control of the aircraft and, as a result, the UAS is not operating in a predictable or planned manner.⁴ A true “fly away” is when the platform does not return within its prescribed parameters or pre-flight programming and enough time has elapsed that the SUAS-O believes it to be missing or lost. An SUAS that experiences a lost link, but behaves as expected and acts in accordance with its pre-flight programming would not be considered a true “fly away”.

4.11.3 Missing SUAS:

If it is determined that a SUAS is missing to include true “fly away” incidents, the SUAS-O will promptly search the immediate area of last contact. If the SUAS is not recovered:

- A. SUAS-O will:

³ FAA Order JO 7200.23A, “Unmanned Aircraft Systems (UAS)”

⁴ FAA Order JO 7200.23A, “Unmanned Aircraft Systems (UAS)”

1. Notify CA and/or management authority having operational oversight of the AOR. and provide the type of aircraft, direction of flight, last known altitude, maximum remaining flight time, location of disappearance, SUAS serial or registration number (tail number), and any other pertinent information that may lead to the recovery of the SUAS.
 2. Complete and submit CBP SUAS Mishap Report.
- B. The CA and/or management authority will:
1. Arrange for and coordinate an area search.
 2. Notify the cognizant Air Traffic Control (ATC) facility and local law enforcement agencies of the loss and furnish a photograph and description of the SUAS, and solicit assistance when appropriate.
 3. Solicit a memorandum from the SUAS-O and VO detailing all circumstances of the loss and/or the SUAS Mishap Report
 4. Submit all memoranda and CBP SUAS Mishap Report to the Component SUAS Coordinator.
- C. Component SUAS Coordinator will:
1. Notify the CBP Component EAC/AC and the CBP SUAS NOD through official channels.
 2. The CBP Component SUAS Coordinator or his/her designee will compile all statements and evidence related to the loss and forward all materials to the CBP SUAS NOD through official channels.

4.11.4 Lost/Stolen SUAS:

A SUAS platform and/or associated sensitive equipment shall be considered “lost” when the SUAS-O or his/her supervisor determines the SUAS cannot be located or (b) (7)(E) have elapsed since the SUAS went missing.

Lost or stolen SUAS platforms or associated sensitive equipment shall be reported as follows:

- A. The employee shall report the loss to a supervisor and LPO in writing within (b) (7)(E) of the discovery of the loss or theft in accordance with the CBP Personal Property and Asset Management Handbook, HB 5200-13C.
- B. Upon notification of a loss or theft, the supervisor shall perform the following tasks:
 1. Contact the CBP EA in accordance with notification requirements outlined in [Chapter 7](#) and complete the SUAS Mishap Report ([Appendix C](#)).
 2. Utilize the CBP Personal Property Management Oversight Board (PPMOB) Lost/Stolen Personal Property Assessment Checklist ([Appendix M](#)). The steps listed will assist the supervisor with critical phases of notification including but not limited to Significant Incident Reporting, Joint Intake Center notification, and CBP Form 52 Report of Survey for Lost, Damaged, Destroyed, or Stolen Assets completion.

(b) (7) (E)

3. Employees must comply with applicable local law enforcement reporting requirements.

4.12 Post Flight Responsibilities

Upon completion of the mission, the SUAS shall be recovered. Ensure only mission essential personnel will be in close proximity to SUAS recovery activities.

A. SUAS-O will:

1. Conduct a post-mission briefing and RA with team members.
2. Perform a thorough post flight inspection and system specific checklist (including mechanical, electrical and structural components); Run Diagnostics to confirm all tests are normal. If necessary, the SUAS will be serviced and any organizational level maintenance performed, as required (see [Chapter 10](#)).
3. Batteries shall be charged to the manufacturer's specifications to ensure their operability for future flights.
4. Record all flight information via the (b) (7)(E) mission log. This system will also be the basis for determining the flight currency of SUAS-O.

Pilot time commences when an aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after landing.

NOTE: It is recommended that SUAS-O maintain a personal logbook to record flight time.

5. All raw data will be stored on a CBP-approved computer and marked as Evidentiary or Non-evidentiary after each shift in accordance with [Chapter 8](#) and any applicable local SOP procedures. The safeguarding of this information is essential to SUAS program success.

4.13 Flight Logs & Reporting

All SUAS flight information must be recorded in an approved (b) (7)(E) flight log for each flight. The flight log will include at minimum the following information:

- Date, Time, Location of Launch
- Platform
- Flight Crew
- Date, Time, Location of Landing
- Reason for Flight and/or Flight Activity
- Additional Flight Information (ex. Incident, Accident, Mishap)

- User Maintenance Performed

Unless otherwise instructed, SUAS-Os will ensure that all recorded data captured by the SUAS during the mission is correctly categorized, labeled, and stored in accordance with prescribed storage procedures (see [Chapter 8](#)).

4.14 Program/Administrative Data

Administrative/Programmatic data is all captured data relevant to the SUAS program, with the exception of Raw/Operational data, which is collected by the SUAS platforms during the mission. This includes but is not limited to all inputs of the flight profile or mission planning process, the maintenance and asset management archive or logbook, the RA, mishap investigations, ETRs, acquisition and procurement documents, and all program encompassing reports and statistics.

4.15 Post-Mishap Operational Pause and Re-Starts

CBP Component EAC/ACs will automatically pause non-essential-to-recovery operations following a mishap involving loss of life, serious injury, or serious aircraft damage. The EA maintains the authority to implement at any time a program pause or stand down, as necessary to ensure CBP Component SUAS program compliance with established policies and procedures.

4.16 Near-Miss Reporting

Any near miss will be reported in accordance with the SOH as well as the provisions of the Aeronautical Information Manual (AIM). Per the AIM, Section 7-6-3(b), *a near midair collision is defined as an incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or a flight crew member stating that a collision hazard existed between two or more aircraft.*

(See [Chapter 7.7.2](#) for further information)

CHAPTER 5 TRAINING

5.1 Purpose

This chapter establishes CBP SUAS Training Program (STP) processes to ensure that CBP employees engaged in SUAS operations are properly trained and certified to conduct SUAS missions safely and effectively. The STP is a systematic, standardized approach to SUAS cadre and operator qualification, evaluation, currency, training, designation, and risk management that is based on legal, regulatory, policy, and manufacturer regulations and requirements.

5.2 Program Goals

The goal of the STP is to provide required, relevant, and quality training for all CBP employees engaged in SUAS operations. Program goals include elements that enhance individual and cadre development as well as the overall enhancement of the CBP SUAS program. This STP is designed to provide ongoing education to:

- A. Improve SUAS program and operator performance, productivity and efficiency;
- B. Maximize SUAS mission effectiveness and safety;
- C. Maximize cost effectiveness of SUAS operations;
- D. Develop SUAS operators for increasingly more complex roles, responsibilities, and assignments.

5.3 Objectives

The CBP Unmanned Technologies Operations Center (UTOOC) as described herein will be responsible for defining and establishing the CBP SUAS training requirements through standardized procedures, processes, and priorities. The mission of the UTOOC is to develop, deliver, monitor, and archive basic and advanced SUAS training and certifications to ensure compliance with legal, regulatory, policy, and manufacturer requirements. UTOOC will establish processes to identify specific SUAS training requirements, evaluations, and proficiency, develop annual training plans, and ensure the documentation and control of SUAS program training.

5.4 Personnel Responsibilities

CBP EA will ensure that employees engaged in SUAS operations are sufficiently trained and certified to safely and effectively conduct Search and Rescue, Enforcement, Intelligence, Investigations, Training, and Operational Support to enhance situational awareness and response and resolution capabilities.

CBP Components will ensure appropriate and adequate staffing of administrative, supervisory, instructor, and logistical personnel at the national, component, and field level to provide required SUAS training and administrative oversight.

CBP will utilize a combination of permanent, detailed (TDY), and contracted staff to develop, deliver, monitor, and archive basic and advanced SUAS training and certifications to ensure compliance with legal, regulatory, policy, and manufacturer requirements.

5.4.1 CBP SUAS Director of Training

The CBP SUAS Director of Training is appointed by the EA EAC or designee and will oversee the CBP SUAS training program, initiatives, and curriculum. The Director's duties will include,

but are not limited to:

- A. Implements and maintains the national standards of SUAS training and provides operational, instructional, maintenance, and safety consultation to the field;
- B. Advises, recommends, and implements actions for the development and implementation of the comprehensive CBP STP.
- C. Manages relationships with agencies, organizations, partners, and stakeholders that provide resources, regulations, and training for the SUAS program.
- D. Recommends national standardization and SUAS training policies.
- E. Coordinates with the CBP Component SUAS Coordinators to develop safety aspects of training.
- F. Identifies funding requirements for specific CBP SUAS training.
- G. Evaluates the overall effectiveness of the CBP STP, including the adequacy of professional training staff.
- H. Leads and directs staff at the CBP UTOC and oversees daily operations at the facility.

5.4.2 CBP Component National SUAS Training Coordinator

CBP Components with established SUAS programs will appoint a National SUAS Training Coordinator. The duties of the CBP Component SUAS Training Coordinator as they relate to the component-specific STP include, but are not limited to:

- A. Assists the CBP SUAS Director of Training in carrying out CBP's Standardized Training Program objectives and responsibilities from within their respective Component command structure.
- B. Manages CBP component-specific training programs, actions, and tasks to ensure compliance with legal, regulatory, policy, and manufacturer requirements.
- C. Ensures respective CBP component's compliance with policies and operational directives and ensures that designation and training requirements are met.
- D. Provides training materials and equipment necessary for performing component-specific SUAS operations and training.
- E. Conducts reviews of their respective CBP component's SUAS field units on training procedures, as required.
- F. Ensures that SUAS safety standards are considered and incorporated in all CBP component-specific training.
- G. Ensures the accuracy of Component-level training records in accordance with the SOH.

5.4.3 SUAS Instructor/ Master Instructor

The SUAS Instructor (SUAS-I) is an experienced SUAS-O who has demonstrated a significant level of proficiency, has satisfactorily completed SUAS Instructor training, and is designated by their CBP Component EAC/AC or designee to serve in this capacity. SUAS-Is are the Subject

Matter Experts (SMEs) in the operational employment of SUAS and are responsible for teaching SUAS-Os to operate SUAS platforms. SUAS-Is have an advanced understanding of SUAS operations across a wide variety of missions and environmental conditions and instruct peers in the safe and effective operation of SUAS platforms to meet mission objectives.

The SUAS Master Instructor (SUAS-MI) is a current SUAS-I who is trained and certified in accordance with platform manufacturer standards to train other instructors for that platform. Master Instructors possess an advanced level of proficiency and understanding of CBP SUAS operations and FAA requirements to operate within the National Airspace. SUAS-MIs are the Subject Matter Experts (SME) in the SUAS field of operations and are responsible for ensuring instructors and students adhere to the high standards established for the CBP SUAS mission.

The duties of the SUAS-I and SUAS-MI as they relate to training include, but are not limited to:

- A. Assists the CBP UTOC and their Component's SUAS Training Coordinator in carrying out CBP's STP responsibilities and manages programs, actions, and tasks to ensure compliance with CBP training policies.
- B. Ensures compliance with policies and operational directives and ensures that designation and training requirements are met.
- C. Provides SME input regarding training curricula, materials and equipment necessary for performing SUAS operations and training. This includes researching, developing and making recommendations on program needs to the CBP UTOC Component SUAS Coordinator.
- D. Conducts training and certification activities for all SUAS-Os and VOIs in accordance with FAA regulations, CBP policy, and manufacturer requirements.
- E. Maintains SUAS operator and platform training, certification, and designation records, in accordance with CBP STP guidelines.
- F. Ensures that safety standards are considered and incorporated in all training.

CBP Components shall maintain a sufficient field-based SUAS-I cadre relative to the types of SUAS platforms they deploy to facilitate component-specific SUAS basic operator, currency, recertification, and remedial training requirements.

The CBP UTOC shall maintain a permanent cadre of SUAS-MIs who will deliver centralized and exported basic and advanced training for all SUAS platforms utilized by CBP as well as serve as SMEs for SUAS testing and evaluation.

5.4.4 Training and Administrative Support

Additional managerial, supervisory, and support staff may be added to ensure adequate oversight of training operations. The EA will routinely analyze and modify the CBP SUAS training organization through a combination of permanent, TDY, and contracted staff as required to support any enhanced scope and or complexity of SUAS training, operations, and/or deployments.

5.5 Annual Training Plan

CBP SUAS Director of Training in consultation with the CBP Component SUAS Training Coordinators will establish an annual SUAS training plan based on maximizing the utilization of

procured and deployed SUAS assets as well as Component-identified training and operational requirements. To support this requirement, the CBP UTOC will schedule, coordinate, and fund centralized basic and advanced SUAS training at the national-level to support CBP SUAS asset deployments. The CBP UTOC will advise field locations of the availability of training and requirements necessary for training completion. In coordination with the UTOC, CBP Components may conduct SUAS training at the field-level to meet training Component-specific training requirement and objectives.

5.6 Training Requirements by Position

This section outlines the specific training requirements for each position within SUAS operations. All completed flight training documentation, certifications, and designations shall be recorded in the employee's individual Electronic Training Record (ETR).

5.6.1 Visual Observer (VO)

- A. Component-specific Internal Operating Procedure (IOP) Course: This training is developed by each CBP Component and approved by EA. The CBP Component IOP course provides an overview of SUAS policies and procedures, Component-specific policies and procedures related to the Component's respective SUAS operations, and any current/relevant FAA COA, if applicable.
- B. SUAS VO Course: This training prepares students to assist the SUAS-O and any person(s) manipulating the flight controls of the SUAS to see and avoid other air traffic or objects aloft or on the ground.

VO training shall include but is not limited to: Identifying hazards to flight and communication; Directional, steering, and flight path cues to avoid hazards; Team coordination; Radio communications; Team briefing; Area Orientation and operational emergency procedures; and Mission Planning and the SUAS Risk Assessment Process.

5.6.2 SUAS Operator (SUAS-O)

- A. Component-specific IOP Course: This training is developed by each CBP Component and approved by EA. The CBP Component IOP course provides an overview of SUAS policies and procedures, Component-specific policies and procedures related to the Component's respective SUAS operations, and any current/relevant FAA COA, if applicable.
- B. FAA Remote Pilot Certification (14 C.F.R. 107 Drone Pilot Test): CBP SUAS operators must pass the FAA Initial Aeronautical Knowledge Test and receive a Remote Pilot Certificate from the FAA. This certificate demonstrates that the operator understands the FAA regulations, operating requirements, and procedures for safely flying drones. *NOTE: For Part 61 Pilot Certificate Holders with a current flight review (within 24 months), successful completion of the Part 107 SUAS Initial online course satisfies the training requirement before applying for the Part 107 Remote Pilot Certificate with a Small UAS Rating ([Existing Part 61 Certificate Holder](#)).*
- C. Basic Operator Course (BOC): SUAS-O must complete a CBP-approved manufacturer's platform-specific training course. These courses certify students in

the basic operation of SUAS platforms in accordance with FAA, CBP EA, and manufacturer requirements.

- D. SUAS Mission Planning and RA Course: This training provides SUAS operators with an overview of CBP and EA-specific policies and procedures related to conducting SUAS mission planning and RA as well as overview of the CA process.

Additional CBP Requirements: CBP personnel operating SUAS are required to complete at minimum the following courses: Annual Privacy Awareness, Ethics, and CBP Integrity Awareness training.

5.6.3 SUAS-O Evaluation and Designation Process

The SUAS-O designation process includes successfully passing the prerequisites mentioned in Chapter 6. Once these prerequisites are met, the SUAS-I shall conduct proficiency training in the SUAS-O's operating environment. This will include a standardized Proficiency Flight Evaluation (PFE) of the candidate's ability to safely launch, operate, and recover the SUAS platform for which they are being evaluated. After the SUAS-O has shown proficiency in SUAS operation, knowledge of the specific environmental, operational, and geographical challenges found in the operating AOR, and comprehensive knowledge of SUAS program policies and procedures, the SUAS-I will complete an initial grade sheet for the SUAS-O candidate and submit to the appropriate designating official for designation as a SUAS-O.

5.6.4 SUAS Clearance Authority (CA)

- A. Component-specific IOP Course: This training is developed by each CBP Component and approved by UTOC. The CBP Component IOP course provides an overview of SUAS policies and procedures, Component-specific policies and procedures related to the Component's respective SUAS operations, and any current/relevant FAA Certificate of Waiver of Authority (COA) if applicable.
- B. FAA Remote Pilot Certification (14 CFR 107 Drone Pilot Test): CBP SUAS operators must pass the FAA Initial Aeronautical Knowledge Test and receive a Remote Pilot Certificate from the FAA. This certificate demonstrates that the operator understands the FAA regulations, operating requirements, and procedures for safely flying drones. *NOTE: For Part 61 Pilot Certificate Holders with a current flight review (within 24 months), successful completion of the Part 107 SUAS Initial online course satisfies the training requirement before applying for the Part 107 Remote Pilot Certificate with a Small UAS Rating ([Existing Part 61 Certificate Holder](#)).*

(b) (7)(E)

(b) (7)(E)
- C. SUAS Mission Planning and Risk Assessment: This training provides SUAS operators with an overview of CBP EA specific policies and procedures related to conducting SUAS mission planning and risk assessment and an overview of the clearance authority process.
- D. SUAS CA Course: This training provides SUAS operators and program managers/coordinators with an overview of the SUAS CA process, requirements, roles, and responsibilities.

5.6.5 SUAS Instructor (SUAS-I)

In addition to all the requirements of SUAS-O designation, the SUAS-I will have completed at least 50 documented sorties with the corresponding SUAS platform (as recorded in the (b) (7)(E)) AND completed the SUAS Instructor training course with a MI.

The Instructor training course consists of:

- A. CBP STP overview and advanced training in teaching and instruction methodology
- B. The SUAS-I candidate serves as an instructor during an initial Basic Operator Course while under the mentorship of an MI

5.6.6 SUAS-MI Training

In addition to all the requirements of SUAS-I designation, the MI candidates will have completed 90 documented sorties, served for at least six months as a qualified SUAS-I with a minimum of six documented classes taught, have an advanced understanding of the CBP SUAS program policies and procedures AND will have completed SUAS MI training, which consists of:

- A. EA Approved MI training and initial certification on the corresponding SUAS platform to conduct SUAS instructor training and certification for new SUAS-I

5.7 Maintaining Currency/ Currency Lapses

SUAS-O are required to maintain currency and/or recertification. To maintain currency, SUAS-Os must successfully complete at least 3 flights every quarter for each system in which they are certified to operate. Currency will be measured in flights recorded in the (b) (7)(E).

Currency can be maintained through the use of a simulator. However, SUAS-Os are required to fly each aircraft they are certified to operate at least once every six months. Operators failing to meet this requirement shall fly under the supervision of a certified and current SUAS-O.

Currency Lapse: If currency is lost, SUAS-Os must regain currency by 1) performing the flight maneuvers and emergency procedures for the specific make and model during a proficiency flight prior to an operational mission or 2) conducting their mission flight under the observation of a current SUAS-O.

5.8 Remedial Training

Additional or remedial training time to maintain minimum standards may be authorized as necessary by the CBP Component EAC/AC or designee. Remedial training includes official on-duty time devoted exclusively to addressing and correcting deficiencies of an SUAS-O, VO, or Instructor.

5.9 Evaluation Failures

Individuals who are unable to successfully complete an evaluation or pass a certification test shall be re-tested within 30 days and are prohibited from performing aviation duties, except under instruction, until passing a re-evaluation. Re-evaluations must cover items failed on the first attempt, but additional items may be evaluated at the discretion of the CBP Component SUAS Coordinator and Instructor.

A failure to meet the minimum training standards may result in the removal of a SUAS-O and/or VO from the SUAS program, a process known as de-designation (see [Chapter 6](#)).

5.10 Recurrent Training/ Recertification

The following certifications and training will require biennial completion, in accordance with team member designations:

- A. FAA Remote Pilot Certification (14 CFR 107 Drone Pilot Test)

NOTE: Student will receive three, eight-hour (on-duty) training days to study and prepare prior to taking this exam.

- B. CBP Component-specific IOP Course
- C. SUAS-O Proficiency Flight Evaluation (PFE)
- D. SUAS VO Course
- E. SUAS Mission Planning and Risk Assessment Training
- F. SUAS CA Course

5.11 SUAS Team Member Electronic Flight Training Records (ETR)

1. ETRs are permanent electronic records and the primary means of standardizing SUAS team management. ETF forms and records are designed to minimize user workload. Each record consists of any training and certification documents as well as designations. Individual ETRs are official documents that record a SUAS team member's training and operational history.
2. It is the responsibility of the CBP Component SUAS Coordinator to maintain team member ETRs, in accordance with the SOH.

CHAPTER 6 DESIGNATIONS AND QUALIFICATIONS

6.1 SUAS Team Member Designations

This chapter identifies the designations for each SUAS team member and the qualifications required for initial and recurrent designation.

6.2 Designation Authority and Responsibility

- A. Personnel authorized to act as team members will be designated by the CBP Component EAC/AC or designee. The FAA rating qualifications may be part of the basis for designation. Such requirements will not be levied unless adequate EA-approved training is made available to permit the person on whom the requirement is placed to qualify within a reasonable period of time.
- B. A proficiency evaluation may be conducted any time the EA and or the CBP Component EAC/AC or designee has reason to question a team member's proficiency, based on the standards listed in the applicable training and evaluation curriculum. The EA or CBP Component EAC/AC or designee, in consultation with the evaluator, must determine which task(s) will be evaluated.

6.3 Team Member Designation Requirements

The following are designation requirements:

- A. SUAS Master Instructor (SUAS-MI):
 - 1) Met all the qualification criteria specified for SUAS-I;
 - 2) Completed EA-approved MI training for the corresponding SUAS platform and have been successfully certified for conducting a BOC for new CBP SUAS-Is.
 - 3) Have a minimum of 90 documented sorties (as recording in the (b) (7)(E))
- B. SUAS Instructor (SUAS-I):
 - 1) Successfully complete SUAS-I training;
 - 2) Possess sound judgement, technical knowledge, interpersonal skills, and the ability to provide instruction and effectively communicate with students;
 - 3) Have been qualified as a SUAS-O in the category, class, and SUAS type in which the instructor is designated to instruct;
 - 4) Have a minimum of least 50 documented sorties (as recorded in the (b) (7)(E));
 - 5) Be designated in writing by their CBP Component EAC/AC or designee.
- C. SUAS Operator (SUAS-O):
 - 1) Hold a current FAA 107 Rating;

- 2) Successfully complete training and evaluation, in accordance with the SUAS-O training requirements as outlined in this policy;

D. Visual Observer (VO):

- 1) Successfully complete training, in accordance with the VO training requirements as outlined in this policy;

E. SUAS Clearance Authority (CA):

- 1) Successfully complete training requirements, in accordance with the CA training requirements outlined in this policy;

Note: CA designation is not limited to management positions. However, management approval is required for (b) (7)(E) missions.

6.4 Administrative Recording Requirements

Each CBP Component EAC/AC will maintain a current list of SUAS-I, SUAS-O, CA, and VO assigned to the Component SUAS program, reflecting the current SUAS designation and platforms for which they are designated.

Team members are responsible for maintaining flight currency in accordance with the requirements set forth in the SOH. Management is responsible for scheduling employees to ensure compliance with these requirements.

6.5 Biennial Proficiency Evaluation

In order to perform the duties of those designated positions listed herein, personnel designated herein are required to complete recurrent training and recertification in accordance with the training standards outlined in this policy (see [Chapter 5- Training](#)).

6.6 SUAS-O Currency

- A. All SUAS-O must meet the currency requirements set forth herein. SUAS-O must complete 3 flights every quarter for each system in which they are designated to operate.
- B. Although currency can be maintained through the use of a simulator, SUAS-Os are required to fly each aircraft they are certified to operate at least once every six months. Operators failing to meet this requirement shall fly under the supervision of a designated and current SUAS-O.
- C. Flights necessary to demonstrate SUAS-O currency will be recorded in the (b) (7)(E)

6.7 De-designation of Personnel

- A. Personnel may be de-designated by the designating official or any member of the chain of command above the designating official. De-designation involves the removal of a SUAS operator and/or visual observer from CBP SUAS operations due to the failure to meet minimum training requirements.
- B. Personnel removed from the program must be for cause and in accordance with the following section.

6.8 Team Member Separation

The local CBP Component EAC/AC is responsible for the safe and effective administration of their respective SUAS program. Violations of established policies and/or deficiencies in training that cannot be remediated may result in removal from the SUAS program. Separation or removal from the SUAS program will be for cause.

- A. When SUAS leadership concludes that an employee has violated the CBP Standards of Conduct, ethics regulations, relevant SUAS laws, policies, or regulations, or engaged in behavior that cause the SUAS EA and/or Component Coordinator to question the ability of an employee to satisfactorily perform his or her SUAS operator duties may be grounds for separation from the SUAS program as determined by the SUAS EA and/or Component Coordinator or his or her designee.
- B. Violation of a prohibited practice can result in the termination of the assignment as an SUAS operator/instructor and other appropriate actions as warranted.
- C. Any decision to involuntarily release an employee from the SUAS program shall be in accordance with the SOH as well as previously established agency policies, directives, and MOUs.
- D. Prohibited practices include the following:
 - 1. Searches conducted for other agencies or private concerns will not be conducted without supervisory approval.
 - 2. At no time shall an SUAS be left unattended when deployed except in exigent circumstances.
 - 3. SUAS operators will not intentionally misuse SUAS nor knowingly allow any other person to misuse a SUAS.
 - 4. Personal use of CBP SUAS is prohibited.
 - 5. Use of personally owned SUAS to conduct flights with nexus to the CBP mission or operations.

CHAPTER 7

SUAS SAFETY PROGRAM

7.1 General

The goal of the SUAS safety program is to ensure a safe and hazard-free environment in CBP SUAS operations and training and includes a robust Safety Management System (SMS). It is the duty of all CBP personnel to contribute to the goal of continued safe operations. Such contributions may come in many forms but can be encompassed by operating in the safest manner practicable and not taking unnecessary risks. Any safety hazard, whether procedural, operational, or maintenance related, should be identified and corrected as soon as possible. Any suggestions in the interest of safety should be made to the CBP SUAS EA; U.S. Border Patrol SUAS Program Office, (b) (7)(E)

The SUAS EA will ensure all SUAS operations personnel receive training on applicable regulatory requirements, standards, and organizational safety policies and procedures and disseminate the pertinent safety information. The SUAS EA will also ensure all CBP Components address safety in their specific SOPs.

7.2 Purpose

This chapter establishes policy and safety guidelines for the SUAS safety program in conjunction with those set forth in DHS Management Directive 0020.1, Aviation Management and Safety; DHS Health and Safety Manual; CBP Occupational Safety and Health Handbook HB5200-08B; 49 CFR 831, Accident/Incident Investigation; and 29 CFR 1960, Basic Program Elements for Federal Employees.

7.3 Scope and Applicability

This policy is applicable to all personnel involved in the CBP SUAS Program and does not supersede or replace existing health and safety policies, procedures and established regulations.

7.4 Executive Agent- Safety Roles and Responsibilities

- 1) Ensures that all applicable safety standards are incorporated into CBP SUAS regulations, directives, policies, special operational orders, and training documents.
- 2) Provides sufficient funding and resources related to CBP SUAS Safety Program that include but are not limited to training for mishap investigators, investigator travel related to accident response, and SUAS associated personal protective equipment as applicable and/or designated by the EA.
- 3) Ensures SUAS safety goals and objectives are clearly identified and published.
- 4) Ensures compliance with FAA, DHS, CBP, AMO, and other applicable aviation and ground safety policies and procedures.
- 5) Develops and implements methods of risk analysis to identify and manage hazards through mishap prevention initiatives.
- 6) Establishes and maintains close liaison with other federal and civil agencies in all relevant safety matters to ensure cooperation on matters of mutual concern.

- 7) Serves as the deciding official for all CBP SUAS mishap (accidents/incidents) classifications, CBP safety investigations, and reporting requirements (FAA/NTSB notification).
- 8) Supports mishap investigations as directed by the National Transit Safety Board (NTSB) and/or serves as the final authority on any internal CBP SUAS safety mishap investigations, as designated by the Commissioner.
- 9) At the request of the CBP Component EAC/AC and/or designee, the EA will review plans for proposed operations, training exercises, or contingencies to ensure that risk management and safety aspects have been considered.

7.5 CBP SUAS Safety and Risk Management Officer (SRMO) Roles/Responsibilities

- 1) Serve as primary advisor to the EA on all CBP SUAS program safety issues.
- 2) Ensure compliance with CBP and other applicable safety policies and procedures.
- 3) Identify and analyze risks, identify means to mitigate and provide procedures for managing risk.
- 4) Develop and implement CBP SUAS Safety Management System (SMS) and propose mishap prevention initiatives.
- 5) Conduct safety audits to verify that program initiatives and policies are followed throughout the field.
- 6) Manage SUAS mishap response programs.
- 7) Ensure the free flow of information between safety officers at all levels of Component management in CBP.
- 8) Coordinate scheduling and content of any CBP SUAS safety-related training.
- 9) Support the conduct of mishap investigations as directed by the NTSB.
- 10) Maintain a team of SUAS Accident Safety Investigators to be used in the investigation of all mishaps that the Executive Agent deems appropriate.

7.6 CBP Component SUAS Coordinators- Safety Roles and Responsibilities

- 1) Ensure CBP SUAS safety goals and objectives are clearly identified and published.
- 2) Ensure compliance with FAA, DHS, CBP, AMO, and other applicable aviation and ground safety policies and procedures.
- 3) Implement methods of risk analysis to identify and manage hazards through mishap prevention initiatives.
- 4) Establish and maintain close liaison with other federal and civil agencies in all relevant safety matters to ensure cooperation on matters of mutual concern.
- 5) Support SUAS mishap safety investigations as directed by the NTSB and/or EA.
- 6) Review plans for proposed operations, training exercises, or contingencies to ensure that risk management and safety aspects have been considered.

7.7 CBP Mishap Prevention

Mishap prevention is in the public interest and is the responsibility of all CBP employees. This program is national in scope and constitutes the minimum effort required by CBP personnel.

7.7.1 Risk Management/ Risk Assessment

- A. RA is the logical process of weighing the potential costs of risks against the possible benefits of the mission. Once an assessment of risk is completed, the SUAS-O and CA will attempt to manage the identified risks to reduce mishap potential to acceptable levels. If the assessed risks cannot be managed to a level acceptable to both the SUAS-O and CA, the mission may be canceled.
- B. In an aviation law enforcement environment, there is always some element of risk. The following considerations provide guidance for those who exercise clearance authority and the SUAS-Os who make the “go” or “no-go” decision.
- C. The foundation of a RA is a verbal *risk analysis related* conversation (in person or telephonic) between the SUAS-O and CA that occurs prior to launching an CBP SUAS asset. Factors to be considered shall include environmental, operational, human, and equipment.
- D. The CA, in coordination with the SUAS-O, will manage the identified risks to reduce mishap potential to acceptable levels. This is accomplished through various methods, including using specialized equipment to reduce environmental factors, adding or replacing team members, or selecting other aircraft types to reduce equipment factors and using alternate tactics to reduce operational factors.
- E. The SUAS-O and CA mission acceptance or declination will be documented via the SMS Portal Risk Assessment function (see [Appendix F](#)) or paper format if the SMS Portal is unavailable. In the event of a (b) (7)(E) mission, the Risk Assessment form and mission log may be completed as soon after the mission as practical. However, the *risk analysis* conversation and management concurrence is required prior to the launch.

7.7.2 Risk Management Principles

- A. Anticipate and manage risk by planning – Make risk management a routine part of planning, preparing, and executing operations. Managing risk related to SUAS operations requires educated judgment and professional competence.
- B. Unnecessary risks shall not be accepted – Personnel who have the authority to accept risk also have the responsibility to protect the public and the people under their command from unnecessary risks. An unnecessary risk is one that could be reduced or eliminated and still permit accomplishment of the mission.
- C. Risk decisions must be made at the appropriate level of management – The decision to accept a risk must be made at a level consistent with the implications of the acceptance and by those who will be held accountable for the decision.
- D. Risk is acceptable if the intended benefits outweigh the anticipated costs – Personnel must understand the risks inherent in the operation and must be

prepared to accept necessary risks to accomplish the mission. The risk is unacceptable if the outcome is in doubt.

7.7.3 Hazard Reporting Procedures

- A. All hazards encountered in CBP operations (Aviation, Marine, Law Enforcement) and OSH environment (formally ground safety) are reported, investigated and resolved via the CBP HB5200-08B (HB5200) Chapter 5 process.
- B. CBP has adopted the OSH process and applied it to operational issues. Reports concerning operational hazards are routed to local, regional, and Headquarters operations as applicable. All reporting, investigation, and mitigation requirements remain the same as OSH hazards.
- C. HB5200-08B is the primary policy governing the reporting, tracking, investigation, and mitigation of injury and hazard reports and begins with CBP Form 507, "Report of Unsafe or Unhealthful Working Conditions".
- D. CBP leadership, safety officers, and employees must follow policy provided in HB5200-08B Chapter 5, this handbook and CBP checklists provided by the CBP OSH Program to report, investigate, and abate occupational safety and operational hazards. "...managers are responsible for providing a safe and healthy work environment and for actively promoting the Occupational Safety and Health Program..." (HB5200-08B 1.5.1).
- E. Employees have the right to report anonymously and/or directly to any level of the organization (refer to HB5200-08b Chapter 5.4 for further direction).

NOTE: See [Appendix G](#) for further information.

7.8 CBP SUAS Mishaps

For CBP SUAS purposes, an aircraft mishap is defined by the cost of repairs or severity of injury. CBP has adopted for its SUAS program the NTSB regime which classifies an aircraft mishap including SUAS, as either an accident or an incident, as defined in 49 C.F.R. Part 830.

7.8.1 Mishap Classification Authority

The EA, as designated by the Commissioner, is responsible for the determination and classification of all CBP SUAS mishaps. In accordance with 49 C.F.R. § 830.5 and 14 C.F.R. § 107.9, the EA will make the determination whether a mishap is reportable to the NTSB and FAA (see [Section 7.8.4](#)).

- A. Mishap Criteria: Mishaps are classified by severity of personal injury (ranging from no injury to fatality) and/or physical damage to property (in dollar amount). NTSB classifies mishaps as either an accident or an incident as defined in 49 C.F.R. Part 830.2. CBP has adopted this criteria in classifying CBP SUAS mishaps.
 - 1. Incident means an occurrence other than an accident, associated with the operation of SUAS, which affects or could affect the safety of operations.
 - a) Malfunction or failure of the unmanned aircraft's on-board flight control system (including navigation);

- b) Malfunction or failure of ground control station flight control hardware or software (other than loss of control link);
 - c) Power plant failure or malfunction;
 - d) In-flight fire;
 - e) Aircraft collision involving another aircraft;
 - f) Any in-flight failure of the unmanned aircraft's electrical system requiring use of alternate or emergency power to complete the flight;
 - g) Deviation from any provision contained in the COA;
 - h) Deviation from an ATC clearance and/or Memorandum(s) of Agreement/Procedures; and
 - i) Lost control link event resulting in a true “fly away”.
2. Accident: An occurrence associated with the operation of SUAS, and in which any person suffers death or serious injury, or in which the SUAS has a maximum gross takeoff weight of 300 pounds or greater and sustains substantial damage. CBP accidents are classified as an accident if any of the following occurs:
- a) Fatal injury
 - b) Serious injury, as defined herein
 - c) Total unmanned aircraft loss
 - d) Substantial damage, as defined herein
 - e) Damage to property, other than the SUAS

NOTE: Mishaps that involve serious injury or death or have high media interest are further defined as a “Critical Incident” and must be reported as dictated by CBP Directive 3340 025C Commissioner Situation Room Reporting (as amended). Appropriate notifications shall be made to JIC in accordance with CBP policy.

7.8.2 CBP SUAS Mishap Classifications

- Class A:** Mishaps involving a CBP SUAS platform resulting in a death; occupational life-threatening injury, illness, or permanent total disability; and/or damage to the aircraft or other property, estimated at or likely to exceed \$1 million, or a mid-air collision, regardless of the severity of injury or damage.
- Class B:** Mishaps involving a CBP SUAS platform resulting in a non-life threatening serious occupational injury or illness and/or inpatient care that does not include observation or diagnostic care and/or an occupational injury or illness that results in permanent partial disability and/or damage to the aircraft or other property estimated at or likely to exceed \$500,000 or more but less than \$1 million.
- Class C:** Mishaps involving a CBP SUAS platform resulting in occupational injury or illness that causes any loss of time from work beyond the day or shift on which it occurred. An occupational illness or disability that causes loss of time from work or disability at any time. An injury that results in limited or restricted duty for more than 30 consecutive days and/or damage to the aircraft or other property estimated at or likely to exceed \$20,000 or more but less than \$500,000.

Class D: A Mishap involving a CBP SUAS platform resulting in occupational injury or illness requiring professional medical treatment beyond simple first aid treatment, but that does not meet the criteria of a Class C mishap. This includes events where individuals are placed on limited status or restricted duty for less than 30 consecutive days and/or damage to the aircraft or other property estimated at or likely to exceed \$1,000 or more but less than \$20,000

Class H: Any incident involving the operation of a CBP SUAS where there is no damage or the repair cost is less than \$1,000 and/or an aborted or cancelled flight associated with one or more of the hazardous conditions noted below:

1. Any SUAS system failure that requires emergency procedures to be implemented.
2. Any event that requires emergency procedures to be implemented, a precautionary landing to be conducted due to aircraft damage/non-airworthy condition, or an emergency to be declared.
3. Any significant environmental conditions that affect the aircraft, such as bird strikes, lightning strikes, severe icing, or turbulence and high winds.
4. Any hazardous event with high potential for damage or injury, such as near mid-air collisions, objects falling from the aircraft, SUAS team member action not consistent with the sound operation of the aircraft, or property damage on the ground caused by the aircraft.

7.8.3 Events Not Classified as Mishaps

- A. Malfunction or failure of component parts. Malfunctions or failure of parts that are normally subject to fair wear and tear and have a fixed useful life less than the complete system or unit of equipment are not considered mishaps if the malfunction or failure is the only damage and the sole action is to replace or repair that component part. The only exception is that all fires or fire damage involving component parts must be reported.
- B. Although these occurrences do not constitute a SUAS mishap, they may meet the criteria of a Class H incident (as contained herein) and shall be recorded accordingly. When a malfunction or failure of a component part results in damage to another component, this paragraph does not apply.
- C. Expected damage: Damage to CBP equipment or property that is planned, intended, or expected during authorized testing, or intentional destruction is not considered a mishap. “Planned and intended” means that the damage was specifically required in order to accomplish the objectives of a formally authorized test or was the desired outcome of an authorized destruction or disposal of property. Any unplanned and unintended damage incurred during these operations will be reported as a mishap.

- D. Property damage as a result of vandalism, riots, civil disorders, or felonious acts such as arson. Damage to SUAS that occurs after an SUAS has been stolen is not reportable as a mishap. Damage to CBP SUAS, vehicles, or any other property which occurs when an individual misappropriates a SUAS not authorized to be flown by the individual will not be reported as a mishap.

Deliberate damage to aircraft or equipment will be reported immediately to the local Component EAC/AC through the appropriate channels for investigation.

- E. SUAS-specific events that are NOT reportable as mishaps:
- 1) An aborted flight or a precautionary landing made for the purpose of troubleshooting or maintenance.
 - 2) Hard landings with no damage, regardless of a maintenance inspection being required.
 - 3) System or equipment malfunctions that are not critical to the safe operation of the aircraft (i.e., payloads, optics, etc.).
 - 4) Declaring an emergency for weather.
 - 5) Abnormal procedures that require the use of an emergency checklist for troubleshooting.
 - 6) Temporary lost link situations where the link is re-established after only momentary loss.

7.8.4 FAA Accident Reporting

No later than 10 calendar days⁵, the EA or designate will report to the FAA any mishap that occurs during flights falling under Part 107 if the mishap involves at least:

- a) Serious injury to any person or any loss of consciousness; or
- b) Damage to any property, other than the SUAS, unless one of the following conditions is satisfied:
 - 1) The cost of repair (including materials and labor) does not exceed \$500; or
 - 2) The fair market value of the property does not exceed \$500 in the event of a total loss.

Initial notification for mishaps meeting FAA reporting requirements will be reported to the FAA by the EA or designate via email at: 9-AJV-115-UASOrganization@faa.gov. The EA will attach a copy of the completed and signed CBP SUAS Mishap Report.

NOTE: When flying under a specific COA, the Component shall comply with the language contained within the COA with regard to reporting requirements.

7.9 CBP Notification Requirements

Aviation mishaps can be high profile, involving NTSB and/or FAA oversight/investigation, necessitating immediate action by the CBP SUAS EA. The CBP SUAS NOD is the interface for all CBP Component SUAS programs and the Commissioner. Therefore, it is essential that

⁵ In accordance with 14 C.F.R. §107.9

timely notifications be made for any SUAS mishaps.

- A. The responsible CBP Component EAC/AC or designated representative must report all mishaps involving CBP SUAS, in accordance with the following:
 - 1. Class A or B mishaps must be reported within 1 hour by phone to the CBP SUAS NOD (and follow-up email to: (b) (7)(E))
 - 2. Class C through H mishaps must be reported via initial email within 8 hours or as soon after as practical to the CBP SUAS NOD at:
(b) (7)(E)
- B. The SUAS-O or CA/management authority must complete the CBP SUAS Mishap Report via the SMS Portal (or paper format if necessary) immediately following the mishap or as soon as practical ([Appendix C](#)) and gather any additional information as necessary.
- C. Initial and follow up emails will include CBP SUAS NOD notification as well as any appropriate CBP Component SUAS notifications and will utilize the CBP SUAS Mishap Notification format ([Appendix E](#))

This guidance does not replace, but is concurrent with, any reporting policies and procedures found elsewhere and/or imposed by the chain-of-command (e.g., CBP Significant Incident Reporting, 5-point reports, etc.).

7.9.1 CBP SUAS Mishap Safety Investigations

NTSB has the ultimate authority for investigating all aviation accidents and incidents to include SUAS mishaps. In accordance with 49 C.F.R. § 830 and 14 C.F.R. § 107, the CBP SUAS EA will make the appropriate notification(s) to the NTSB and/or FAA, as required. CBP Safety Investigations into SUAS mishaps will be handled internally unless the NTSB elects to investigate a CBP SUAS mishap. If the NTSB declines investigation, CBP may, at the discretion of the EA, conduct an internal safety investigation.

- A. CBP SUAS Safety Investigations are conducted for the purpose of preventing future mishaps. The continued confidence and support of employees to provide candid information is essential to accident prevention. Therefore, Sensitive SUAS Safety Investigation (SSSI) information, which is collected and maintained for the purpose of improving safety, is subject to protection in accordance with [Appendix I, CBP SUAS Policy Regarding Safety Investigations](#).
- B. Safety Investigations do not impact nor are they subject to inclusion into any parallel or concurrent disciplinary investigations conducted. Any or all investigations related to alleged employee misconduct and/or any resultant disciplinary action(s) will be subject to and in accordance with the CBP Standards of Conduct.
- C. The CBP SUAS EA will review initial mishap information and determine if a safety investigation is warranted or take alternate action. The EA may defer the safety investigation to the CBP Component EAC/AC. The EA reserves the right to assign its own designee(s) as representatives of the EA during all CBP SUAS safety investigations.

- D. In coordination with the EA, CBP Component Coordinators or their designee will coordinate internal Safety Investigations with any other investigative offices (i.e., NTSB, FAA, Critical Incident Team, Office of Professional Responsibility, federal, state and local law enforcement, etc.) as appropriate.
- E. Safety Investigators may consult with the Air and Marine Cyber Investigations Team (AMCIT) to ensure that evidentiary grade extractions of flight logs and associated data are retrieved in a manner to support the findings. The AMCIT Technical Manager will evaluate, in collaboration with the Safety Investigators, whether the data from the aircraft is best extracted and analyzed by AMCIT certified cyber forensic Agents or by the aircraft manufacturers engineers.
- F. Within 45 days after the completion of the SUAS Mishap Safety Investigation report, the findings will be reported to the EA for potential briefing to the Commissioner. The Safety Investigation report will contain the resulting cause, contributing factors, and prevention recommendations, as warranted.

NOTE: Safety investigators shall consult with maintenance and/or CBP Headquarters asset managers to validate the actual replacement, maintenance, and repair costs stemming from the mishap. The estimated costs may be changed to actual costs once repairs are completed or the disposal of wreckage is determined.

7.9.2 NTSB-Led Investigations into CBP SUAS Mishaps

- A. Should the NTSB determine to lead an investigation into an SUAS mishap, the EA will appoint a CBP liaison to assist the NTSB Investigator in Charge during the NTSB investigation.
- B. Information sharing on any NTSB-conducted investigation of an SUAS mishap must be performed in accordance with 49 C.F.R. § 830.2 and NTSB Regional Operations Policy Memorandum AS2R-ROPM-017.

7.10 Post-Mishap Team Member Evaluation

- A. As determined by the CBP Component EAC/AC, the SUAS-O and/or VO may be required to complete a post-mishap evaluation. This evaluation measures a team member's potential for safely returning to SUAS operations following a mishap. The type and nature of the evaluation will depend on the team member's duties and the tasks that were being performed at the time of the mishap. To the extent possible, the evaluation will be conducted under similar conditions as during the mishap.
- B. Evaluators must not sacrifice safe operating practices in an attempt to recreate the exact mishap circumstances. A CBP Component EAC/AC, in consultation with the evaluator, will determine the task(s) evaluated.
- C. The CBP Component EAC/AC will be the final authority in the personnel decisions regarding their SUAS program. De-designation and/or team separation from the SUAS program shall be in accordance with this policy.

7.11 Human Factors Considerations

- A. The demand on physiological and psychological performance during aviation

operations is high. The impact of the following factors and stressors on an individual's optimal performance should always be considered:

- 1) **Illness:** Even a minor illness suffered day-to-day can seriously degrade performance. Illness can produce distracting symptoms that can impair judgment, memory, alertness, and the ability to make calculations. The safest rule is not to fly or perform critical maintenance duties when suffering an illness. SUAS-O should consult a medical doctor for advice for general questions and/or if symptoms persist.
- 2) **Medication:** The FAA prohibits aircraft operators from performing flight duties while using any medication/drugs that will affect their performance.
- 3) **Alcohol:** No personnel shall act as a SUAS-O or VO within eight hours after consumption of any alcoholic beverage, while under the influence of alcohol, or while having an alcohol concentration of 0.04 or greater in a blood or breath specimen (FAR 91.17).
- 4) **Fatigue:** Lack of consistency in daylight exposure times can result in unpredictable alertness. This can be caused by several factors such as poor sleep habits, sleep deprivation, disruptions to one's circadian rhythm (scheduling/shift lag, jet lag), etc.
 - a. Supervisors and CAs should be sensitive to the status of employees. Scientific research has shown the value of intervention to mitigate fatigue and enhance the mental alertness of team members.
- 5) **Stress:** Stress is the nonspecific response of the body to any demand placed on it. Whether induced from work or outside sources, stress can affect judgment.

There are three types of stressors⁶ that can impact team member performance through mental distraction and diminished alertness:

- a. **PHYSIOLOGICAL** – Physical conditions, such as fatigue, lack of physical fitness, sleep loss, missed meals (leading to low blood sugar levels), and illness.
- b. **PSYCHOLOGICAL** – Social or emotional factors, such as death, divorce, sick children, work stressors. This type of stress may also be related to mental workload, such as problem analyzation, decision making, and aircraft navigation.
- c. **ENVIRONMENTAL** – Conditions associated with the environment, such as temperature and humidity extremes, noise, vibration, and lack of oxygen.

⁶ Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25B (2016)

Physiological and psychological impairment is a major contributor to aviation mishaps. “*Aircraft statistics show that pilots should be conducting preflight checklists on themselves as well as their aircraft.*”⁷ A good reference for a personal checklist that is easily committed to memory is the [FAA Aeronautical Information Manual \(AIM\), Chapter 8](#).

Prior to each and every flight, CBP SUAS-O must do a proper physical self-assessment to ensure safety. SUAS-O shall utilize the mnemonic IMSAFE, which stands for Illness, Medication, Stress, Alcohol, Fatigue, and Emotion. The pilot is one of the risk factors in a flight, as indicated under the Human Factors section of the CBP Risk Assessment. The SUAS-O must answer the question “Am I ready for this flight?” in terms of experience, currency, physical, and emotional condition. The IMSAFE checklist provides the answers.

⁷ FAA AIM, Chapter 8-1-1 h

CHAPTER 8 DATA MANAGEMENT

8.1 General

The CBP SUAS program adheres to the rules of operation regarding all recorded data captured by the SUAS during a mission, to ensure that it is correctly transferred, categorized, labeled, and stored in a manner consistent with the information security policy and procedures in this Handbook and as outlined by DHS Management Directive 4300A (Information Technology Systems Security), the CBP Information Systems Security Policies and Procedures Handbook (HB 1400-05D) and the Federal Information Processing Standards (FIPS).

Additionally, CBP has taken appropriate steps to implement SUAS policies that address privacy protections, procedures, and standards to ensure compliance with the Privacy Act of 1974, DHS Privacy Act regulations, CBP directives and other applicable laws, regulations and policies.

8.2 Purpose

The policies and procedures prescribed in this chapter establish the minimum criteria and guidelines to be implemented regarding the safeguarding and management of data obtained during SUAS operations. SUAS assets record and store Raw data in the system's internal memory. Those recordings or data are later downloaded to local CBP connected workstations in accordance with the aforementioned policies. From there, it is classified as either Evidentiary or Non-Evidentiary.

8.3 Types of SUAS Data

There are two types of SUAS Data- Administrative/Programmatic, Raw and Asset Usage. This chapter focuses primarily on the Raw data collected by CBP SUAS during authorized missions and describes the regulatory procedures for handling and storing this type of data as a uniform process to be followed at every stage of Raw data collection/storage.

- A. Administrative/Programmatic data is all captured data relevant to the SUAS program with the exception of Raw/Operational data or the actual video files (and associated metadata), which is collected by the SUAS platforms during the mission. For further guidance regarding proper data management protocols as it relates to Administrative Data, see [Section 4.15](#).
- B. Raw Data is any imagery (video, still, or geospatially assimilated) and all associated metadata that a CBP SUAS asset collects during an approved CBP mission. At the time of collection, Raw data's evidentiary value cannot always be immediately determined and will later be categorized as Evidentiary or Non-evidentiary data during the storage phase.
- C. Asset/Usage data is all captured data relevant to asset usage both internal workings of the asset and external operating environmental conditions. In addition, data relevant to the assets configuration, tracking, overall condition and the work performed on the assets; both preventative maintenance and failure repair activities.

8.4 SUAS Data Security- System Requirements

As of the date of publication of this Handbook,

(b) (7)(E)

(b) (7)(E)

The CBP Component is responsible for enforcing data privacy, preserving data integrity, ensuring data accessibility, preventing data loss, protecting confidential information, and assessing data storage capacities. The CBP Component EAC/AC will ensure that their SUAS program has the appropriate safeguards and audit trails in place to restrict access and viewing recorded data to only those with an official need to know. Such safeguards will include but are not limited to:

(b) (7)(E)

(b) (7) (E)

8.5 Raw Data Collection/Storage Procedures

The Raw data captured by the SUAS during the mission and saved in its internal memory must be correctly categorized, labeled, and stored in accordance with prescribed transfer and storage procedures. Each CBP Component field office will act as the custodian of their own SUAS data.

Before labeling Raw data files, SUAS-Os and Supervisors must determine whether recorded data has investigative or evidentiary value, which cannot always be determined in the field. For example, information which may seem insignificant at the time of recording may subsequently play an evidentiary role in an investigation.

When recorded data is placed in storage, each data file must be labeled in accordance with one of following categories:

- A. Evidentiary—Any recorded data that may have material or probative value or is expected to have bearing on any ongoing investigation, or criminal, administrative, civil and/or other legal proceeding. Files determined to have evidentiary value shall be preserved under established rules of evidence with the associated case file.
- B. Non-Evidentiary—Data recorded by a SUAS which is determined to have no evidentiary value. Accidental recordings are considered non-evidentiary. CBP will retain this data for 90 days and then destroy non-evidentiary data in accordance with National Archives and Records Administration (NARA) DAA-0568-2015-0002 (see [Section 8.7](#)).

The CBP Component SUAS Coordinator will ensure that all SUAS recorded data, which is considered official CBP records information, is transferred to storage. The records must be handled consistent with the NARA records schedule, DAA-0568-2015-0002 and DHS/CBP policy using existing CBP archiving procedures.

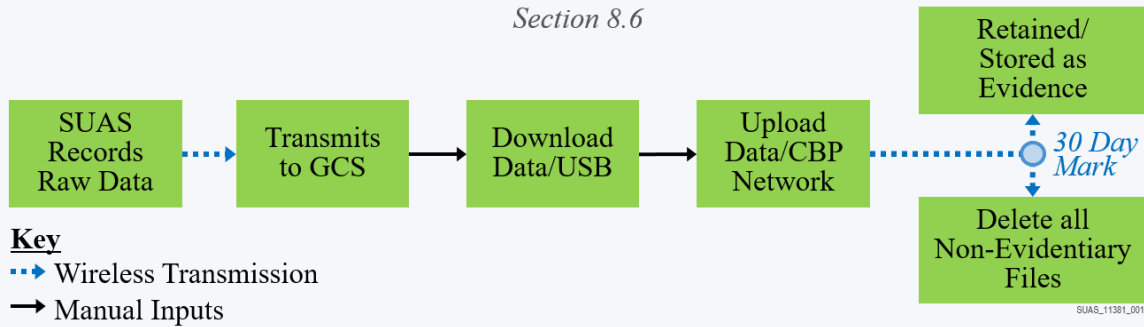
8.6 Data Transfers

CBP SUAS personnel must use DHS/CBP approved media when transferring data to and from all server/workstations and or/SUAS.

The following diagram describes the data transfer process from an SUAS asset to the CBP network:

Data Transfer Process from SUAS to CBP Network

Section 8.6



8.7 Data Retention/Deletion

Upon determining that files are evidence or are likely to become evidence, the files will be transferred to the associated case file and subject to the disposition schedule covering the file.

All collected data will be stored for 90 days from the date of the recording of the event. Once the 90 day period has elapsed, CBP will destroy any Non-evidentiary data in accordance with NARA DAA-0568-2015-0002 unless retention of the information is determined to be necessary to an authorized mission, is maintained in a system of record covered by the Privacy Act or is required to be retained for a longer period by any other applicable law or regulation.

8.8 Privacy, Civil Rights, and Civil Liberties

The use of SUAS significantly expands CBP's ability to remotely obtain sensitive data critical to fulfilling diverse mission objectives. However, this use raises distinct privacy, civil rights, and civil liberties concerns that must be addressed to promote the responsible use of SUAS and protections for individual privacy, civil rights and civil liberties in accordance with the Constitution, Federal law, and applicable regulations and policies.

The Office of Privacy and Diversity (OPD) is responsible for ensuring that protections for individual privacy, civil rights and civil liberties are adhered to in accordance with the Constitution, Federal law, and applicable regulations and policies with all CBP SUAS acquisition and use.

8.8.1 Privacy

In light of the advancements in SUAS technologies and diverse potential uses of SUAS to support the CBP mission, CBP has taken appropriate steps to implement SUAS policies that address privacy protections, procedures, and standards to ensure compliance with the Privacy Act of 1974, DHS Privacy Act regulations, CBP directives and other applicable laws, regulations and policies.

Accordingly, all CBP Components utilizing SUAS or SUAS collected information shall meet the following privacy requirements:

- A. CBP Components only collect information using SUAS, or use SUAS collected information, to the extent that such collection and/or use is consistent with and relevant to an authorized purpose as defined in this Handbook.

- B. Information collected by or on behalf of CBP Components using SUAS that may contain PII shall not be retained for more than 30 days unless in accordance with [Section 8.7](#).
- C. CBP Component leadership along with the Component SUAS Coordinator shall will take appropriate steps to ensure that SUAS collected information covered by the Privacy Act is not disseminated outside of the agency unless dissemination is required by law or fulfills an authorized purpose in support of the CBP mission.

8.8.2 Civil Rights and Civil Liberties Protections

To protect civil rights and civil liberties, CBP Component EAC/AC and/or designates shall:

- A. Ensure that policies are in place to prohibit the collection, use, retention or dissemination of data in any manner that would violate applicable law (e.g., the Privacy Act, First Amendment, etc.) or policy, or in any manner that would unlawfully discriminate against persons based upon their ethnicity, race, gender, national origin, religion, sexual orientation, or gender identity.
- B. Ensure that CBP SUAS activities are performed in a manner consistent with the Constitution and applicable laws, Executive Orders, and other Presidential Directives.
- C. Ensure that adequate procedures are in place to receive, investigate, and address, as appropriate, privacy, civil rights, and civil liberties complaints.
- D. CBP personnel may use video, still images, and/or other data collected from a CBP SUAS to detect, identify, track, classify or apprehend individuals as evidence that may help prove a violation of law. Subject to applicable law, information collected from a CBP SUAS may be shared with other Federal, state, local, tribal and/or foreign law enforcement agencies to assist them with the enforcement of the laws that they administer, and subject to compliance with confidentiality and other requirements (e.g., those specified in 6 U.S.C. 485-Information Sharing and 19 U.S.C. 1628-Exchange of Information).
- E. SUAS recorded data shall not be downloaded or recorded for personal use or posted onto a personally owned device or website.

8.9 Reporting and Disclosures

SUAS recordings and data will be used to create reports regarding official homeland security and law enforcement operations and missions. SUAS reporting shall be limited to that which is necessary and relevant to the CBP mission. In other words, reporting only on official homeland security operations and law enforcement encounters to those who support the SUAS mission and policy.

The CBP SUAS EA and/or Component SUAS Coordinator may occasionally-disclose SUAS reports outside of DHS consistent with the applicable disclosure provisions of the Privacy Act if linked to an enforcement record. If the recording contains unlawful activity, use of force, or field agent misconduct, it will be retained consistent with Section 8.7 and may be presented as evidence for an investigation or prosecution. For cases in which CBP would disclose SUAS reports to third-party agencies outside of DHS, the receiving agency is required to use the SUAS report/folder only for the purpose for which CBP disclosed the data, and must return the data to

CBP or destroy all the information after analysis, unless they have independent authority to retain the information.

8.10 Privacy Threshold Analysis (PTA)

CBP SUAS may collect and process Personally Identifiable Information (PII) including video images, photographs, radio frequency emissions, and location information. Not all data collected by SUAS may be used to identify an individual at the time of collection; however, data captured using the various SUAS may later be associated with an individual. The PTA is required by DHS to determine whether the use case has privacy implications. In addition, the PTA serves as the official determination of the DHS Privacy Office as to whether a CBP activity is privacy sensitive, and whether additional privacy compliance documentation is required. Adjudication of the PTA will determine whether a new Privacy Impact Assessment (PIA) or update to the existing [Aircraft Systems PIA](#) may be required under Section 208 of the E-Government Act of 2002 (<https://www.justice.gov/opcl/e-government-act-2002>) and the Homeland Security Act of 2002.

To determine if a PIA is required as it relates to the specific use cases of an individual CBP Component, the CBP Privacy Officer will assist the CBP Component in preparing a PTA to the parameters defined within a Component's PTA application. The CBP Component will coordinate with the SUAS EA and the CBP Privacy Officer during the application process, and the resultant PIA process if required. For information as to how to initiate the PTA process, please contact CBP Privacy Officer at (b) (7)(E) and/or the SUAS EA at (b) (7)(E)

8.12 Measures and Metrics

Each CBP Component will be responsible for creating metrics in the form of Measures of Performance (MOP) and Measures of Effectiveness (MOE) based upon component specific missions and mission sub-activities. MOEs help answer the question, "Are we creating the effect(s) or conditions in the operational environment that we desire?" MOPs help answer the question, "Are we accomplishing tasks to standard?"

Formulated metrics and corresponding quantitative reports will be reviewed and approved by the SUAS EA. The SUAS EA will provide guidance to CBP Components with both the development of and reporting on its unique SUAS metrics and key performance indicators.

Data gathered through the collection of these metrics will be used to identify trends, explore alternative courses of action, and present information, supported by data, to drive decision making for operational, resource, and policy decisions. Additionally, collecting and storing quality SUAS data and metrics allow for predictive analytics in support of mission and operational needs. This ensures that agents, officers, and trade personnel have relevant information to conduct mission activities. By doing this, CBP will maintain reliable data and apply advanced analytics to explore insights, better inform critical strategic and tactical decisions, and support the achievement of agency-wide goals and strategic initiatives.

CHAPTER 9 ACQUISITION, PROCUREMENT, AND ASSET MANAGEMENT

9.1 Procurement and Lifecycle Management

In accordance with DHS Interim Policy Memorandum: *Securing DHS Small Unmanned Aircraft Systems*, the DHS Office of the Chief Information Security Officer (OCISO) defines department-wide procedural requirements that must be satisfied prior to the acquisition, procurement and or contracting of SUAS (see [Appendix H](#)) The CBP SUAS Executive Agent (EA) is responsible for centralizing acquisition and sustainment, entering into or establishing contractual agreements, policy and operational approval for the use of all CBP SUAS. As such, the CBP EA is the sole CBP officer charged with the responsibility for submitting waivers, in coordination with the CBP Enterprise Services, Office of Acquisition, Component Acquisition Executive and Head of the Contracting Activity to the DHS OCISO for purposes that include but are not limited to: acquiring new SUAS assets, contracting SUAS services, and or seeking deployment approval for CBP owned systems yet to be tested and deemed cyber secure.

SUAS related acquisitions and procurements outside of the DHS OCIO process, and therefore CBP SUAS EA purview, are strictly prohibited.

The SUAS EA will support and engage CBP Component offices to define SUAS resource and operational requirements, assist in the creation of subordinate field level policies and processes to validate and maintain compliance with cybersecurity and operational requirements, provide training, safety and designation procedures, and facilitate procurement, acquisition and logistics support in accordance with DHS and CBP acquisition policies and directives.

For assistance or additional information regarding the process for acquiring SUAS assets and or services, please contact the SUAS EA at (b) (7)(E) or, visit the [CBP \(b\) \(7\)\(E\)](#) site.

9.2 Asset Management

Asset Administrative Management Division (AAMD) and the Personal Property Program Management Office (PPPMO), hereinafter referred to collectively as Asset Management, provides an effective personal property program for accurate accounting of property, accounting of efficient utilization and maintainability of property resources, and integration of property records and financial and O&M accounting and reporting. Asset Management assigns a Local Accountable Officer (LAO) to oversee each Asset Management branch to ensure compliance to all statutory requirements of the Federal Property Management Regulation (FPMR) and Federal Management Regulation (FMR) incorporating regulations of the Office of Management and Budget (OMB), Executive Orders, Department of Homeland Security (DHS) directives and the CBP's Personal Property Asset Management Handbook (HB 5200-13C). These guiding policies form Asset Management's procedure for the management and financial reporting of property.

Asset Management coordinates and collaborates with the SUAS Program Management Office Directorate (PMOD)/Mobile Portfolio, Local Property Officers (LPO), the PMOD Business Management/Finance, Associate Program Managers for Business and the National Finance Center in the review and approval of procurement purchase requisition artifacts supporting the creation shell and asset records in (b) (7)(E)

Asset Management coordinates and executes the EA's Annual and Semi-annual Physical Inventory for all assets in assigned Cost Centers which includes all personal property assigned to individuals or the EA's portfolio's/programs.

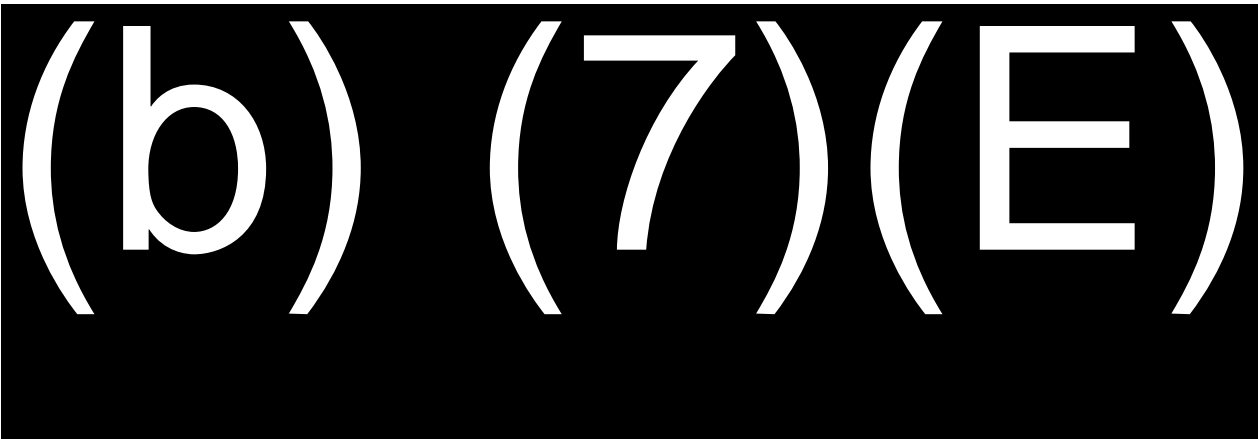
Asset Management coordinates the utilization and completion of asset acceptance processes for deployed assets to ensure all life-cycle records, including the DHS 700-21 are established/completed and ready for use by programs and (b) (7)(E) (b) (7)(E) integrated product support purposes.

9.3 Primary Classifications of Assets

There are three primary classes of assets for SUAS: (b) (7)(E)



9.4 Asset Records



9.4.1 Asset Records: Roles and Responsibilities

Ultimately, PMOD is responsible for the completeness, accuracy and timeliness of all SUAS physical and system transitions. It is also their responsibility to ensure that (b) (7)(E) and (b) (7)(E) synchronized and accurate in a timely manner.

(b) (7)(E) Records Roles and Responsibilities: HB 5200-13C defines all roles, responsibilities and training requirements for the LAO, LPO, and Inventory Takers (IT) for the EA SUAS Program. The EA has assigned trained personnel to satisfy the roles and responsibilities for each position to ensure transactional data inputs into (b) (7)(E) meet all statutory requirements for a complete and auditable record.

(b) (7)(E) Record Roles and Responsibilities:

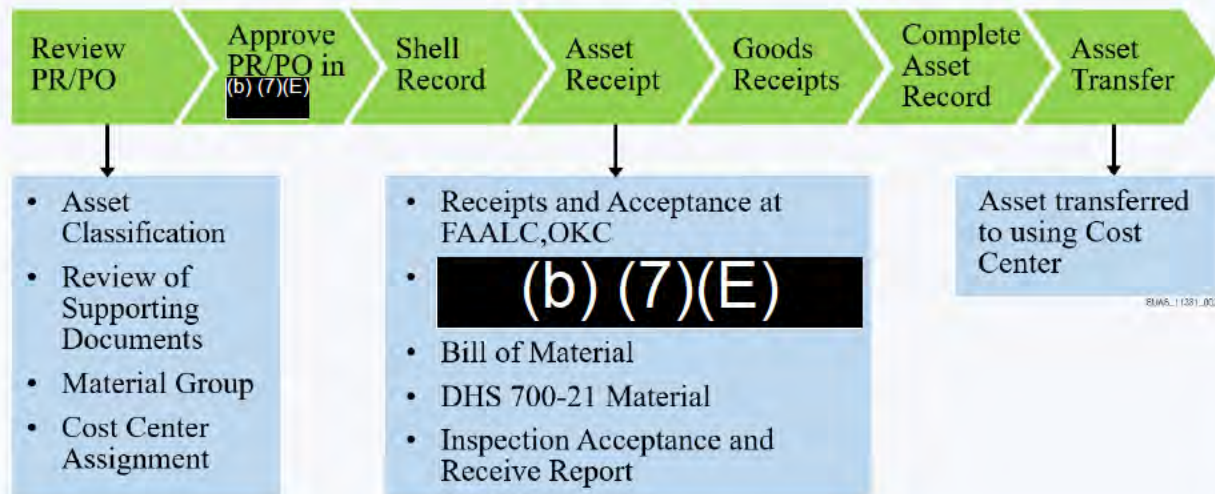
- CBP's Southwest Field Office (SWFO) is responsible for administering the asset management requirements for all accountable transactional data in **(b) (7)(E)**
- FAALC is responsible for inputting transactions into **(b) (7)(E)** when required.
- LEOD is responsible for providing to the FAALC, on a weekly batch basis, all information regarding operations-level asset movement, consumption, maintenance, repair, and disposal to be updated in **(b) (7)(E)**

9.4.2 Asset Records: Acquisition, Receipt and Acceptance

The creation of an asset record in **(b) (7)(E)** begins with Purchase Requisition/Purchase Order (PR/PO). During the review of the PR/PO the LPO works directly with EA's Business Management team to ensure all line items on the PR/PO are coded correctly and that all supporting documentation for the asset is accurate in order to populate the shell record in **(b) (7)(E)**. The SUAS Program through its Inter-Agency Agreement (IAA) with the Federal Aeronautical Administration Logistics Center (FAALC) has assigned responsibility to the FAALC to receive and accept SUAS assets. The FAALC forwards receipt documentation to the EA's Asset Management Team (LPO) and the asset record is completed in **(b) (7)(E)** (see Figure 10.2.3.1 Acquisition, Receipt and Acceptance Process). Additional LPO oversight actions required in **(b) (7)(E)** are identified in HB 5200-13 Paragraph 2.1(h).

Figure 10.2.3.1 Acquisition, Receipt and Acceptance Process

Section 9.4.2



9.5 Asset Transfers

Asset Transfers are initiated in **(b) (7)(E)** when the LPO in the losing cost center ships or moves the asset to another cost center/physical location. Transfers from one organization to another (ex: Component/Field Office/Unit) are initiated by the losing organization and custodial ownership is retained by the losing organization until the electronic transfer in **(b) (7)(E)** is accepted by the gaining LPO. Transfer review of pending files in the **(b) (7)(E)** workflow is essential because physical possession transactions must be completed within 5 working days.

All assets transfers will be captured and synchronized in both (b) (7)(E) and (b) (7)(E) to ensure that financial and program sustainment requirements are met.

9.6 Asset Physical Inventories

CBP OFAM AAMD PPPMO is the responsible organization within CBP to prescribe and issue notices enterprise-wide for annual and semi-annual physical inventories. Each fiscal year the PPPMO issues the requirements for each business element (cost center) to submit for approval the FY Asset Accountability Control Plan (AACP). The LAO/LPO in each cost center is responsible to submit the annual and semi-annual physical AACP to the PPPMO for approval.

The AACP includes all SUAS assets. The LPO Physical Inventory team works with all SUAS LPO's, Sector/District Field Office/Regional Logistics Coordinators, and Program Management personnel as-well-as other stakeholders to complete, post, adjudicate anomalies to complete a successful Physical Inventory.

The EA's Program Management Asset Management Team will coordinate and complete all Annual/Semi-Annual Physical Inventories for SUAS assets located at FAALC as identified in the AACP.

In addition to the required annual physical inventories, PMOD will establish and monitor a continuous asset cycle count program. PMOD, FAALC and LEOD will be responsible for the counting and reconciling of all count issues. They will also be responsible to document the condition of all assets in their area of operations.

9.7 Asset Disposition/Disposal

All disposition/disposal actions for the SUAS Program are the responsibility of the owning custodial cost center LPO. The IAA with the FAALC simplifies this process with the exception of loss, theft, damage or destruction of CBP personal property. The LPO in the owning cost center is the responsible party to process all loss, theft, damage, or destruction cases in accordance with HB 5200-13C, Chapter 12.

All SUAS assets whether Capital or Accountable that become candidates for disposition or disposal are returned to the FAALC for action. Capital Assets shall be transferred to the EA's Program Management Office Directorate Cost Center when shipped to the FAALC.

Accountable assets that are in the disposition/disposal cycle will be tracked to the FAALC location in (b) (7)(E) via the work order or Request Material Authorization (RMA) process.

CHAPTER 10 MAINTENANCE PROGRAM

10.1 General

SUAS inspections and maintenance will be conducted in accordance with the guidance and procedures approved by the SUAS EA. Each CBP Component SUAS Coordinator will be responsible for maintaining their Component's compliance with applicable manufacturer guidelines and procedures and/or FAA directives as well as locally established SOP.

The FAALC is PMOD's (b) (7)(E) transaction designee. As such, the FAALC is responsible for entering all maintenance and repair transactions into the (b) (7)(E). On a weekly basis, SUAS Coordinators will provide to the FAALC all data related to operations-level maintenance and repairs activities for input into (b) (7)(E), the SUAS Program's system of record for activities.

10.2 Maintenance

There are two levels of maintenance to be performed on SUAS components (refer to Section 10.2.2.1 herein regarding the documenting of all performed platform maintenance):

- 1) Organization-Level Maintenance (O-Level) – O-Level Maintenance is to be performed by trained SUAS Operators. This process is designed around the assumption that SUAS Operators are able to perform common tasks associated with the upkeep of systems and replacement of consumable components. The Operator will utilize parts from allocated spares kits and execute O-Level repairs as necessary. O-Level Maintenance responsibilities may include but are not limited to:
 - a) Battery removal and installation, charging, battery handling, and storage;
 - b) Fastener replacement (snap screws, etc.);
 - c) Propeller/rotor blade replacement;
 - d) Arm/leg replacement;
 - e) Actions related to countering the effects of adverse weather conditions such as snow/ice removal, corrosion prevention, etc.
 - f) General actions such as tightening fasteners, cleaning sensors, lubrication of parts, and similar actions;
 - g) Any other repair actions that the operators are qualified to accomplish;
 - h) Incorporate/install software upgrades once approved and distributed by the SUAS National Coordinator as appropriate; and
 - i) If known, provide input for systemic-level issue review;

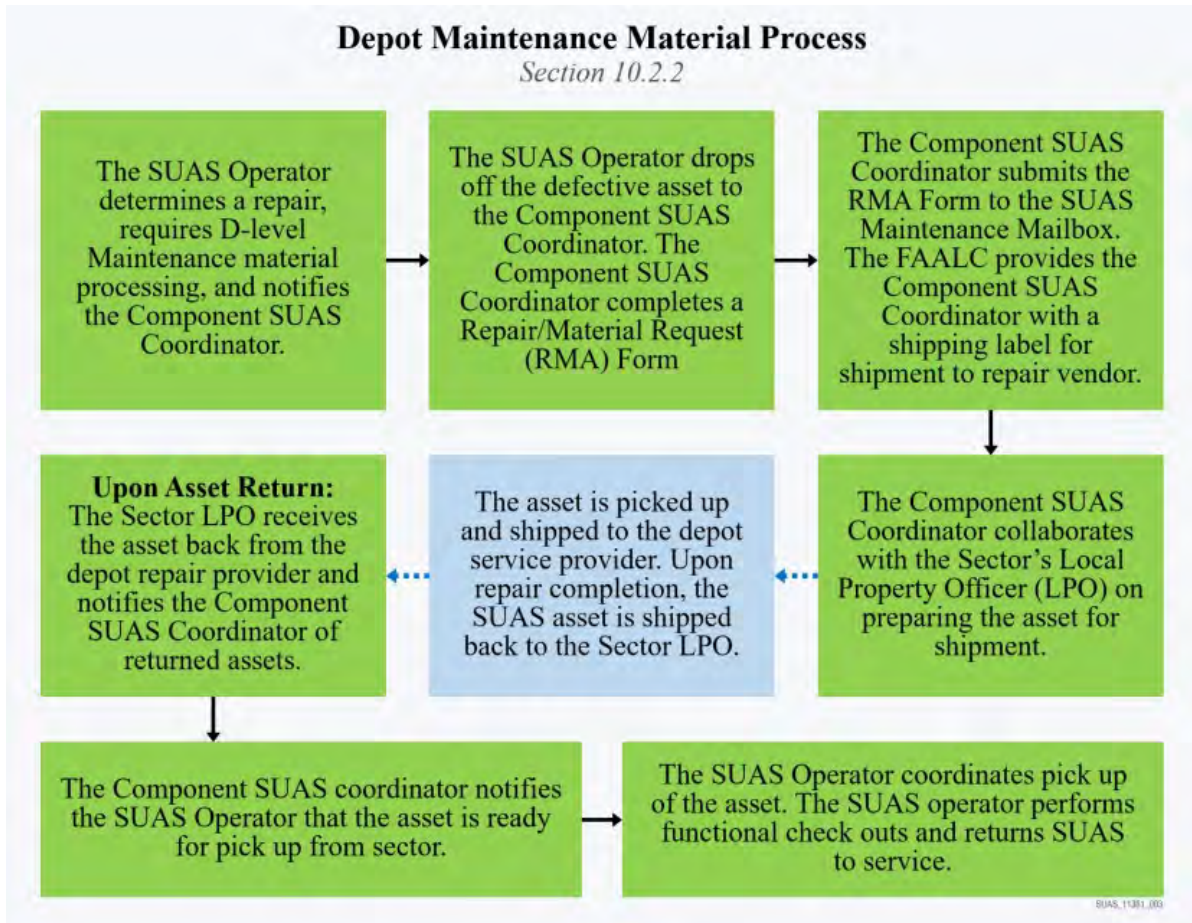
All Organization-level maintenance activities shall be documented on the Platform Record of Maintenance (PROM) form. On a weekly basis, LEOD will provide all O-level data to the FAALC for input into (b) (7)(E). On a periodic basis, operators/coordinators shall review (b) (7)(E) for organization-level maintenance data completeness and accuracy.

- 2) Depot-Level Maintenance Processing (D-Level) – D-Level Maintenance consists of all maintenance that cannot be performed by trained SUAS Operators. All required D-Level

activities shall be coordinated by the FAA Logistics Center (FAALC). All SUAS assets that are within scope of the Program of Record (POR) shall be processed with the procedures contained herein. D-Level Maintenance responsibilities may include but are not limited to:

- a) In-depth maintenance that is beyond the capability of the trained SUAS Operators;
- b) Major overall or rebuild of parts, assemblies, subassemblies and end items including the manufacturing of parts, modification, testing, and reclamation as required;
- c) Removal and replacement of parts and/or components necessary to restore system to serviceable condition;
- d) Software/firmware maintenance as appropriate;
- e) Fault isolation, checkout and testing of systems and repairable components and subassemblies;
- f) Barcoding of serialized assets as appropriate in accordance with the CBP Personal Property Asset Management Handbook (HB5200-13C); and
- g) Replenishment of consumable inventory spares to the field.

The below diagram illustrates the step-by-step repair process for D-Level maintenance material processing:



The CBP Component SUAS Coordinators and/or the SUAS Operators shall not interact with Original Equipment Manufacturers (OEM) for any reason with the exception of troubleshooting equipment malfunctions.

10.2.1 (b) (7)(E)

The (b) (7)(E) is an asset management and logistics system that centralizes logistics data, providing the entire lifecycle costs of projects and programs. It is the CBP SUAS EA's system of record for Asset/Inventory and Maintenance management for all surveillance systems. (b) (7)(E) will be utilized by the SUAS Program to manage and control all maintenance and inventory related transaction activities as it relates to POR assets. The SUAS Program will utilize cost-wise readiness to conduct analysis of maintenance data and associated program metrics to achieve user performance outcomes providing readiness at best cost.

(b) (7)(E) will generate all appropriate workflow documentation providing a seamless interface between the field users and the Depot Maintenance Activity being provided by the Federal Aviation Administration Logistics Center (FAALC).

(b) (7)(E) includes various modules that provide specific functions and utilities to orchestrate automated repair and inventory operations for the SUAS Program of Record.

The SUAS Program of Record will primarily use the following modules in (b) (7)(E):

- a) Asset Module– This module tracks the status, location, and parenting hierarchies of accountable property. Asset records include the item's make, model, description, serial number, owner, barcode, location, and status. It can also be used to track the acquisition cost, configuration, and other specifications.
- b) Inventory Module – This module tracks consumable and repairable items that are not accountable property. These items are not tracked individually but by count and storeroom location. Reorder points are set in the inventory module and email alerts will be generated when storeroom balances reach a specified level.
- c) Service Request Module – Maintenance activities in (b) (7)(E) start with the Service Request (SR). Equipment failures and outages in the field are reported using the SR. SRs are created in the field by operators.
- d) Work Orders Module – A Work Order is created to document the repair of a system component.

Inputs into (b) (7)(E) will be the responsibility of the SUAS Depot Repair Provider (The FAALC). These inputs include:

- a) Creating Service Requests - Service requests document incidents reported for assets or locations. For example, a service request could document an SUAS Operator's problem experienced with a camera (asset) or a request that software be upgraded for all systems at a certain port (location). These incidents may or may not require the creation of a work order. For step by step instruction, please refer to document (b) (7)(E) 7.6 *Creating Service Requests*.
- b) Creating Work Orders – Creating a work order starts the maintenance process and creates a historical record of work to be performed on an asset in need of Depot-Level Maintenance. For step by step instruction, please refer to document (b) (7)(E) 7.6 *Creating a Work Order*.
- c) Moving Assets from an Operating Location – The Move/Modify Assets function allows asset moves between different operating locations/repair locations. For step by step instruction, please refer to document (b) (7)(E) 7.6 *Moving Assets from an Operating Location*.

- d) Returning Items Using Inventory Usage – This function is used to return non-rotating items (consumables) or rotating assets to storerooms from work orders, operating locations, assets, or people by creating and completing an Inventory Usage record. For step by step instruction, please refer to document (b) (7)(E) 7.6 *Returning Items Using Inventory Usage*.
- e) Updating Asset Specifications- Asset records in (b) (7)(E) feature specifications, which are a collection of attributes (e.g., model number and software versions) that describe the asset. Software versions will need to be updated as the SUAS assets are upgraded. For step by step instruction, please refer to document (b) (7)(E) 7.6 *Updating Asset Specifications*.
- f) Performing Physical Counts - The Physical Count function is used to perform regular inventories on consumable items. For step by step instruction, please refer to document (b) (7)(E) 7.6 *Performing Physical Counts*.
- g) Receiving Bulk Assets and Materials - This function to receive a large number of assets or materials at once. This process is called receiving bulk assets and materials and may involve receiving new assets and materials as well as used assets and materials. For step by step instruction, please refer to document (b) (7)(E) 7.6 *Receiving Bulk Assets and Materials*.

10.2.2 Inspection

All inspections will be documented utilizing available technical orders, FAA airworthiness guidance, and manufacturer's developed checklists, as available, to accomplish the following tasks. Inspection forms and or checklists will be made available to the CBP Component SUAS Coordinator upon receipt of any POR SUAS platforms by the EA.

NOTE: All modifications, including sensor changes and/or upgrades must be approved by the CBP SUAS National Operations Director.

- a) Confirm aircraft configuration conforms to original manufacturer's design;
- b) Inspect the airframe of general condition and serviceability;
- c) Note serial numbers for all serialized components;
- d) Perform preflight checklist;
- e) Run systems diagnostics to confirm all tests are normal;
- f) Conduct ground engine run to confirm proper operation;
- g) Check battery charger and other peripherals for proper operation;
- h) Document any missing kit items; and
- i) Provide an overall readiness assessment of the asset: Good to fly, can fly with some limitations, or cannot fly.

10.2.2.1 SUAS Platform Record of Maintenance

The CBP SUAS Platform Record of Maintenance (PROM) will be utilized to document a CBP platform's maintenance history. This form will be created when a SUAS platform is put into service and shall be included as part of the platform's travel case. It will be updated any time O-Level and/or D-Level maintenance, repairs, and/or upgrades are performed on the platform.

Continuation pages shall be added as necessary. These forms are available via the [CBP SUAS \(b\) \(7\)\(E\)](#) site as well as through the [\(b\) \(7\)\(E\)](#) site (see [Appendix L](#)).

The person performing these actions will annotate the following information:

- a) Date of Event (date the platform was taken out of service for maintenance/repair);
- b) Date of Service (when the platform was serviced/maintenance performed);
- c) Name and Location of person performing repair;
- d) “O” or “D” indicating whether the maintenance/repair was performed at the Depot or Organization Level;
- e) Detailed description of the repairs being performed;

A review of the PROM by the SUAS-O will be considered a standard element of the Pre-Flight Inspection to ensure full situational awareness of the platform’s maintenance history.

LEOD will be responsible for sending all O-level maintenance/repair data to the FAALC for uploading into [\(b\) \(7\)\(E\)](#)

10.3 SUAS Storage

Each CBP Component SUAS Coordinator will be responsible for inventorying, storing, charging and inspecting SUAS and related support equipment in accordance with the processes and procedures set forth by the SUAS EA as well as locally established SOPs.

10.4 SUAS-O Responsibilities

SUAS-O will perform the following tasks as they relate to inspection and storage:

- a) Conduct a conditional inspection of each SUAS before every flight and document any discrepancies;
- b) Record SUAS flight time in the in the designated CBP Component system of record [\(b\) \(7\)\(E\)](#) for each flight to ensure data integrity for monthly collection by the CBP Component SUAS Coordinator;
- c) Record malfunctions (loss of link), damage (parts that require repair to be airworthy again);
- d) Maintain a list of consumable inventory levels;
- e) Inspects SUAS equipment after each flight and request replacement of worn or defective equipment;
- f) Execution of all O-Level Maintenance (Update of PROM if applicable);
- g) Repairs to SUAS beyond component replacement shall be coordinated with the Component SUAS Coordinator;

10.5 Component SUAS Coordinator Responsibilities

The CBP Component SUAS Coordinator will:

- a) Receive and archive forms in accordance with current Records Management Policy;
- b) Track accumulated flight time per fuselage/airframe in the Component’s designated system of record and be able to generate and deliver overall usage reports when needed by the Component Head and/or SUAS EA;
- c) Review forms to confirm status of inventory

- d) Ensure all O-Level repairs are executed in compliance with Original Equipment Manufacturers guidance.
- e) Coordinate all Depot-Level repairs from Component office to the Depot in accordance with the processes and procedures set forth herein.
- f) Utilize, operate and maintain the accuracy of (b) (7)(E) as mentioned in Section 10.2.1.
- g) Coordinate (b) (7)(E) transactions and data entries as appropriate to process depot repairs, inventory replenishments and asset movements.

APPENDICES

NOTE: *The following appendices are for reference purposes only. If you seek to utilize one or more of the following appendices, please refer to (b) (7)(E) for originals.*

APPENDIX A DEFINITION OF TERMS

Accident (Unmanned Aircraft): An occurrence associated with the operation of any public or civil unmanned aircraft system that takes place between the time the system activates with the purpose of flight and the time the system is deactivated at the conclusion of its mission, in which any person suffers death or serious injury; or a SUAS sustains substantial damage.

Aeronautical Information Manual: The FAA's official guide to basic flight information and Air Traffic Control (ATC) procedures. The Aeronautical Information Manual can be reviewed online at the [FAA website](#) or downloaded from the (b) (7)(E) training page.

Airspace De-confliction: Describes the process of reducing the risk of a near midair collision or restricted airspace intrusion by sharing information regarding flight activity with CBP air units, DOD units, general aviation, and other agency aviation programs. Airspace de-confliction will occur for emergency and non-emergency aviation activities.

Approved SUAS Training: Basic and advanced SUAS, maintenance, and remedial training provided by certified SUAS Training instructors.

Asset: Items (equipment, materials, and supplies) that can be moved from place to place.

CBP Component: Any agency within CBP participating in the CBP SUAS Program.

CBP Personnel: All permanent and temporary CBP employees, non-CBP employees serving with CBP, and contracted personnel.

CBP SUAS Executive Agent (EA): CBP designated USBP as the EA for SUAS on February 22, 2018 in the *Concept of Operations (CONOPS) to Air and Marine Directors of Operations and Border Patrol Sector Chiefs: Improved Coordination between Air and Marine Operations and U.S. Border Patrol*. This Executive Agent grants USBP specific authorities to provide defined levels of support for SUAS operational missions and administrative functions across CBP.

CBP SUAS National Operations Director (NOD): The staff officer selected by the USBP Chief to direct and administer the CBP SUAS program.

Certification. The process of testing SUAS personnel in program designations and validating that they have met, at least, the minimum standards of competence required in an operational capacity in accordance with established training protocols.

Clearance Authority: The authority or one who possesses the delegated authority to conduct risk assessment and clear SUAS missions and coordinate with the SUAS-O for proper airspace de-confliction for SUAS operations established for each CBP location. If the CA does not hold a current management position, management approval is required for hasty and/or high risk missions.

(b) (7)(E) : Each CBP Component will utilize an electronic system of record for tracking SUAS missions. (b) (7)(E) is a general term utilized throughout this handbook to reference each Component's approved system of record or (b) (7)(E)

CBP Component Local SUAS Coordinator. Liaison designated by the CBP Component and responsible for administering SUAS capabilities at the CBP Component local levels.

CBP Component National SUAS Coordinator. Liaison designated by the CBP Component and responsible for administering SUAS capabilities at the CBP Component national level.

Critical Phases Of Flight: Takeoff, approach, and landing phases of flight.

Currency: A qualification status in which team members or personnel are fully qualified and up to date on the ability to perform specific assigned tasks.

De-designation: The removal of a SUAS team member from SUAS Program activities due to the failure to meet minimum training and designation requirements.

Emergency: A condition or situation, generally unanticipated, in which loss of human life or significant property damage is a foreseeable possibility without prompt preventive action.

Enforcement mission: Any mission or event in which the application of authority is allowed under United States Code. This includes missions involving, or with reasonable potential to involve, the detection, interception, tracking, surveillance, and apprehension of suspected criminal violators; the seizure of evidence; or the detection of illegal entry into the United States.

Exemption: Similar to a waiver defined herein, except that it applies to the CBP SUAS program as a whole, unless specifically limited by the language of the exemption document. With the FAA Grants of Exemption, there are conditions that must be met for the exemption to apply.

Exigency: A condition in which action must be accomplished in a timely manner or immediately to avoid compromise of safety or enforcement result. Note that an enforcement exigency would not necessarily constitute an emergency.

Fatal Injury: Any injury that results in death within 30-days of the accident.

Federal Aviation Regulations (FAR): Rules prescribed by the FAA governing all aviation activities in the U.S. The FARs are part of Title 14 of the Code of Federal Regulations (CFR).

Flight Time: Flight time commences when an aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after landing.

Fly Away: An interruption or loss of the control link, when the SUAS-O is unable to effect control of the aircraft and, as a result, the SUAS is not operating in a predictable or planned manner.

Fully Mission Capable: Material condition of the overall unmanned aircraft system, including individual pieces of unmanned aircraft systems equipment, associated ground support equipment, or unmanned aircraft indicating that it can perform all of its missions.

Ground Control Stations: Sets of ground-based hardware and software that allow SUAS-O to communicate with and control a SUAS and its payloads

(b) (7)(E) Mission: A mission that has had less than ideal planning time, usually less than 24 hours. (b) (7)(E) missions may only be flown under specific management approval or operator self-clearance under exigent circumstances.

Incident: An occurrence other than an accident, associated with aircraft operation, which affects or could affect the safety of operations.

(b) (7)(E)

A supplement to SAP for life-cycle management and accountability of repairable material assets and spares. (Primarily, the Office of Technology Innovation and Acquisition use this system.)

Internal Operating Procedures. Each AC is authorized to issue subordinate internal operating procedures that do not constitute the issuance of new policy; but rather, are issued only for the limited purpose of clarification. Examples of these documents include the IOP Notification and SOP issued by individual Offices.

Local Accountable Officer: The individual responsible for the overall life-cycle accountability and control of all property within his/her jurisdiction. This is not limited to personal property listed in SAP and does include all firearms and other law-enforcement equipment reflected for accountability in FACTS.

Local Property Officer (LPO): The individual responsible for the day-to-day operational accountability and control of property within his/her jurisdiction. This is not limited to personal property listed in SAP and does include all firearms and other law enforcement equipment reflected for accountability in FACTS.

Lost link: The loss of command and control link between the control station and the aircraft.

Maintenance Training: Official on-duty time devoted exclusively to organizational-level maintenance training for SUAS team members; SUAS-Os, VOs, and/or Instructors.

Mishap: CBP's generic term for an accident or incident as identified by the severity of personal injury (ranging from no injury to fatality) and/or physical damage to property (in dollar amount).

Mission (SUAS): The dispatching of an SUAS system to accomplish a particular task or tasks. A mission can consist of one or more sorties flown under the same mission parameters.

National Airspace System (NAS): The common network of U.S. airspace; air navigation facilities, equipment, and services; airports or landing areas; aeronautical charts, information, and services; related rules, regulations, and procedures; technical information; and manpower and material. Included in this definition are system components shared jointly by the DOD, Department of Transportation, and DHS.

Non-Enforcement: Any mission not defined as an enforcement mission.

Non-Mission Capable: Material condition of the overall unmanned aircraft system, piece of unmanned aircraft system equipment, associated ground support equipment, or unmanned aircraft indicating that it cannot perform any of its missions.

Partially Mission Capable: Material condition of the overall unmanned aircraft system, piece of unmanned aircraft system equipment, associated ground support equipment, or unmanned aircraft indicating it can perform at least one but not all of its missions.

Personally Identifiable Information (PII): Any information that permits the identity of an individual to be directly or indirectly inferred, including any information that is linked or linkable to that individual, regardless of whether the individual is a U.S. citizen, legal permanent resident, visitor to the U.S., or employee or contractor to the Department.

Pilot-In-Charge (PIC): An FAA term defining the "person manipulating the controls at all times". For the purpose of this SOH, SUAS-O is used interchangeably with PIC to denote CBP

agency specific description of the person performing those duties and responsibilities of the flight control operator.

Proficiency Flight Examination (PFE): An evaluation administered to SUAS-O to determine proficiency and/or regain currency.

Public Aircraft: An aircraft owned by the United States Government and operated by any person for purposes related to crew training, equipment development, or demonstration; or an aircraft owned and operated by the government of a State, the District of Columbia, or a territory or possession of the United States or a political subdivision of one of the these governments; or an aircraft exclusively leased for at least 90 continuous days by the government of a State, the District of Columbia, or a territory or possession of the United States or a political subdivision of one of these governments.

Remedial Training: Official on-duty time devoted exclusively to addressing and correcting deficiencies in a SUAS operator, visual observer or instructor.

Serious Injury: Any injury which: (A) requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury; (B) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (C) causes severe hemorrhages, or nerve, muscle, or tendon damage; (D) involves any internal organ; or (E) involves second or third- degree burns or any burns affecting more than 5 percent of the body surface.

Significant Incident Report: Concise report of a specific incident that requires notification under CBP's Significant Incident Reporting requirements.

Small Unmanned Aircraft: An unmanned aircraft weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.

Small Unmanned Aircraft System (SUAS): A small unmanned aircraft and its associated elements (including communication links and the components that control the small unmanned aircraft) that are required for the safe and efficient operation of the small unmanned aircraft in the national airspace system.

Sortie: For SUAS recording and reporting purposes, a sortie is defined as one flight by one SUAS, based on the recorded time in the GCS. In the absence of a recorded time, a sortie begins when the SUAS begins to move forward on takeoff (takeoff time) and ends when the SUAS returns after airborne flight and the engine is stopped or 5 minutes have elapsed since touchdown, whichever occurs first (landing time).

SUAS Training Instructor (SUAS-I): A SUAS-O who has satisfactorily completed the SUAS Instructor Training Program and possesses current designation.

SUAS Training Master Instructor (SUAS-MI): A SUAS-I who has satisfactorily completed the SUAS Master Instructor Training Program and possesses current certification.

SUAS Operator (SUAS-O): CBP personnel who are assigned to operate SUAS as the Pilot-in-Command (PIC), has satisfactorily completed SUAS training required by the CBP SUAS EA, and possesses current certification to operate the assigned SUAS.

SUAS Team Member: A designated individual performing duties as the SUAS-O or the Visual Observer. While not designated team members, other flight-essential personnel include any agents acting as ground security.

SUAS Visual Observer (VO): CBP personnel who are assigned to maintain effective communication with the SUAS Operator while a SUAS platform is in flight operation for the purposes of coordinating (1) a constant scan of the airspace where the SUAS platform is operating for any potential collision hazards and (2) to maintain awareness of the position of the SUAS through direct visual observation.

Substantial Damage: Substantial damage means damage or failure that adversely affects the aircraft's structural strength, performance or flight characteristics, and would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to the landing gear, wheels, tires, flaps, engine accessories, brakes or wingtips are not considered substantial damage for the purpose of this part.

Title 14 of the Code of Federal Regulations (14 CFR): Rules prescribed by the FAA governing all aviation activities in the U.S. These rules are also referred to as FARs.

Unmanned Aircraft Accident. An occurrence associated with the operation of any public or civil unmanned aircraft system that takes place between the time the system is activated with the purpose of flight and the time the system is deactivated at the conclusion of its mission, in which any person suffers death or serious injury; or a SUAS sustains substantial damage.

Waiver (CBP SUAS Program): Relief or freedom from compliance with a published rule or regulation by the EA, limited to the specific section or part thereof, articulated in the language of the CBP SUAS waiver, and limited in use to that indicated in the waiver language. Waivers are routed through official channels for review and decision by the CBP EA.

APPENDIX B ACRONYMS

A

AACP	–	Asset Accountability Control Program
AAMD	–	Asset Administrative Management Division
AC	–	Assistant Commissioner
AGL	–	Above Ground Level
AIM	–	FAA Aeronautical Information Manual
AMCIT	–	Air and Marine Cyber Investigations Team
AMO	–	Air and Marine Operations
AMOC	–	Air and Marine Operations Center
AMOSS	–	Air and Marine Operations Surveillance System
AOR	–	Area of Responsibility
APE	–	Annual Proficiency Evaluation
ARP	–	Airport Reference Point
ASD	–	Aviation Safety Directive
ATC	–	Air Traffic Control
ATP	–	Aviation Training Program

B

BEMS	–	Border Enforcement Management Services Division
BOC	–	Basic Operator Course
BP	–	Border Patrol
BVLOS	–	Beyond Visual Line of Sight

C

CA	–	Clearance Authority
CBP	–	U.S. Customs and Border Protection
CDO	–	Command Duty Officer
CDSO	–	Collateral Duty Safety Officer
CFR	–	U.S. Code of Federal Regulations

(b) (7)(E)

CIO	–	Chief Information Officer
COA	–	Certificate of Authorization
CONOPS	–	Concept of Operations
CONUS	–	Continental United States
COR	–	Contracting Officer's Representative

D

DCRF	–	Document Change Request Form
DHS	–	Department of Homeland Security
DOD	–	Department of Defense
DOS	–	Department of State

E

EA – Executive Agent
EAC – Executive Assistant Commissioner
ETR – Electronic Training Record

F

FAA – Federal Aviation Administration
FAALC – Federal Aviation Administration Logistics Center
FAR – Federal Aviation Regulation
FMR – Federal Management Regulation
FOC – Flight Operations Center
FPMR – Federal Property Management Regulation

G

GCS – Ground Control Systems
GHZ – Gigahertz

H

HB – Hand Book

I

IAA – Inter-Agency Agreement
IAW – In accordance with
ICAO – International Civil Aeronautics Organization
ICE – Immigration and Customs Enforcement
IFR – Instrument Flight Rules

(b) (7)(E)

IOP – Internal Operating Procedures
IQC – Initial Qualification Course
IT – Inventory Takers

J – K

L

LAO – Local Accountable Officer
LPO – Local Property Officer
LRE – Launch Recovery Element

M

MEL – Minimum Equipment List
MHZ – Megahertz
MOE – Measures of Effectiveness
MOP – Measures of Performance
MSL – Means Sea Level

N

NARA – National Archives and Records Administration
NAS – National Airspace System

NATC	–	National Air Training Center
NLECC	–	National Law Enforcement Communications Center
NM	–	Nautical Mile
NOD	–	CBP SUAS National Operations Director
NOTAM	–	Notice to Airman
NTSB	–	National Transportation Safety Board

O

OCIO	–	Office of Chief Information Officer
OCONUS	–	Outside the Continental United States
ODO	–	Operations Duty Officer
OEM	–	Original Equipment Manufacturer
OFO	–	Office of Field Operations
OIT	–	Office of Information & Technology
OMB	–	Office of Management Budget
OP	–	Operations Plan
OPM	–	Office of Personnel Management

(b) (7)(E)

OSH	–	Occupational Safety and Health
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P

PDO	–	Privacy and Diversity Office
PFE	–	Proficiency Flight Evaluation
PIA	–	Privacy Impact Assessment
PIC	–	Pilot in Command
PII	–	Personally Identifiable Information
PMOD	–	Program Management Office Directorate
POR	–	Program of Record
PPPMO	–	Personal Property Program Management Office
PR/PO	–	Purchase Requisition/ Purchase Order
PROM	–	CBP SUAS Platform Record of Maintenance
PTA	–	Privacy Threshold Analysis

Q

R

RA	–	Risk Assessment
RMA	–	Request Material Authorization Process

S

SAP	–	Systems Application Products
SIR	–	Significant Incident Report
SME	–	Subject Matter Expert
SMS	–	Safety Management System
SOH	–	SUAS Operations Handbook

SOP	–	Standard Operating Procedure
SOUTHCOM	–	U.S. Southern Command
SR	–	Service Request
SRMO	–	Safety and Risk Management Officer
SSSI	–	Sensitive SUAS Safety Information
STP	–	SUAS Training Program
SUAS	–	Small Unmanned Aircraft System
SUAS-MI	–	Small Unmanned Aircraft System- Master Instructor
SUAS-I	–	Small Unmanned Aircraft System- Instructor
SUAS-O	–	Small Unmanned Aircraft System- Operator
SWFO	–	Southwest Field Office

T

TDY	–	Temporary Duty
TFR	–	Temporary Flight Restriction

(b) (7)(E)

TM	–	Team Member
TOC	–	Tactical Operations Center

(b) (7)(E)

U

UA	–	Unmanned Aircraft
UAS	–	Unmanned Aircraft System
UHF	–	Ultra-High Frequency
U.S.C.	–	United States Code
USCG	–	United States Coast Guard
USBP	–	United States Border Patrol
UTOC	-	Unmanned Technologies Operations Center

V

VFR	–	Visual Flight Rules
VLOS	–	Visual Line of Sight
VO	–	Visual Observer
VTOL	–	Vertical Take Off and Landing

W

WIP	–	Work In Progress
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X – Y – Z

**APPENDIX C
SUAS MISHAP REPORT**

CBP SUAS MISHAP REPORT						
1. POINT OF CONTACT AND MISSION ID						
a. Reporting office		b. POC		c. Phone		
d. E-Mail			e. Mission ID			
2. INCIDENT/ ACCIDENT DATA						
a. Date (MMDDYYYY)		b. Time (Local)		c. Location (Latitude/Longitude of incident)		
d. City		e. State		f. Airspace Classification Select	g. Within 5 Miles of an Airport <input type="checkbox"/> Yes <input type="checkbox"/> No	
h. Sensitive Areas Within 5 Miles (Controlled Airspace, Critical Infrastructure, etc.)						
3. FLIGHT DATA						
a. Governing Flight Regulation PART 107 OTHER:						
b. Flight Category Select		c. Sub Category (List Mission Activities)				
d. Flight Modes *Indicates Waiver Required						
<input type="checkbox"/> Day		<input type="checkbox"/> Night*		<input type="checkbox"/> BVLOS*		
<input type="checkbox"/> >100 MPH*		<input type="checkbox"/> >400 Ft AGL*		<input type="checkbox"/> <3 Miles Visibility*		
<input type="checkbox"/> Operate/Fly Over Person/People*		<input type="checkbox"/> Fly from a moving vehicle or aircraft in populated areas*				
<input type="checkbox"/> <500 Feet Vertically -or- <2000 Feet Horizontally From Clouds*		<input type="checkbox"/> Single SUAS-O Operates Multiple UAs*				
e. Flight Info		f. Launch Time		g. Landing Time		
h. Total Minutes		i. Team members		j. Des.		
k. UA CBP Barcode		l. Payload Serial Number				
4. TEAM MEMBER FLIGHT HISTORY						
a. Team Members		b. Total Time (HH.M)	c. Flight Count	d. Days Since Last Flight	e. Flights In Previous 90 Days 180 Days	
5. ACCIDENT DATA						
Injury To Team <input type="checkbox"/> Yes <input type="checkbox"/> No	Injury To Others <input type="checkbox"/> Yes <input type="checkbox"/> No	UA Damaged <input type="checkbox"/> Yes <input type="checkbox"/> No	UA Destroyed <input type="checkbox"/> Yes <input type="checkbox"/> No	UA Recovered <input type="checkbox"/> Yes <input type="checkbox"/> No	SUAS Ground Equipment Damaged <input type="checkbox"/> Yes <input type="checkbox"/> No	
SUAS Ground Equipment Destroyed <input type="checkbox"/> Yes <input type="checkbox"/> No		Private Property Affected <input type="checkbox"/> Yes <input type="checkbox"/> No		Public Property Affected <input type="checkbox"/> Yes <input type="checkbox"/> No		
Mid-Air Collision With Manned Aircraft <input type="checkbox"/> Yes <input type="checkbox"/> No		Within 5 MI of an Airport/Airfield, Controlled Environment, or Critical Infrastructure <input type="checkbox"/> Yes <input type="checkbox"/> No				
6. SUMMARY OF ACCIDENT (Continue on next page as needed)						

6. SUMMARY CONTINUED <i>(Use continuation sheet(s) as necessary for attachments, images, etc.)</i>			
7. POST-ACCIDENT EQUIPMENT STATUS			
a. Unmanned Aircraft		b. Payload(s)	
Make	Model	Make	Model
Serial Number	Availability <input type="button" value="v"/>	Serial Number	CBP Barcode
CBP Barcode	Faults/Damage		
Faults/Damage	Serial Number	CBP Barcode	
	Faults/Damage		
c. BATTERIES			
Serial Number	CBP Barcode	Serial Number	CBP Barcode
Faults/Damage		Faults/Damage	
8. Estimated Cost of Damage to UA \$ _____ <i>(This amount includes UA mission equipment and batteries. Attach an itemized list of damaged components, cost to repair or replace each component, and total cost of repair or replacement.)</i>			
a. Accident Class/Category <i>(Preliminary Estimate)</i>		Class A <input type="checkbox"/> Class B <input type="checkbox"/> Class C <input type="checkbox"/> Class D <input type="checkbox"/> Class H <input type="checkbox"/>	
9. Signatures	Team Member <input type="text"/>	SUAS Coordinator <input type="text"/>	

INSTRUCTIONS

(See SUAS Handbook for further instructions)

Block 1	Enter the Mission ID and contact information for the individual submitting the form.
Block 2a-2b	Enter the date and time of the accident or incident.
Block 2c	Enter the location latitude and longitude in the following format: Degrees, minutes, seconds, and direction (N or S)-Degrees, minutes, seconds, and direction (E or W), for example 27°33'19"N-81°20'19"W.
Blocks 2d-2e	Enter the nearest city/town, location name, and state.
Block 2f	Select the airspace classification from the pull-down menu.
Block 2g	Check the appropriate box if the accident or incident was within 5 miles of an airport.
Block 2h	Enter the name/identifier of controlled or special-use airspace, and critical infrastructure within 5 miles.
Blocks 3a-3c	Check all applicable boxes.
Blocks 3d-3k	Enter information of the flight, team members, UA, and payload directly involved.
Block 4	Enter flight history data for team members directly involved.
Block 4f	Enter planned start and end date.
Block 5	Check all applicable boxes.
Block 6	Write a thorough summary events before, during, and after the incident. Attach images and witness statements if available. Use of continuation sheets is authorized.
Block 7	Enter the Serial Number and CBP Barcode for UAS, payload, and battery directly involved, then select the appropriate status for each from the availability pull-down menu. Write a brief description of any faults or damage before, during, and after the accident or incident in the Faults/Damage block.
Block 8	Enter the Estimated Cost of Damage (ECOD). This figure represents the total cost to repair or replace each damaged component, to include mission equipment and batteries. Attach an itemized list of damaged components, cost to repair or replace each component, and total replacement cost if UA is destroyed or lost.

Block 8a	<p>Check the appropriate boxes based preliminary cost estimates and the following definitions found in the CBP SUAS Operations Handbook:</p> <p><i>a. Class A accident.</i> An accident in which –</p> <ol style="list-style-type: none"> (1) The resulting total cost of property damage is \$1 million or more; or (2) An injury and/or occupational illness results in a fatality or permanent total disability; or (3) Mid-air collision, regardless of the severity of injury or damage <p><i>b. Class B accident.</i> An accident in which –</p> <ol style="list-style-type: none"> (1) The resulting total cost of property damage is \$500,000 or more, but less than \$1 million; or (2) An injury and/or occupational illness results in a non-life threatening serious occupational injury or illness and/or inpatient care that does not include observation or diagnostic care and/or occupational injury or illness that results in permanent partial disability; <p><i>c. Class C accident.</i> An accident in which –</p> <ol style="list-style-type: none"> (1) The resulting total cost of property damage is \$20,000 or more but less than \$500,000; or (2) An occupational illness or injury that causes any loss of time from work beyond the day or shift on which it occurred; or (3) An occupational illness or disability at any time (4) An injury that results in limited or restricted duty for more than 30 days. <p><i>d. Class D accident.</i> An accident in which –</p> <ol style="list-style-type: none"> (1) The resulting total cost of property damage is estimated at or likely to exceed \$1,000 or more but less than \$20,000; or (2) Occupational injury or illness requiring professional medical treatment beyond simple first aid treatment, but that does not meet the criteria of a Class C mishap. This includes events where individuals are placed on limited status or restricted duty for less than 30 consecutive days. <p><i>e. Class H accident.</i> An incident where there is no damage or the repair cost is less than \$1,000 and/or an aborted or cancelled flight associated with one or more of the hazardous conditions noted below.</p> <ol style="list-style-type: none"> 1. Any SUAS system failure that requires emergency procedures to be implemented 2. Any event that requires emergency procedures to be implemented, a precautionary landing to be conducted due to aircraft damage/non-airworthy condition, or an emergency to be declared. 3. Any significant environmental conditions that affect the aircraft, such as bird strikes, lightning strikes, severe icing, or turbulence and high winds 4. Any hazardous event with high potential for damage or injury, such as near mid-air collisions, objects falling out of or off the aircraft, SUAS team member action not consistent with the sound operation of the aircraft, or property damage on the ground caused by the aircraft
Block 9	<p>An involved team member and relevant CBP SUAS Coordinator signatures verify the accuracy of the form and acknowledgement that further investigation by an individual(s) designated by the Component head or Executive Agent may be necessary.</p>

APPENDIX D SUAS MISHAP NOTIFICATION PROCEDURES

The following procedure shall be followed after a mishap occurs:

- 1) SUAS-O notifies the CA/management authority in accordance with the initial classification of the mishap (Class A-H). The CA/management authority must report the incident up the chain of command in accordance with the following:

Class A or B mishaps must be reported within 1 hour by phone and follow-up email sent to the CBP SUAS National Operations Director (NOD) at:

(b) (7)(E)

Class C through H mishaps must be reported via initial email within 8 hours or as soon after as practical to the CBP SUAS NOD (same email).

- 2) Email notification (Follow-up for Class A&B, Initial for Class C-H): Initial and follow up emails will include CBP SUAS NOD and any appropriate CBP Component SUAS COC notifications and will utilize the CBP SUAS Mishap Notification format ([Appendix E](#))
- 3) The SUAS-O or CA/management authority must complete the CBP SUAS Mishap Report via the SMS Portal (or hard copy) immediately following the mishap or as soon as practical (See [Appendix C](#)) and begin collecting any additional information as necessary.
- 4) The CBP SUAS NOD will make the final determination as to the classification of all mishaps (and notify NTSB and/or FAA as applicable).
- 5) Safety Investigation may be conducted as determined by CBP SUAS NOD.

NOTE: This policy does not replace, but is concurrent with, any reporting policies and procedures found elsewhere and/or imposed by the chain-of-command (e.g., CBP Significant Incident Reporting, JIC notification, 5-point reports, etc.).

INTERNAL CBP SUAS MISHAP SAFETY INVESTIGATIONS:

- A. The CBP SUAS EA will review initial mishap information and determine if a safety investigation is warranted or take alternate action. The EA may defer the safety investigation to the CBP Component EAC/AC. The EA reserves the right to assign its own designee(s) as representatives of the EA during all CBP SUAS mishap investigations.
- B. In coordination with the EA, CBP Component Coordinators or their designee will coordinate internal safety investigations with any other investigative offices (i.e., NTSB, FAA, Critical Incident Team, Office of Professional Responsibility, federal, state and local law enforcement, etc.) as appropriate.
- C. Within 45 days of the completion of the SUAS Mishap Safety Investigation report, the findings will be reported to the EA for potential briefing to the Commissioner. The Safety Investigation report will contain the resulting cause, contributing factors, and prevention recommendations, as warranted.

APPENDIX E

SUAS MISHAP EMAIL NOTIFICATION

Initial and follow up emails shall be sent to the CBP SUAS National Operations Director (NOD) as well as any appropriate CBP Component SUAS notifications and shall utilize the following format:

SUAS Mishap Notification Email Format

Subject: SUAS, Component location, date, perceived* mishap Class (A-H), SUAS type, mishap title (collision, death, fire, etc.)

Body: The body consists of the following five elements in the order given:

Subject line repeated, Mission at time of Mishap, Event, Impact of the Event, Result: Damage, Injuries, Disposition of Equipment

Example of Notification Email Format:

Subject: SUAS, RGV, 12/01/2019, Class H, Indago, Blade damage

Body: SUAS, RGV, 12/01/2019, Class H, Indago, Blade damage

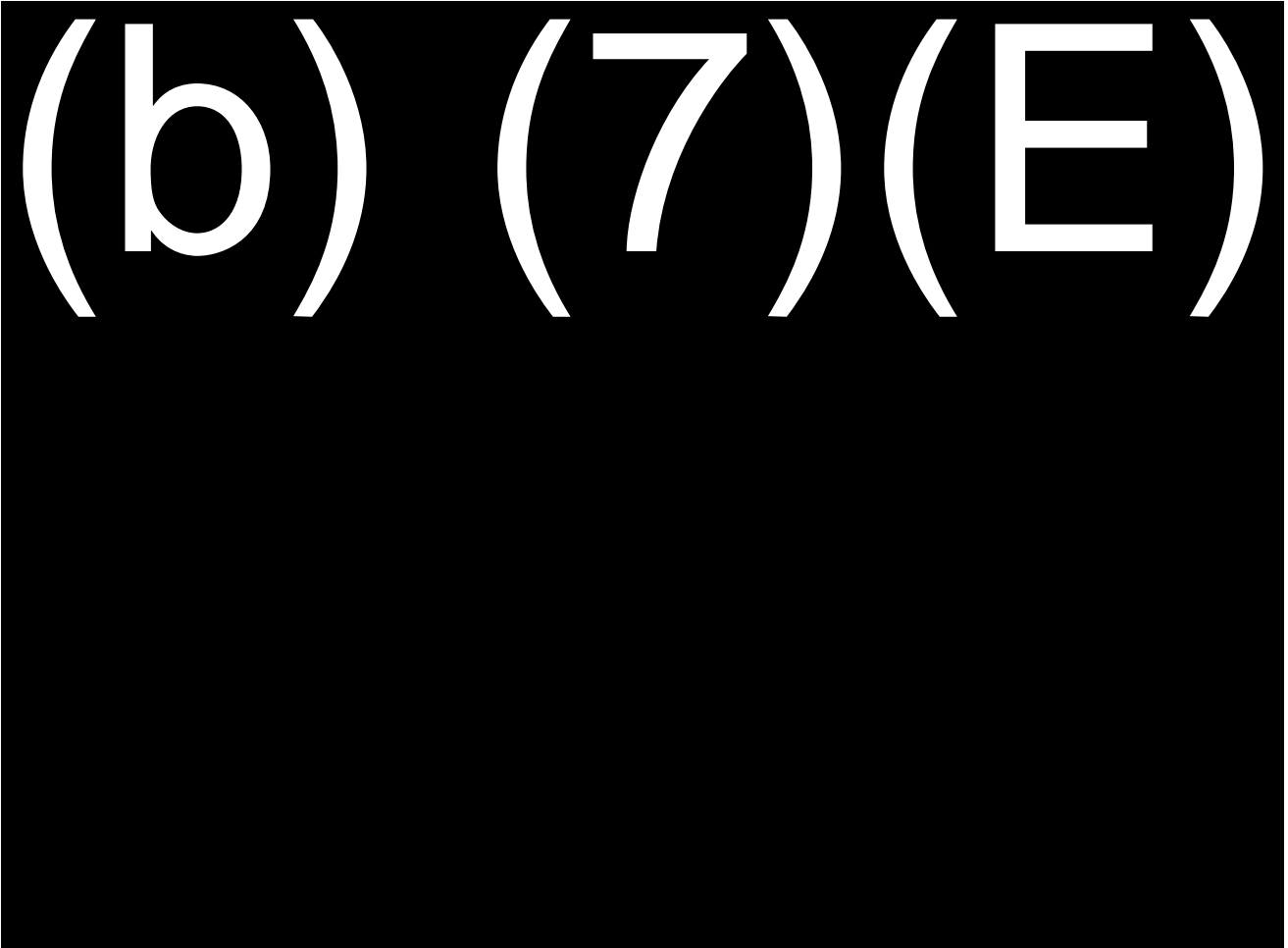
During flight SUAS ### struck a tree, causing blade damage. The SUAS-O was able to safely land the SUAS. Upon inspection, a rotor was missing and damage present to the SUAS housing (photo attached). The SUAS is currently located at the McAllen BP Station with Sector SUAS Coordinator. No injuries were reported as a result of this event.

*** The CBP SUAS NOD will make the final determination for classification of all CBP mishaps. The initial notification process will include the mishap classification as perceived by the field, in accordance with the SOH**

APPENDIX F
SMS PORTAL FOR RISK ASSESSMENTS

The Safety Management System (SMS) provides a structured management system to control risk in operations. It also provides the organizational framework to support a sound safety culture.

The SMS Portal is the repository for anything Safety-related to CBP SUAS Safety data, including the completion of mission Risk Assessments and mishaps.



CBP SUAS RISK ASSESSMENT FORM (PDF Version)

The PDF version of the Risk Assessment is available in the event the SMS Portal is not accessible or is necessitated by a (b) (7)(E) mission.

CBP SUAS RISK ASSESSMENT	Unit:
(b) (7) (E)	

**CUSTOMS & BORDER PROTECTION
SUAS RISK ASSESSMENT v1.0
INSTRUCTIONS**

1. **PURPOSE:** To establish a formal method to assess operational hazards and risk for CBP Small Unmanned Aircraft Systems (SUAS) operations.
2. **GENERAL:** The Risk Assessment (RA) process is a systematic analysis by which hazards/risks inherent to a particular mission are identified and reduced to the lowest possible level prior to initiation of that mission. The process serves to insure that the command structure is aware of and concurs with the complexity of the missions being undertaken by assigned personnel. It takes into consideration the various mission risk factors as defined in the SUAS Operations Handbook. This process supplements, but does not replace the requirement for all flights to be approved at the appropriate management level. (b) (7)(E) missions will require specific management approval in accordance with the SUAS Operations Handbook (SOH).
3. **PROCEDURE:**
 - a. Prior to every mission, the SUAS Operator will assess risk using the attached RA Supplement and the guidelines specified below. A separate supplement will be completed for each individual mission, anytime there is a complete personnel change, or the mission parameters change significantly (i.e. training to (b) (7)(E) mission).
 - b. This RA is a general guide to common risks associated with SUAS operation. The actual risks associated with a specific element may be higher or lower based on operator experience, local SOPs, etc. The Operator shall use the comments box to document any factors that mitigate or increase specific risks.
 - c. Any change in Clearance Authority (CA) during a mission requires concurrence from the oncoming CA; example: shift changes. This concurrence shall be annotated on the original mission RA Supplement.
 - d. The RA is completed by the SUAS-O for the WORST conditions anticipated or forecasted during the assigned mission. Once completed, the SUAS-O will submit the RA to the CA for review.
 - e. For risks identified in the medium or high range, the SUAS-O and the CA shall review methods for mitigating the risk, if possible, and annotate them in the "MITIGATION/ SUBJECTIVE RISK ASSESSMENT ANALYSIS" section (see Mission Risk section).
 - f. The CA CANNOT downgrade any risk factors assessed by the SUAS-O. The CA either concurs with the Operator's decision to launch or overrides that launch decision. The CA does not have the authority to override an operator's "No-Go" decision.
 - g. Personal signature by the CA is normal procedure; However, in extreme cases such as hasty missions, verbal approval via radio or telephonic means is permitted if the following conditions can be met:

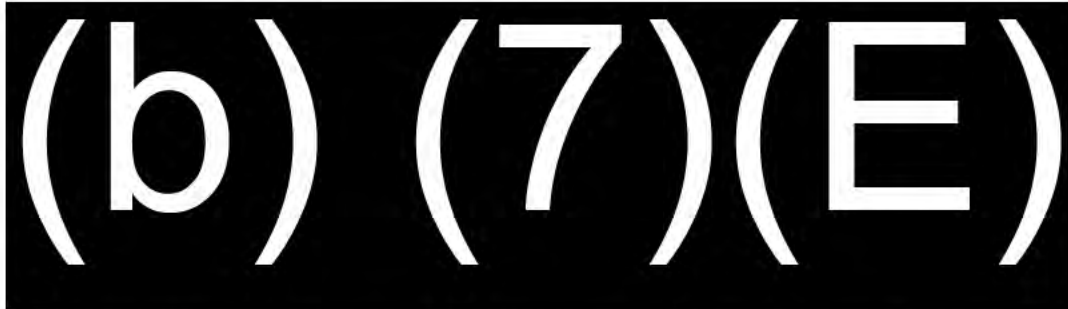
The date, time, name of approving/briefing authority, and means of contact, i.e. land line, and VOCO is annotated in the appropriate signature block. The form must be endorsed by the CA at the next available opportunity.

Version 1.0 (June 2020)

4. RISK ASSESSMENT DEFINITIONS & DESCRIPTION

a. ORGANIZATIONAL FACTORS

- (1) MISSION ORIGATION: Assesses the originating organization's familiarity with CBP capabilities
 - Local Command (originates at the local CBP office level)
 - CBP Component Level (originates at the CBP Component level- ie HQ)
 - Outside CBP (mission originated by an outside agency)
- (2) MISSION TYPE: Assesses the mission complexity by considering the type of operation being conducted. Select Day or Night, then circle the type of mission being conducted (Enforcement, Intel, Search & Rescue, Training, Support, or Maintenance)
- (3) MISSION DETAILS: Assesses the amount and quality of information regarding the proposed mission. Is there adequate mission info available to develop a good plan? Does the operator fully understand the proposed mission?



- (4) PLANNING TIME: Evaluates the time allocated for mission planning. Is there adequate time to develop a good plan and prepare for the mission? As the planning time increases and more information becomes available, risk is reduced.
- (5) ADDITIONAL FACTORS: Assesses any additional risks or factors that may be present during the mission (this includes any risks or factors not listed on the form).

b. HUMAN FACTORS- OPERATOR & VISUAL OBSERVER

- (1) TOTAL EXPERIENCE: Assesses the Operator's total experience AND his/her total flight time operating that particular platform.
- (2) MISSION TYPE EXPERIENCE: Evaluate the operator's experience with similar missions, taking into account mission type and equipment used.
- (3) DAYS SINCE LAST FLIGHT: Days since operator's last flight.
- (4) TOTAL REST TIME: Total rest time (time off since last work period).

Version 1.0 (June 2020)

- (5) TIME OF MISSION: Annotate which portion of the team members' duty day the mission will be conducted (e.g., first 0-5 hrs, second 5-10 hrs or last 10- 16 hrs) of the duty day.
 - c. ENVIRONMENTAL FACTORS: The SUAS-O will include the most conservative, intermittent conditions forecasted or known to exist throughout the operational area for the duration of the mission.
 - (1) WX SOURCE: Indicate what source or site was utilized to obtain weather information
 - (2) THROUGH: Self explanatory.
 - (5) CEILING: Select the appropriate operating ceiling. The minimum distance of the unmanned aircraft from clouds must be no less than 500 feet below the cloud and 2,000 feet horizontally from the cloud. These factors are listed in Above Ground Level (AGL).
 - (6) WIND: Select the appropriate wind conditions expected in the area of operation.
 - (7) WIND GUSTS: Select the appropriate wind gust conditions. Gust is defined as the difference between minimum and maximum speeds. Note: The operator should be aware that wind gust will affect SUAS platforms differently at various altitudes.
 - d. EQUIPMENT FACTORS: Identify the type of equipment that will be utilized during the mission.
 - (1) PLATFORM SUITABILITY: Is the SUAS selected for this mission the appropriate platform, given the mission parameters and environmental factors?
 - (2) EXTERNAL COMMUNICATIONS: Identify how the Visual Observer and Operator will communicate during the mission and how other factors might affect that communication (i.e. wind, environmental factors, etc).
 - e. MITIGATION/ COMMENTS/ ADDITIONAL RISK FACTORS: Each section has space available to capture any mitigation factors utilized by the team to lower risks identified in each section. This area should also be used to capture any other risk factors not identified and the mitigations for each. For example: (2) Mission Type- Night Training carries medium risk. The mitigation might be to have additional VOs. This would be listed in the Operational Factor comments box as "#2 night ops- additional VO to be utilized during training."
5. CALCULATING TOTAL MISSION RISK: The levels of risk identified in the RA form include:



6. **MISSION RISK:** Total Mission Risk is calculated by adding up the values for all selected factors.

(b) (7)(E)

A) (b) (7)(E)
B) (b) (7)(E)
C) (b) (7)(E)
D) (b) (7)(E)

7. **DISPOSITION OF FORMS:** Once completed, reviewed and signed by the SUAS-O and CA, the RA form will be retained with the appropriate Mission Briefing Form as an auditable record.
8. **POST FLIGHT RISK RE-ASSESSMENT/ UNANTICIPATED HAZARDS:** Any unexpected hazards or risks that occur during the flight can be annotated. This information can be used to avoid or mitigate those situations during future flights.

Version 1.0 (June 2020)

APPENDIX G

CBP HAZARD REPORTING AND MITIGATION

BACKGROUND:

A hazard may be either an unsafe condition or work practice that, if not controlled, could negatively affect safety of operations or result in personnel injury, loss of life, or property damage.

Employees and supervisors are encouraged to ask questions and seek assistance from their local safety officers and chains of command as well as the CBP Occupational Safety and Health (OSH) Division.

CBP OCCUPATIONAL SAFETY AND HEALTH PROGRAM:

The Designated Safety and Health Official for CBP is the Assistant Commissioner, HRM. The Assistant Commissioner, HRM, oversees administration of the CBP safety program on behalf of the Commissioner.

The CBP Occupational Safety and Health Handbook, HB5200-08B, is the program guidance document for U.S. Customs and Border Protection's (CBP) Occupational Safety and Health Program. It establishes policies and procedures to assure a safe work environment, safe work practices, and conformance with statutory and regulatory requirements for Federal agency safety and occupational health programs.

Due to the technical aspects and high proficiency requirements of CBP's work, hazards are divided into two broad categories (OSH and Operational), with dedicated safety subject matter experts (CDSO, other local and national safety officers, and safety committees). CBP utilizes the hazard reporting method described in HB5200-08B to report, investigate, and abate both categories of hazard.

OCCUPATIONAL SAFETY and HEALTH (OSH) HAZARDS

OSH revolves around HB5200-08B standards, conduct, reporting, tracking, and investigating (in part):

- Facility hazard reporting and tracking (HB5200-08B Chap 5)
- Management responsibilities to investigate and abate reported hazards (HB5200-08B Chap 5)
- Injury reporting and investigations (HB4200-08B Chap 4)
- Hazardous material safety
- Hearing conservation efforts, etc.

OPERATIONAL HAZARDS

Operational hazards involve the operation of aircraft and/or vessels and the conduct of law enforcement. Examples include:

Aviation:

- Checklist fault resulting in accidental fire suppression activation

- Software fault that degrades MQ-9 control link during certain ground operations
- Faulty installation of SUAS servo resulting in unexpected flight maneuvers

Marine:

- Crew laceration hazard due to protruding storage compartment latch screws
- Personal flotation auto inflate failures
- Vessel design flaw resulting in fuel spills while refueling

Law Enforcement:

- Sidearm magazine failures
- Use of a specific lot of restraining device causing injuries to suspect's hands
- Shotgun stock spring failures

PROCEDURE and RESPONSIBILITIES:

Employees (reporting source)

Reporting personnel are encouraged to utilize their local chains of command and report OSH and operational hazards, in accordance with HB5200-08B. However, employees can report safety hazards directly to the HRM, OSH Division

CBP Form 507 (Employee Report of Unsafe or Unhealthful Working Conditions) is the preferred method for hazard reporting, but CBP employees may verbally communicate hazards immediately to their local management for resolution as the most expedient method to correct a hazard (HB5200-08B, Section 5.4).

Anonymous reporting can take the form of a notification to the local supervisor or area safety manager and sent directly to the HRM, OSH Division Director.

Employees are encouraged to recommend resolution(s) when reporting.

Managers, Supervisors, and Safety Officers

Follow guidance provided by HB5200-08B for reporting, logging, investigating, and mitigating OSH and Operational hazards and all employee injuries recorded via CA-1 and/or 2 via E-Comp.

Complete CBP Form 507 (when a hazard is reported verbally), record the investigation on CBP Form 508, and log it on CBP-511 (HB5200-08B Chapter 5). When reported local hazards are immediately corrected, no further action is necessary (e.g., trip hazard due to loose carpet square that is immediately glued back down, etc.).

Local management must request assistance from the next level in the chain of command (HB5200-08B Chapter 5.5) and notify the appropriate higher authority when:

- The hazard is beyond the ability of local management to abate (budget, expertise, etc.).
- The reported hazard caused an injury.
- The hazard may impact other branches/centers.

Collateral Duty Safety Officer (DSO)

Serves as subject matter expert on CBP OSH HB5200-08B requirements and assist reporting employees, supervisors, and management to report, investigate, track, and mitigate hazards.

Provide copies of reported injuries, hazards, and associated investigations to the local Component Safety Committee for review and action as required.

Conduct and report periodic hazard-associated facility inspections (HB5200-08B). An on-site inspection may not be necessary if the hazard can be mitigated immediately through normal management action.

Reference HB5200-08B 5.2.2 for a full list of responsibilities.

Investigation and Abatement Timeline

Timelines in which supervisors or the local safety officer shall investigate hazard reports:

- Imminent danger conditions – within 24 hours of report
- Serious conditions - within 3 working days of report
- Other than serious safety and health conditions - within 20 days of report

APPENDIX H
INTERIM POLICY MEMORANDUM: SECURING DHS SUAS



April 17, 2020

MEMORANDUM FOR: Department of Homeland Security Components
Chief Information Officers

FROM: Elizabeth A. Cappello (b) (6), (b) (7)(C)
Chief Information Officer (Acting)

SUBJECT: Interim Policy Memorandum: Securing DHS Small Unmanned Aircraft Systems (sUAS)

In Policy Memorandum 119-08¹: Addressing Cybersecurity Vulnerabilities of sUAS, the Department of Homeland Security's (DHS) Deputy Under Secretary for Management (DUSM) outlines actions that must be implemented department-wide prior to the procurement and contracting of sUAS.

In accordance with Policy Memorandum 119-08, the Office of the Chief Information Officer (OCIO) promulgates the following cybersecurity requirements and waiver process as interim policy for DHS Components that acquire, use, or dispose of domestic and foreign-manufactured sUAS, also known as small drones.

The sUAS devices contain information technology (IT) components, operate through an application, process, receive, store, or transmit information, and are subject to DHS Sensitive Systems Policy Directive 4300A² including but not limited to:

- Appropriate approval to procure and use these devices based on operational mission needs;
- Inventory of sUAS devices and supporting IT assets;
- Implementation of applicable cybersecurity controls based on the specific capabilities of the devices;
- Sanitization and disposal of sUAS devices and their supporting IT assets.

Detailed cybersecurity requirements for applicable sUAS devices are provided as part of the DHS sUAS Cybersecurity Requirements³. Component CISO's are responsible for validating compliance to the DUSM Policy Memorandum 119-08, this memorandum and the guidance

¹ Policy Memorandum 119-08: Addressing Cybersecurity Vulnerabilities of Small Unmanned Aircraft Systems:
(b) (7)(E)

² DHS Sensitive Systems Policy Directive 4300A:
(b) (7)(E)

³ Small Unmanned Aircraft Systems (sUAS) Cybersecurity Requirements:
(b) (7)(E)

referenced in the DHS sUAS Cybersecurity Requirements.

Waivers may be granted for the continued use of sUAS and procurement of sUAS that have not been tested and deemed secure by the Department of Defense (DoD). DHS OCIO will provide waiver governance and serve as the cybersecurity Risk Executive Function (REF). The Waiver Request Form is included in DHS 4300A Sensitive Systems Handbook, Attachment B⁴ and must be submitted to (b) (6)

Artifacts must be provided by sUAS Programs to denote DoD satisfactory testing and authorized usage:

1. If the current artifacts for DoD can be provided, no waivers are needed but sUAS Programs **must** still adhere to all the requirements of both this memorandum and the Policy Memorandum 119-08, i.e. following the policy, inventory, testing controls, etc.
2. If the DoD artifacts are not current (within 2 years) or do not exist, then a waiver is **needed** and sUAS Programs **must** still adhere to all the requirements of both this memorandum and the Policy Memorandum 119-08.

If you have any comments or questions concerning this memorandum, please do not hesitate to contact the DHS Cybersecurity Supply Chain Risk Management Program. (b) (6)
(b) (6)

⁴ DHS 4300A (b) (7)(E)

APPENDIX I
CBP SUAS POLICY REGARDING SAFETY INVESTIGATIONS

Sensitive SUAS Safety Investigation Information

- 1 **PURPOSE.** To establish CBP SUAS program policies and instructions for the identification, handling, and release of Sensitive SUAS Safety Investigation (SSSI) information.
- 2 **BACKGROUND.**
 - 2.1 The protection of information gathered during an SUAS safety investigation from inappropriate use is essential to ensure its continued availability, since the use of this information for other than safety-related purposes may inhibit the future availability of such information, with an adverse effect on safety.
 - 2.2 SSSI information is used by CBP for the purpose of preventing future mishaps and our ability to protect this information is integral to continued confidence and support of employees to provide candid information essential to accident prevention. CBP redacts SSSI information from reports for other than safety-related purposes in accordance with International Civil Aviation Organization (ICAO) Annex 13 safety information standards. In accordance with these standards, matters involving criminal behavior, gross negligence, and reckless or willful misconduct are not protected.
- 3 **POLICY.**
 - 3.1 SSSI information shall be used for the purpose of improving safety and qualifies for protection under specific conditions in accordance with the principles of this policy.
 - 3.3 The unauthorized disclosure of SSSI information may be a violation of law and/or could result in Agency administrative action.
 - 3.4 Nothing in this procedure should be construed or applied to interfere with an employee's right to communicate with their Congressional representatives, engage in conduct protected by the Whistleblower Protection Act, or exercise any other substantive right.
- 4 **DEFINITIONS.**
 - 4.1 "SSSI information" is information collected and established for the sole purpose of improving safety, and qualified for protection under specified conditions in accordance with Section 6 and Section 9 below.
 - 4.2 "Inappropriate use" refers to the use of safety information for purposes other than for which it was collected, to include use of the information for disciplinary purposes and/or disclosure of the information to the public.
- 5 **AUTHORITIES/REFERENCES.**
 - 5.1 DHS Safeguarding Sensitive but Unclassified Information MD 11042.1
 - 5.2 DHS Safety and Health Manual June 2010
 - 5.2 CBP Standards of Conduct Directive 51735-013A (6.5)

- 5.3 CBP Table of Offenses and Penalties (N.2)
- 5.4 CBP Occupational Safety and Health HB5200-08b
- 5.5 Annex 13, Aircraft Accident and Incident Investigation, International Civil Aviation Organization
- 5.6 Annex 19, Safety Management, International Civil Aviation Organization

6 PRINCIPLES OF PROTECTION

- 6.1 SSSI information shall qualify for protection from inappropriate use and be considered SSSI information according to specified conditions that should include, but not necessarily be limited to, whether the collection of information was for explicit SUAS safety investigation purposes and if the disclosure of the information would inhibit its continued availability.
- 6.2 SSSI information shall not be used in a way different from the purposes for which it was collected.
- 6.3 The use of SSSI information in disciplinary, civil, administrative and criminal proceedings shall be carried out only under suitable safeguards provided by the principles of exception contained in Section 7.

7 PRINCIPLES OF EXCEPTION

- 7.1 Exceptions to the protection of SSSI information should only be granted when:
 - 7.1.1 There is evidence or circumstances reasonably indicate that the occurrence was caused by an act considered to be conduct with intent to cause damage, or conduct with knowledge that damage would probably result, equivalent to reckless conduct, gross negligence or willful misconduct;
 - 7.1.2 Review by an appropriate authority determines that the release of the SSSI information is necessary for the proper administration of justice and/or that its release outweighs any adverse impact such release may have on the future availability of safety information.

8 RESPONSIBILITIES


- 8.1 The CBP SUAS Executive Agent (EA) shall be the designated custodian of safety sensitive information and shall be responsible for protection regarding disclosure.
- 8.2 The EA may authorize release of SSSI information in accordance with the principles of exception in Section 7.

9 IDENTIFYING SSSI INFORMATION. For CBP purposes, SSSI information includes but is not limited to:

- Records pertaining to accident and incident investigations (to include information gleaned from safety investigation interviews with involved personnel).
- Mandatory incident reporting systems.
- Voluntary incident reporting systems.

- Animations incorporating safety sensitive information. Un-interpreted animations made exclusively from flight recorder raw data, including flight operations quality assurance data, are not protected by this procedure and are generally releasable; however, prior to release, especially in cases where the product is derived from aggregate data; such animations must be reviewed for sensitive national security content. Animations found to include information that could compromise national security to any degree must be handled appropriately.
 - Photographs, films, and videotapes that are staged, reconstructed, or simulated reenactments of possible or probable scenarios developed by or for the analysis of the safety investigator.
 - Staff reviews, endorsements and/or coversheets of safety investigation reports.
- 10 NON-SAFETY SENSITIVE INFORMATION. Factual data and information that is generally available is not considered safety sensitive and is not subject to the protections of this policy.

**APPENDIX J
SUAS DOCUMENT CHANGE REQUEST FORM (DCRF)**

 <p>U.S. Customs and Border Protection CBP SUAS Program, Executive Agent U.S. Border Patrol SUAS Program Office</p>	<p align="center">DOCUMENT CHANGE REQUEST FORM</p> <p>Tracking ID (HQ use only): _____</p> <p>Short Title: _____</p> <p>Date Submitted: _____</p>		
	<p>Purpose: This Document Change Request Form (DCRF) is to be submitted by offices/personnel to request a change to U.S. Customs and Border Protection (CBP), Small Unmanned Aircraft Systems (SUAS) Program documents, manuals, and procedures.</p> <p>NOTE: All completed forms as well as questions regarding this form shall be directed to CBP SUAS Executive Agent (EA), US Border Patrol SUAS Program Office via email: (b) (7)(E)</p>		
Name:	Location:	Phone:	Email:
Changing Document: (SOH, etc.)		Section Modified: (Chapter, Section, Paragraph, etc.)	
<p>Current Document Verbiage: (Use continuation sheet, if necessary.)</p>			
<p>Statement of Problem:</p>			

Synopsis of Solution:

[Empty text area for Synopsis of Solution]

Recommended Change:

[Empty text area for Recommended Change]

Component SUAS Coordinator: Concur Do Not Concur Date:

Remarks:
[Empty text area for Remarks]

Component EAC/AC: Concur Do Not Concur Date:

Remarks:
[Empty text area for Remarks]

SUAS Executive Agent: Concur Do Not Concur Date:

Final Remarks:
[Empty text area for Final Remarks]

APPENDIX K SUAS WAIVER FORM

<i>REQUEST FOR RELIEF FROM SUAS POLICY/PROCEDURE</i>			
Short Title: [REDACTED]	Waiver Authority: CBP SUAS EXECUTIVE AGENT		
Date Submitted: [REDACTED]			
Purpose: This Request for Relief from Policy/Procedure form is to be submitted by offices/personnel to request a waiver for U.S. Customs and Border Protection (CBP) SUAS Program policy documents.			
Name: [REDACTED]	Office: [REDACTED]	Phone: [REDACTED]	Email: [REDACTED]
Policy/Procedure For Which Relief is Requested: <i>(Publication, Chapter, Section, Paragraph, etc.)</i> [REDACTED]			
Provisions of Rationale For Requested Relief from Policy/Procedure: [REDACTED]			
Time Period of Requested Relief: [REDACTED] - [REDACTED]			
Risk Management shall include the following 5-step analysis:			
1. <u>Issue/Hazard Identification:</u> What issue/hazard/threat exists that facilitates the need for a waiver request? [REDACTED]			
2. <u>Assessment of Hazard:</u> Using a risk assessment, determine the probably and severity of the issue/hazard/threat. [REDACTED]			
3. <u>Controls/Mitigations:</u> What will you do to mitigate the risk of the issue/hazard/threat? What other issues/hazards/threats might exist after mitigation. [REDACTED]			
4. <u>Implementation of Controls/Mitigations:</u> What actions will you take to ensure your controls/mitigations are effective? [REDACTED]			
5. <u>Supervision/Evaluation:</u> How will you check to ensure your controls/mitigations are effective? [REDACTED]			
Comments: [REDACTED]			
Restrictions: [REDACTED]			
Risk Management: <input type="checkbox"/> Approved <input type="checkbox"/> Not Approved			
Authorizing Authority: [REDACTED]		Submit to CBP SUAS EA ONLY after this waiver has been filled out in its entirety and approved by the waiver authority.	
Notes: [REDACTED]			

CBP SUAS PLATFORM RECORD OF MAINTENANCE

Purpose: In accordance with the CBP SUAS Operations Handbook (SOH), a CBP SUAS Platform Record of Maintenance (PROM) will be created and included with every CBP SUAS put into service. This Record will remain in the platform kit permanently. All Organization-Level (O-Level) and Depot-Level (D-Level) maintenance, repairs, and/or updates performed shall be annotated below. Use additional spacing as needed. Refer to SOH, Section 10.2.2.1 for more information.

Make:	Model:	Serial #
SAP #:	Platform EOD:	CBP Fleet/Tail #

DATE OF EVENT	DATE OF SERVICE	NAME AND LOCATION OF PERSON PERFORMING REPAIRS	TYPE OF REPAIR (D or O)	DETAILED DESCRIPTION OF MAINTENANCE PERFORMED
			▼	
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			▼	
			▼	

If found, please mail to: CBP Headquarters, US Border Patrol SUAS Program, 1300 Pennsylvania Ave NW, Washington DC 20229

CBP SUAS PLATFORM RECORD OF MAINTENANCE (Continuation Page)				
Make:		Model:		Serial #
SAP #:		Platform EOD:		CBP Fleet/Tail #
DATE OF EVENT	DATE OF SERVICE	NAME AND LOCATION OF PERSON PERFORMING REPAIRS	TYPE OF REPAIR (D or O)	DETAILED DESCRIPTION OF MAINTENANCE PERFORMED
			▼	
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If found, please mail to: CBP Headquarters, US Border Patrol SUAS Program, 1300 Pennsylvania Ave NW, Washington DC 20229

APPENDIX M
PPMOB LOST/STOLEN PERSONAL PROPERTY CHECKLIST



U.S. Customs and Border Protection
Personal Property Management Oversight Board
Lost/Stolen Personal Property Asset Checklist

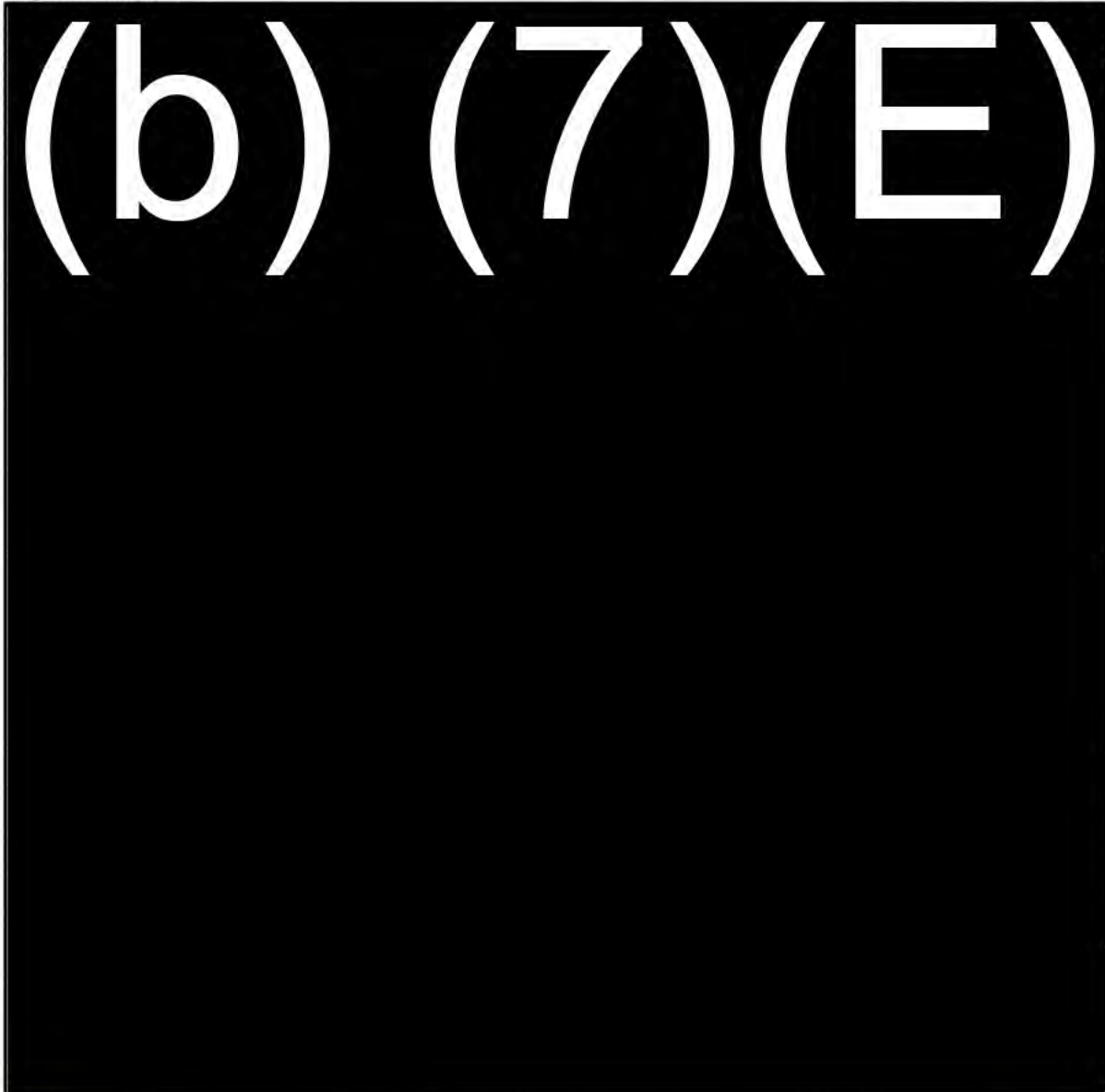
(b) (7) (E)

Local Property Officer Review Verification
Signature and Date

Property Coordinator Review Verification
Signature and Date

Instructions for the PPMOB Lost/Stolen Personal Property Asset Checklist

The following are specific instructions for completion of the PPMOB Checklist. Links are provided where appropriate to assist in completing required notifications.



For more information, please consult the procedures and processes that govern the management of personal property within CBP that are contained in the CBP Handbook 5200-13C, Personal Property and Asset Management Handbook, July 2012 as amended.

POLICY REFERENCES

Personal Property Asset Management Handbook HB5200-13C, dated May 22, 2018; Chapter 7 - Investigating and Reporting Requirements for Lost, Damaged, Destroyed, and Stolen of Personal Property.

Use of Force Policy, Guidelines and Procedures Handbook HB 4500-01C, dated May 2014 - Safeguarding Firearms, Body Armor, Electronic Controlled Weapons

Reporting Significant Incidents to the Commissioner's Situation Room Directive - 3340-025E, dated May 21, 2018 - Reporting lost or stolen badges, credentials, firearms, body armor, radios, vehicles, or any government controlled equipment.

DHS Personal Property Asset Management Program Manual 119-03-001-01, dated September 26, 2013; Chapter 7 Section 7.2.2 - Lost, Damaged, Destroyed Reporting Timeline by Equipment Control Class (ECC)



**OFFICE OF AIR AND MARINE
WASHINGTON, DC**

OAM PROCEDURE NO. 2015-13

DATE: August 1, 2015

Recorded Evidence

- 1 **PURPOSE.** To establish uniform U.S. Customs and Border Protection (CBP), Office of Air and Marine (OAM) procedures for the establishment and maintenance of a chain of custody for all audio and visual evidence recorded by devices on board OAM aircraft or vessels. This Recorded Evidence Procedure supersedes OAM Directive number 09-OPS-001, January 1, 2009.
- 2 **POLICY.** This procedure applies to personnel whose duties and responsibilities include recording, storing, transferring, maintaining, and in any way handling evidence recorded by devices on board OAM aircraft or vessels. This procedure only applies to such recordings determined to be of evidentiary value. It does not apply to body worn cameras.
- 3 **BACKGROUND.** OAM personnel, and personnel from other agencies operating OAM recording equipment, obtain video, audio, and photographic evidence in the performance of law enforcement duties. It is essential to maintain the evidentiary value of such evidence by preserving and maintaining its integrity and chain of custody.
- 4 **AUTHORITIES/REFERENCES**
 - 4.1 Records Control Handbook (CIS HB 2100-05A), dated January 2001;
 - 4.2 Title 19, United States Code, § 1587, 1589a, and 1595;
 - 4.3 Title 8, United States Code, § 1357; and
 - 4.4 The Federal Rules of Evidence

5 DEFINITIONS

- 5.1 Recorded Evidence: For the purposes of this procedure, recorded evidence refers only to video, audio, and photographic recordings by devices on board OAM aircraft or vessels that are determined to be of evidentiary value.
- 5.2 Portable Media: Any portable device capable of accepting, storing, and producing recorded information (e.g. CDs, DVDs, thumb drives, flash drives, SD cards, hard drives, etc.).
- 5.3 Chain of Custody: Continuous accountability for recorded evidence for preservation of legal admissibility in judicial proceedings, including chronological documentation of recordation, custody, storage, control, transfer, analysis, and disposition of recorded evidence.
- 5.4 Original: The recording itself on its original storage device.
- 5.5 Duplicate: A counterpart produced by a mechanical, photographic, chemical, electronic, or other equivalent process or technique that accurately reproduces the original. A duplicate of an original recording may be used as evidence provided chain of custody is established and maintained.
- 5.6 Photograph: A photographic image or its equivalent stored in any form.
- 5.7 Recording Officer: The person who operates a recording device on board an OAM aircraft or vessel and collects or records the recorded evidence.
- 5.8 Evidence Custodian: The person officially designated by the Branch Director, Air Operations (DAO) or Director, Marine Operations (DMO) to assume custody of recorded evidence.

6 RESPONSIBILITIES. The Assistant Commissioner, OAM has oversight responsibility for recorded evidence procedures.

- 6.1 DAOs, DMOs, Managers, and Supervisors are responsible for ensuring compliance with recorded evidence procedures within their areas of responsibility, for ensuring that Recording Officers and Evidence Custodians are properly trained, and for ensuring that all recorded evidence is properly recorded, transferred to portable media, inventoried, stored, and turned over to the appropriate designated Evidence Custodian, or if otherwise directed, to the appropriate case agent, U.S. Attorney, or other appropriate government official.
- 6.2 Recording Officers are responsible for obtaining appropriate training to operate recording equipment, for determining whether recorded data is evidence, and for the proper recording, handling, storage, and transfer of recorded evidence.

If there is uncertainty in determining whether a recording is evidence, Recording Officers may seek management's advice, or consult with the Office of Chief Counsel.

- 6.3 Evidence Custodians are responsible for obtaining proper training, and for properly accepting custody of, storing, transferring custody, and disposing of recorded evidence provided by the Recording Officer.

7 PROCEDURES

7.1 Recording Officers:

- 7.1.1 Shall be properly trained to operate the recording device and shall ensure, prior to the use of any recording device for the purpose of obtaining recorded evidence, that the recording device is in good working order, and that the recording device is properly calibrated to accurately reflect the date, time, and location (as applicable) of any recordings.
- 7.1.2 Shall ensure that all suspected evidence is recorded in its entirety without interruption, and that the recording is not edited or altered in any way.
- 7.1.3 Shall transfer recordings determined to be of evidentiary value to portable media.
- 7.1.4 Shall label all portable media devices containing recorded evidence. The label must include the following:



- 7.1.6 Shall document the chain of custody of recorded evidence on a DHS Form 6051S, Custody Receipt for Seized Property and Evidence. The DHS Form 6051S shall be completed immediately after the mission and transferred with the portable media containing the recorded evidence to the Evidence Custodian or appropriate evidence storage container prior to the end of the shift.

- 7.1.6.1 The DHS Form 6051S shall be used in conjunction with all recorded evidence in order to demonstrate the chain of custody of such property from recordation to disposition, to include laboratory analysis (when applicable), storage, utilization in court proceedings (when applicable), and any other transfer or use of the evidence.
- 7.1.6.2 DHS Form 6051A, Custody Receipt for Detained or Seized Property, is a continuation sheet used when additional space is needed for either line items or signatures. If DHS Form 6051A is used only for signatures, draw a diagonal line through the entire Block #5 (Property) and write the word "none" along the diagonal. The original DHS Form 6051A will be attached to the original DHS Form 6051S, and a current copy of both will be attached to the property.
- 7.1.7 Shall complete the front of the evidence bag and seal the recorded evidence within the evidence bag. Separate line items shall be used to document the chain of custody for each copy. The seizing officer will ensure that the seizure bag number is identified in Block #11 of the DHS Form 6051S.
- 7.1.8 Shall ensure the unique DHS Form 6051S control number is entered into the (b) (7)(E) event narrative.
- 7.1.9 Shall transfer all recorded evidence and required documentation to the Evidence Custodian or appropriate evidence storage container:
 - 7.1.9.1 Prior to the end of the shift.
 - 7.1.9.2 For crews returning from extended overnight deployments, recorded evidence shall be transferred to a portable media device and transferred to the Evidence Custodian or appropriate evidence storage container along with a completed DHS Form 6051S prior to the end of the shift to preserve the evidentiary value through documented custody and control.
 - 7.1.9.3 If the recorded evidence is transferred to another federal, state, or local agency immediately after mission completion, CBP will retain the original DHS Form 6051S.
 - 7.1.9.4 If the recorded evidence cannot be transferred to the Evidence Custodian or appropriate evidence storage container prior to end of shift, the Recording Officer shall

take all necessary steps to preserve and document chain of custody and to transfer the recorded evidence to the Evidence Custodian or appropriate evidence storage container at the first possible opportunity.

7.2 Evidence Custodians:

- 7.2.1 Shall ensure that the Recording Officer properly completes the required documentation to include the DHS Form 6051S and the evidence bag(s).
- 7.2.2 Shall accept custody of the recorded evidence by signing the DHS Form 6051S and providing a copy to the Recording Officer, maintaining the original with the evidence.
- 7.2.3 Shall enter the recorded evidence into the DHS Form 6025 recorded evidence chain of custody logbook. The logbook shall reflect the name and position of the official entering the evidence, as well as the date and time of entry.
- 7.2.4 Shall secure the recorded evidence in the designated evidence storage container.
- 7.2.5 If the recorded evidence is transferred to another government official, the Evidence Custodian shall retain the original copy of the DHS Form 6051S after the receiving official signs it and accepts custody. In circumstances requiring expedited transfer, a copy of the recorded evidence may be mailed or sent to the appropriate government official via secure email as long as the original portable media is maintained in accordance with this procedure.
- 7.2.6 Shall maintain an accurate inventory of all recorded evidence collected within their areas of responsibility.
- 7.2.7 Shall be responsible for the disposal of the recorded evidence in accordance with the Records Control Handbook (CIS HB 2100-05A), dated January 2001.
- 7.2.8 Shall ensure sufficient evidence handling forms and supplies are available and accessible at the unit. The DHS Form 6051S, DHS Form 6051A, DHS Form 6025 logbook, and CBP evidence bags may be ordered electronically from the CBP National Distribution Center using the CBP Form 3039 on CBPnet ("forms" section – click "submit" after completing the form). The CBP Form 3039 may also be faxed to the National Distribution Center at 317-290-3046. Order status may be checked by calling 317-290-3149.

8 RECORDED EVIDENCE STORAGE

- 8.1 All recorded evidence shall be kept in a locked designated evidence locker or other designated approved storage location separate from all other property and equipment. Access to evidence should be limited and controlled to protect the chain of custody of the recorded evidence. Evidence must not be commingled with non-evidence. Therefore, the Recording Officer must segregate evidence from non-evidence prior to delivery to the Evidence Custodian. The Evidence Custodian must ensure that evidence remains separated from non-evidence at all times.
- 8.2 No recorded evidence shall be kept under OAM custody without a completed DHS Form 6051S.
- 8.3 The recorded evidence shall be entered into the DHS Form 6025 recorded evidence chain of custody logbook in conjunction with proper storage.
- 8.4 Every time the recorded evidence is accessed it shall be logged out and logged back in to the storage container using the DHS Form 6025 logbook. The logbook shall reflect the name and position of the official accessing the evidence, as well as the date and time of access and return.
- 8.5 The Evidence Custodian shall comply with the storage and destruction requirements outlined in the Records Control Handbook (HB 2100-05A, January 2001).

9 TRANSFER OF RECORDED EVIDENCE

- 9.1 A chain of custody shall be maintained for the transfer of all recorded evidence using the DHS Form 6051S.
- 9.2 Disclosure of information concerning a seizure, investigation, or other pending case is governed by 19 C.F.R. 103. Disclosure of information pursuant to 19 C.F.R. 103 must be as a result of a written Freedom of Information Act (FOIA) request and must be processed in accordance with FOIA procedures. Refer to the guidance and procedures detailed in Part 2.4, "Unauthorized Release of Official Information," and Part 19.3, "FOIA Requests and Subpoenas" of the Seized Asset Management and Enforcement Procedures Handbook.
- 9.3 Until the investigation and prosecution are concluded and the recorded evidence no longer has investigative or evidentiary value, no recorded evidence shall be transferred to any person not possessing an official reason to receive it. Sensitive but unclassified information (for example, information

marked with one of the following labels: For Official Use Only, Protected Critical Infrastructure Information, Official Use Only, Law Enforcement Sensitive, Limited Official Use, Unclassified Controlled Nuclear Information, Sensitive Security Information, Safeguarding Information, or Privacy Act) is not for public disclosure and will be safeguarded in accordance with the laws, regulations, or directives governing the particular label. When in doubt, contact the DHS Office of Security.

- 9.4 Subsequent to the conclusion of the investigation and prosecution, recorded evidence no longer having evidentiary or investigative value may be transferred within OAM to advance the effectiveness of training and operations.
- 9.5 Recorded evidence shall not be transmitted or shared via personal email, the internet for personal purposes, or personal social media outlets without the permission of the Assistant Commissioner, OAM, regardless of whether the data is no longer considered evidence.
- 9.6 The transfer of recorded evidence to foreign authorities shall be conducted in accordance with CBP Directive 4320-025A, Disclosure of Official Information to Foreign Authorities, April 14, 2014.

10 DISPOSAL OF RECORDED EVIDENCE

- 10.1 The Evidence Custodian will manage recorded evidence and the disposal/destruction of property according to the requirements set forth in the Records Control Handbook (HB 2100-05A, January 2001).

(b) (6), (b) (7)(C)

Randolph D. Alles
Assistant Commissioner
Office of Air and Marine

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
NSO	RDR	RDR	5/29/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Minneapolis, MN	(b) (7)(E)	(b) (6), (b) (7)(C)	3.3	HSI Support over Minneapolis during riots after police involved death of George Floyd
NBR	DTW	DTW	5/29/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	2	Detroit PD assist with civil unrest in downtown Detroit
NBR	DTW	DTW	5/29/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	4.5	DPD support for protest / demonstration outside of DPD HQ
NBR	DTW	DTW	5/30/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	4.3	Detroit PD assist with protest in Downtown Detroit
NBR	DTW	DTW	5/30/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	3.2	Civil unrest in Detroit. Multiple arrests made (approx. 60).
NBR	NCR	PBG	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	2.7	Flight was conducted as an exigent relocation of HSI SRT members and equipment to Buffalo, NY. This was executed at the request of the Buffalo SAC after cases and threats of increased violence were verified in the Buffalo, NY area. (b) (7)(E) SRT member were relocated along with their equipment.
NBR	DTW	DTW	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	4.2	Detroit PD assist with protests/riots in downtown Detroit with monitoring crowd control and crowd movement. DPD Captain was on board (b) (7)(E) in order to observe around activity.
SER	MIA	MIA	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Miami, FL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.1	provided (b) (7)(E) support to MDPD. (b) (7)(E) protesters in downtown Miami near the American Airlines arena. Followed crowd as they entered and eventually blocked the MacArthur Causeway. Departed area to refuel and turn over to new crew
NBR	DTW	BUF	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	5.7	(b) (7)(E) launched after request from HSI Buffalo to provide (b) (7)(E) surveillance of public protest in Niagara Square in downtown Buffalo NY and near the Police stations in Niagara Falls NY. (b) (7)(E) spent several hours monitoring a crowd of between 25 and 35 protesters in Niagara Square. (b) (7)(E) observed two individuals spray painting on the sidewalk on the north side of the square at approximately 1900 local. Just before a county curfew went into effect at 2100 local a second group of approximately 20 protesters formed in front of the courthouse on the North West corner of the square. At 2100 the crowd was dispersed without incident. (b) (7)(E) did observe at least two objects being thrown from the square in the direction of the police officers stationed in front of the courthouse. No injuries were reported. At approximately 2200 (b) (7)(E) relocated to the vicinity of the public safety building in Niagara Falls NY. A crowd of approximately 200 individuals was observed in front of the public safety building along with a large police presence. Over the next 20 minutes the crowd began to gradually disperse without incident.
SER	MIA	MIA	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Miami, FL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.4	(b) (7)(E) departed from the (b) (7)(E) on a surveillance flight in support of the Miami Dade Police Department.
NBR	NCR	PBG	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	2.4	Flight covered assigned area between Bay side, seaport entrance and Freedom Tower during civil unrest in Miami
SWR	ELP	ELP	5/31/2020	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	El Paso, TX	(b) (7)(E)	(b) (6), (b) (7)(C)	3.2	Aircraft return flight after dropping off HSI SRT members and equipment in Buffalo, NY
NBR	DTW	CHI	5/31/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Aurora, IL	(b) (7)(E)	(b) (6), (b) (7)(C)	4.2	EPPD Callout Assist for Protests
SER	MIA	MIA	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Miami, FL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.1	Assisted HSI and State and Local law enforcement during civil disturbances in the Aurora, IL area. Multiple arrests, from multiple agencies throughout the evening.
SER	MIA	MIA	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Miami, FL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.5	(b) (7)(E) support for Miami civil unrest. Provided (b) (7)(E) to MDPD in downtown Miami, then relocated (b) (7)(E) 3AM RTB without incident.
SER	MIA	MIA	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Miami, FL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.8	COMMAND AND CONTROL SUPPORT FOR MIAMI DADE SRT FOR CIVIL UNREST
NBR	DTW	DTW	5/31/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	1.4	Provided (b) (7)(E) support to Metro Miami Dade Police to support civil unrest operations in Downtown Miami.
SWR	ELP	ELP	5/31/2020	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	El Paso, TX	(b) (7)(E)	(b) (6), (b) (7)(C)	2.1	Detroit Civil Unrest. Multiple arrests. Results pending.
SWR	ELP	ELP	5/31/2020	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	El Paso, TX	(b) (7)(E)	(b) (6), (b) (7)(C)	1.2	Assist El Paso Police Department with (b) (7)(E) surveillance of the Floyd death protest crowds near down town El Paso. Provide (b) (7)(E).
SER	HOU	HOU	6/1/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1.7	EPPD Support for crowd control. Mission complete.
SER	HOU	HOU	6/1/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1.7	Reposition (b) (7)(E) to pick up BORTAC Team
NBR	DTW	DTW	6/1/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1.5	Reposition (b) (7)(E) to pick up BORTAC Team
SER	HOU	HOU	6/1/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	3.5	(b) (7)(E) was cancelled for "Higher Mission Priority" to support ongoing civil unrest requests.
SER	HOU	HOU	6/1/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	3.5	BORTAC Team relocation- Fuel stop at (b) (7)(E) enroute to Washington DC
SER	HOU	HOU	6/1/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	3.7	BORTAC TEAM RELOCATION- Fuel stop at (b) (7)(E) enroute to Washington DC
SER	HOU	HOU	6/1/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	3.7	BORTAC TEAM dropped off at (b) (7)(E) enroute to (b) (7)(E)
SER	HOU	HOU	6/1/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	3.7	BORTAC TEAM dropped off at (b) (7)(E) enroute to (b) (7)(E)

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
																<p>**Flight Time Extension Authorized by DAMD (b) (7) (E) AW AOH 3.6.3</p> <p>(b) (7) (E) provided (b) (7) (E) feed to HSI Buffalo agents starting at approximately 1445. (b) (7) (E) observed approximately 80 to 100 people gathered in a demonstration on the north side of Niagara Square in Buffalo NY. At approximately 1630 the protest group began walking a route north easterly and ultimately stopped at the Buffalo Police E district station at 2767 Bailey Ave, Buffalo NY. The protest broke up without incident and (b) (7) (E) ended at approximately 1900 for refuel at (b) (7) (E). (b) (7) (E) departed again at approximately 1945 and after a brief orbit in the downtown Buffalo area was called to the E district police station. Upon arrival (b) (7) (E) observed several groups of people on the north and south sides of the station. The largest group was south of the station and was engaged in verbal interaction with uniformed officers. At approximately 2000 officers began to disperse the crowd and move south down Bailey Ave. This process moved slow and officers took several individuals into custody. Officers could be seen using what was believed to be pepper ball launchers to break up crowds that were refusing to move south. At approximately 2140 (b) (7) (E) observed an SUV driving north on Bailey Avenue at a high rate of speed. Seconds after the vehicle came into view it struck at least one individual and continued north to the next intersection. The vehicle then turned west and slowed to a stop about mid block. After the vehicle stopped the front passenger door opened and one individual exited and began running north between houses. The individual stopped several times and eventually stopped short of highway 33. (b) (7) (E)</p> <p>(b) (7) (E) As officers closed in the suspect climbed the embankment and fled north across the west bound and east bound lanes of highway 33. As the suspect cleared the north side of the highway he was taken into custody by responding officers. (b) (7) (E) continued (b) (7) (E) operations until termination of the mission. During the remaining time (b) (7) (E) observed several small fires being set at various locations along Bailey Ave and on Roslyn Street. Buffalo Fire department responded to the Roslyn Street fire which was a vehicle fire. Later reports indicate that the individuals struck by the SUV were two police officers. The vehicle was engaged by officers and two occupants suffered gun shot wounds. The injured officers and suspects were transported to Erie County Medical Center. Their condition is unknown as of this writing.</p>
NBR	DTW	BUF	8/1/2020	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	Buffalo, NY	(b) (7) (E)	(b) (6), (b) (7) (C)	10.3	
NBR	NCR	NCR	8/1/2020	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	Washington, DC	(b) (7) (E)	(b) (6), (b) (7) (C)	1.3	Relocate aircraft to pick up personnel
SER	MIA	MIA	8/1/2020	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	Miami, FL	(b) (7) (E)	(b) (6), (b) (7) (C)	1.5	(b) (7) (E) of suspected protests- no activity noted
SWR	YUM	YUM	8/1/2020	(b) (7) (E)	MST	(b) (7) (E)	(b) (7) (E)	MST	(b) (7) (E)	(b) (7) (E)	Civil Unrest	El Centro, CA	(b) (7) (E)	(b) (6), (b) (7) (C)	0.6	In direct support of El Centro Sector, providing (b) (7) (E) in response to protests in the downtown area of El Centro.
NBR	DTW	CHI	8/1/2020	(b) (7) (E)	CDT	(b) (7) (E)	(b) (7) (E)	CDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	Aurora, IL	(b) (7) (E)	(b) (6), (b) (7) (C)	1	Reposition from (b) (7) (E) to (b) (7) (E) to pick up pepper ball resupply for Aurora Police Department.
NBR	DTW	DTW	8/1/2020	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	Detroit, MI	(b) (7) (E)	(b) (6), (b) (7) (C)	3.8	Great Lakes Air and Marine Branch launched to attend briefing at Detroit Policed Departments (DPD) Command Post. (b) (7) (E) departed Command post to monitor protesting and march that started at DPD Headquarters. DPD gave the notice of Curfew and for the Protesters to depart. (b) (7) (E) assisted with the apprehension of remaining stragglers resisting the order. (b) (7) (E) was released and returned to base. Number of arrests are pending at this time.
SER	MIA	MIA	8/1/2020	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	Miami, FL	(b) (7) (E)	(b) (6), (b) (7) (C)	2.3	Provided aerial (b) (7) (E) support to MDPD HQ in Doral. Conducted (b) (7) (E) of Trump Golf Course in Doral then proceeded to American Airlines arena. Provided (b) (7) (E) of protesters as they moved from AA arena to Dolphin Expressway. No vandalism or violence observed. Appeared peaceful and organized with little to no disruption to local traffic.
SWR	ELP	ELP	8/1/2020	(b) (7) (E)	MDT	(b) (7) (E)	(b) (7) (E)	MDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	El Paso, TX	(b) (7) (E)	(b) (6), (b) (7) (C)	0.5	Launch upon CFO request to monitor and advise of a planned protest at the El Paso County Colosseum.
SWR	YUM	YUM	8/1/2020	(b) (7) (E)	MST	(b) (7) (E)	(b) (7) (E)	MST	(b) (7) (E)	(b) (7) (E)	Civil Unrest	El Centro, CA	(b) (7) (E)	(b) (6), (b) (7) (C)	0.2	In direct support of El Centro Sector, providing (b) (7) (E) in response to protests in the downtown area of El Centro.
NBR	NCR	NCR	8/1/2020	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	Washington, DC	(b) (7) (E)	(b) (6), (b) (7) (C)	1.2	Personnel relocation to (b) (7) (E) transfer was for exigent need and commercial travel was not possible with LE equipment and timing requirements. 1 JUN 2020, 1700-2000, Reposition Flight as (b) (7) (E) 3.0 hours (b) (6), (b) (7) (C) 1700-2000 ? Repositioned from (b) (7) (E) to (b) (7) (E) to assist United States Secret Service (USSS) Counter Assault Team (CAT) with the ongoing civil unrest in the National Capital Region (NCR). FAX: (b) (6), (b) (7) (C) (b) (7) (E) CASE # N/A SEIZURE # N/A
NBR	DTW	DTW	8/1/2020	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	EDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	Washington, DC	(b) (7) (E)	(b) (6), (b) (7) (C)	3	
NBR	DTW	CHI	8/1/2020	(b) (7) (E)	CDT	(b) (7) (E)	(b) (7) (E)	CDT	(b) (7) (E)	(b) (7) (E)	Civil Unrest	Aurora, IL	(b) (7) (E)	(b) (6), (b) (7) (C)	1.5	Reposition from (b) (7) (E) to (b) (7) (E) to deliver (b) (7) (E) resupply for Aurora Police Department.
SWR	YUM	YUM	8/1/2020	(b) (7) (E)	MST	(b) (7) (E)	(b) (7) (E)	MST	(b) (7) (E)	(b) (7) (E)	Civil Unrest	El Centro, CA	(b) (7) (E)	(b) (6), (b) (7) (C)	2	In direct support of El Centro Sector, providing (b) (7) (E) in response to protests in the downtown area of El Centro.

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
																(b) (7)(E) departed from the (b) (7)(E) in support of the City of Miami Police Department. Crew was tasked with conducting (b) (7)(E) surveillance area surrounding the American Airlines Arena, Freedom Tower and the Miami Dade County Court House/Jail complex for possible groups of people(protesters) building up in response to the George Floyd murder. No disturbances were observed, protest in front of Freedom Tower appeared to be peaceful. (b) (7)(E) was later tasked with a AOR patrol. Flight departed arena area (b) (7)(E) (b) (7)(E) No maritime small vessel traffic was detected. After patrol (b) (7)(E) returned to base.
SER	MIA	MIA	8/1/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Miami, FL	(b) (7)(E)	(b) (7)(E)	4	
SER	HOU	HOU	8/1/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (7)(E)	1.8	(b) (7)(E) for RON
SER	HOU	HOU	8/1/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (7)(E)	1.8	(b) (7)(E) for RON
SWR	SAN	MAF	8/1/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	El Centro, CA	(b) (7)(E)	(b) (7)(E)	2.3	(b) (7)(E) Provided air support for BP SOD and Palm Desert Law enforcement in order to prevent violence and civil unrest during Floyd protests. We were targeted by a green laser from about 2030 to 2100 local time from 72588 Edgell Drive, Palm Desert, California. The laser hit the cockpit directly and I had to duck into the cockpit to protect my eyes. We reported the incident to SOD and they dispatched local law enforcement to investigate. The individual stopped targeting us when law enforcement arrived. No arrest was made.
NBR	NCR	NCR	8/1/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (7)(E)	3.6	Provided Aerial (b) (7)(E) and (b) (7)(E) of the Nation's Capital during the ongoing Civil Unrest to the JOC.
NBR	DTW	CHI	8/1/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Aurora, IL	(b) (7)(E)	(b) (7)(E)	2.8	Naperville and Aurora Police support during violent civil unrest.
NBR	NCR	NCR	8/1/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Philadelphia, PA	(b) (7)(E)	(b) (7)(E)	2.9	Conducted aerial surveillance over downtown Philadelphia, PA for approx. 1 hour then dropped (b) (7)(E) with Philadelphia PD Air Unit at the (b) (7)(E) and proceeded to (b) (7)(E) for fuel.
NBR	NCR	NCR	8/2/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (7)(E)	1.8	Relocated aircraft back to home station for future missions.
SER	HOU	HOU	8/2/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (7)(E)	5	Return from repo flight for BORTAC Agents in DC area.
SER	HOU	HOU	8/2/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (7)(E)	4.8	RELOCATE BACK TO (b) (7)(E) FROM BORTAC MISSION
SWR	UVA	DRT	8/2/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Del Rio, TX	(b) (7)(E)	(b) (7)(E)	1.5	Aerial surveillance of protest at Del Rio Civic Center.
NBR	DTW	DTW	8/2/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (7)(E)	3.8	Detroit PD and Warren PD support with civil unrest. Approximately 100 subjects arrested by Detroit PD on Gratiot between Conner and Outer Dr across from Detroit City Airport for illegal assembly, violation of curfew and refusal to follow lawful orders of the police. (b) (7)(E) conducted surveillance operation and presence patrol in response to protests scheduled for George Floyd. (b) (7)(E) remained on station and awaited for crowd to disperse. Crowd dispersed without incident (b) (7)(E) did receive Green laser from Mexico which affected operations and required crew to RTB
SWR	ELP	ELP	8/2/2020	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	El Paso, TX	(b) (7)(E)	(b) (7)(E)	3.5	Del Rio Sector (b) (7)(E) Support of request to monitor protest at the Del Rio Civic Center.
NSO	SJT	SJT	8/2/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Del Rio, TX	(b) (7)(E)	(b) (7)(E)	3.3	(b) (7)(E) provided (b) (7)(E) for HSI Buffalo of protest activity in Niagara Square in Buffalo NY and throughout the Buffalo NY metro. No significant events were observed. Mission cut short by approaching thunderstorm.
NBR	DTW	BUF	8/2/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (7)(E)	2.4	Provided (b) (7)(E) to the DHS EOC/FBI&DOJ Command Center and USSS for the continued protest in the (b) (7)(E) area.
NBR	NCR	NYC	8/2/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (7)(E)	3.1	2 JUN 2020, 2000-2100 (b) (7)(E) flight as (b) (7)(E) (b) (7)(E) 1.0 hours 2000-2100 ? Departed (b) (7)(E) to conduct a (b) (7)(E) (b) (7)(E) of the D.C. area with the United States Secret Service (USSS) (b) (7)(E) augmented with AMO personnel. The (b) (7)(E) was conducted as a part of the ongoing civil unrest operations in the National Capital Region (NCR). PAX: (b) (7)(E), (b) (7)(C) (b) (7)(E) CASE # N/A SEIZURE # N/A
NBR	NCR	NCR	8/2/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (7)(E)	1	
NBR	DTW	CHI	8/2/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Aurora, IL	(b) (7)(E)	(b) (7)(E)	1.1	Chicago Air Unit flew 1.1 hours in support of the civil unrest/protests in the Chicago area. No disturbances were reported and the aircraft was released for the evening.
NBR	NCR	NCR	8/2/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (7)(E)	2.9	Conducted surveillance/ reconnaissance in support of LEA securing the National Capitol and areas of interest in the Washington, DC metro area.
NBR	DTW	DTW	8/2/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (7)(E)	1.1	Conducted a (b) (7)(E) flight in Detroit supporting local, state and federal law enforcement.
NBR	NCR	NCR	8/3/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Philadelphia, PA	(b) (7)(E)	(b) (7)(E)	2.3	Relocate maintenance to (b) (7)(E) to recover aircraft
NBR	DTW	CHI	8/3/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Aurora, IL	(b) (7)(E)	(b) (7)(E)	1.5	Aurora PD civil unrest support.
NBR	DTW	DTW	8/3/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (7)(E)	5.6	Detroit Civil Unrest surveillance. During mission aircraft was struck by laser at 2155 emanating from Riverside Park in Windsor Ontario. Windsor Control Tower was immediately notified and Windsor Police responded.

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
NBR	DTW	CHI	6/3/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Chicago, IL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.3	Support to Chicago Police department during civil unrest operations.
NBR	NCR	NCR	6/3/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1.9	Conducted surveillance/ reconnaissance in support of USSS/ Metro PD in the Washington, DC metro area.
NBR	DTW	BUF	6/3/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	4.5	On 6/3/2020, Air and Marine Operations Buffalo, NY was requested to provide (b) (7)(E) and aerial situational awareness in collaboration with Homeland Security Investigations. At 1925 (b) (7)(E) launched and provided aerial (b) (7)(E) of a protest in Niagara Square and the enforcement of the 2000 Buffalo Curfew. At 2130 Returned to base to refuel. At 2230 received intel of possible protest / unrest at the Buffalo Police Dept E District. No notable events or activity was observed. 2345 Personnel to include air was released.
NBR	DTW	DTW	6/3/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	4.1	At approx 1940L, we detected a group of approx. 200 protesters near E Jefferson and St Aubin Street and tracked them East until E Grand Blvd (near the Belle Isle Bridge), where they turned around and headed back to Detroit PD HQ on E Lafayette St. Group appeared to be peacefully protesting and dispersed around 2245L, shortly after they arrived back at DPD HQ. Nothing significant to report.
NBR	NCR	NCR	6/3/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	3.1	Conducted surveillance/ reconnaissance in support of USSS/ Metro PD in the Washington, DC metro area.
NBR	NCR	NYC	6/3/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	New York, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	3.1	(b) (7)(E) assisted HSI NY and NYPD with (b) (7)(E) support for looting and ongoing riots in NYC. Responded to several locations to provide SA to HSI Command Center and agents on the ground with (b) (7)(E)
SER	JAX	JAX	6/4/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	5.3	(b) (7)(E) Relocation
NBR	NCR	NCR	6/4/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Philadelphia, PA	(b) (7)(E)	(b) (6), (b) (7)(C)	2.3	Civil Unrest Support trip to (b) (7)(E)
SER	JAX	JAX	6/4/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	5.3	Reposition (b) (7)(E) to (b) (7)(E) to support civil unrest efforts in the NCR.
NBR	NCR	HUL	6/4/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	N/A	(b) (7)(E)	(b) (6), (b) (7)(C)	1.8	Reposition to (b) (7)(E) to provide aerial surveillance for planned BLM demonstration
NBR	DTW	DTW	6/4/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Philadelphia, PA	(b) (7)(E)	(b) (6), (b) (7)(C)	0.8	Pickup (b) (6), (b) (7)(C) and transport to (b) (7)(E) for mission accomplishment.
NBR	DTW	DTW	6/4/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Philadelphia, PA	(b) (7)(E)	(b) (6), (b) (7)(C)	1.3	Transport (b) (6), (b) (7)(C) to (b) (7)(E) for mission.
NBR	DTW	BUF	6/4/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	1.7	Niagara Square. After most of the crowd had dispersed ground agents requested that we return to base to refuel and wait for further intel.
NBR	DTW	DTW	6/4/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	3.4	Downtown Detroit Protest. All Protest were peaceful
NBR	DTW	CHI	6/4/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Chicago, IL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.9	Air Support request from HSI SAC Chicago, in coordination with CPD to assist during the civil unrest in the Chicago area.
SWR	UVA	UVA	6/4/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Uvalde, TX	(b) (7)(E)	(b) (6), (b) (7)(C)	2.9	Provided (b) (7)(E) observation for local protest in Uvalde, Texas
NBR	DTW	DTW	6/4/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1	Flew to (b) (7)(E) to pickup (b) (7)(E) for (b) (7)(E) at (b) (7)(E)
NBR	DTW	DTW	6/4/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	0.9	Delivered (b) (7)(E) to (b) (7)(E) at (b) (7)(E)
NBR	DTW	BUF	6/4/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	1.6	(b) (7)(E) launched to provide (b) (7)(E) for HSI Buffalo of protest activity at Niagara Square in Buffalo and the enforcement of the 2000 curfew. After the protesters had dispersed scanned multiple areas of the city. No notable events or activity were observed. (b) (7)(E) was instructed to land at base to wait for further intel.
NBR	NCR	HUL	6/4/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	N/A	(b) (7)(E)	(b) (6), (b) (7)(C)	1.6	RTB (b) (7)(E)
NBR	NCR	NYC	6/4/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	New York, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	2.9	(b) (7)(E) provided (b) (7)(E) support to HSI NY and NYPD for protests in NYC.
NBR	DTW	DTW	6/4/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	0.4	Flew to (b) (7)(E) to pickup LLM (b) (7)(E) to deliver to (b) (7)(E)
NSO	RDR	RDR	6/4/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Minneapolis, MN	(b) (7)(E)	(b) (6), (b) (7)(C)	3.2	(b) (7)(E) Patrol
NBR	DTW	DTW	6/4/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	1.4	Flew (b) (7)(E) of LLM to (b) (7)(E)
NBR	NCR	NCR	6/5/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	0.9	5 JUN 2020, 1120-1505 (b) (7)(E) Flight as (b) (7)(E) (b) (6), (b) (7)(C) 2.5 hours 1120-1215 ? Departed (b) (7)(E) to conduct an (b) (7)(E) (b) (7)(E) with the United States Secret Service (USSS) (b) (7)(E) augmented with AMO personnel. The flight was in support of a VIP movement in the National Capital Region (NCR). Once the VIP arrived at the destination, we transitioned to (b) (7)(E) to refuel and standby for further tasking.
NBR	NCR	NCR	6/5/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	0.8	1330-1505 ? Departed (b) (7)(E) to provide (b) (7)(E) for same VIP during their movement into the city. Once the VIP was at their final destination, we returned to (b) (7)(E) for standby until released for the day.
SER	JAX	JAX	6/5/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	0.8	(b) (7)(E) (b) (6), (b) (7)(C) (b) (7)(E) CASE # N/A SEIZURE # N/A local farm Local Area Farm

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
																<p>5 JUN 2020, 1120-1505, (b) (7)(E) Flight as (b) (7)(E) (b) (6), (b) (7)(C) 2.5 hours</p> <p>1120-1215 ? Departed (b) (7)(E) to conduct an (b) (7)(E) (b) (7)(E) with the United States Secret Service (USSS) (b) (7)(E) augmented with AMO personnel. The flight was in support of a VIP movement in the National Capital Region (NCR). Once the VIP arrived at the destination, we transitioned to (b) (7)(E) (b) (7)(E) to refuel and standby for further tasking.</p> <p>1330-1505 ? Departed (b) (7)(E) to provide (b) (7)(E) for the same VIP during their movement into the city. Once the VIP was at their final destination, we returned to (b) (7)(E) for standby until released for the day.</p> <p>(b) (7)(E) (b) (6), (b) (7)(C)</p> <p>(b) (7)(E)</p> <p>CASE # N/A SEIZURE # N/A</p>
NBR	NCR	NCR	6/5/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1.6	
NBR	DTW	DTW	6/5/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	5.3	Civil unrest with city of Detroit, protesters were peaceful.
NBR	DTW	BUF	6/5/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	3.3	(b) (7)(E) provided (b) (7)(E) for HSI Buffalo of protest in Buffalo NY. (b) (7)(E) monitored a crowd that varied from 100 to 800 move around metro Buffalo NY. No significant activity
NBR	NCR	NYC	6/5/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	New York, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	0.3	(b) (7)(E) attempted to assist HSI NY with (b) (7)(E) support for protests but RTB due to weather.
NBR	DTW	CHI	6/5/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Chicago, IL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.4	Assisted the Chicago Police Department, providing (b) (7)(E) of a large group of protesters in Chicago, IL.
NBR	DTW	DTW	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Dayton, OH	(b) (7)(E)	(b) (6), (b) (7)(C)	1.5	Relocation to Dayton for support.
																<p>6 JUN 2020, 1150-2230, (b) (7)(E) Flight as (b) (7)(E) (b) (6), (b) (7)(C) 1.7 hours</p> <p>1150-1230 ? Repositioned from (b) (7)(E) to (b) (7)(E) (b) (7)(E) as an (b) (7)(E) with the United States Secret Service (USSS) (b) (7)(E) augmented with AMO personnel. Our mission for the day was to standby at (b) (7)(E) in support of ongoing ?Civil Unrest? operations in the National Capital Region (NCR).</p> <p>2130-2230 ? Repositioned from (b) (7)(E) to (b) (7)(E) after being released by the USSS.</p> <p>(b) (7)(E) (b) (6), (b) (7)(C)</p> <p>(b) (7)(E)</p> <p>CASE # N/A SEIZURE # N/A</p>
NBR	NCR	NCR	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	0.7	
NBR	NCR	NCR	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Philadelphia, PA	(b) (7)(E)	(b) (6), (b) (7)(C)	1.8	Philadelphia crowd surveillance
NBR	DTW	DTW	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Dayton, OH	(b) (7)(E)	(b) (6), (b) (7)(C)	1.3	Conducted an (b) (7)(E) surveillance of a known protest in Dayton, OH. Approx. (b) (7)(E) (b) (7)(E)
NBR	NCR	NCR	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	3.1	Flew (b) (7)(E) mission for protests in the NCR. Demonstration appeared peaceful. (b) (7)(E)
SER	JAX	JAX	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	3.1	Flew (b) (7)(E) Mission Support in NCR. Demonstrations appeared peaceful. (b) (7)(E)
NBR	DTW	DTW	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	3	Civil Unrest support for the Detroit Police Department. several different groups of hundreds of protesters throughout the day were peaceful.
NBR	DTW	DTW	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Dayton, OH	(b) (7)(E)	(b) (6), (b) (7)(C)	2.1	Relocation from (b) (7)(E) to (b) (7)(E)
NBR	NCR	NCR	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Philadelphia, PA	(b) (7)(E)	(b) (6), (b) (7)(C)	2.1	Philadelphia crowd surveillance
NBR	NCR	NCR	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	2.7	Conducted surveillance/continuous (b) (7)(E) of ongoing demonstrations in the Washington, DC metro area in support of the (b) (7)(E)
NBR	NCR	NCR	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Philadelphia, PA	(b) (7)(E)	(b) (6), (b) (7)(C)	1.2	Flight Ferry (b) (7)(E) to (b) (7)(E) (b) (7)(E)
NBR	DTW	BUF	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	2	(b) (7)(E) provided (b) (7)(E) for HSI Buffalo of protest activity in Niagara Square, Buffalo and march to the Court House and back to Niagara Square. No significant events were observed. Returned to base for refuel.
NBR	DTW	DTW	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	0.5	Peaceful protests in Macomb county.
NBR	DTW	DTW	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	2.5	Peaceful protests in downtown Detroit. several hundred protesters marched on Jefferson Ave to Michigan Ave and ended at the Detroit Police Headquarter.
NBR	DTW	DTW	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	3	No enforcement activity during operation

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
NBR	NCR	NCR	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	2.5	Conducted surveillance/continuous (b) (7)(E) of ongoing demonstrations in the Washington, DC metro area in support of the (b) (7)(E)
NBR	NCR	NYC	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	New York, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	4.1	(b) (7)(E) provided (b) (7)(E) support to HSI NY and NYPD during post curfew protests in NYC.
NBR	NCR	NCR	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	3.4	(b) (7)(E) of the NCR to USSS/DOJ
NBR	DTW	BUF	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Buffalo, NY	(b) (7)(E)	(b) (6), (b) (7)(C)	1.7	(b) (7)(E) launched to provide (b) (7)(E) for HSI Buffalo of a protest march from Niagara Square to a park and then back to Niagara Square, Buffalo, NY. No significant events were observed.
																6 JUN 2020, 1150-2230, (b) (7) Flight as (b) (7)(E) (b) (6), (b) (7)(C) 1.7 hours
																1150-1230 ? Repositioned from (b) (7)(E) (b) (7)(E) to (b) (7)(E) (b) (7)(E) as an (b) (7)(E) (b) (7)(E) with the United States Secret Service (USSS) augmented with AMO personnel. Our mission for the day was to standby at (b) (7)(E) in support of ongoing ?Civil Unrest? operations in the National Capital Region (NCR).
																2130-2230 ? Repositioned from (b) (7)(E) to (b) (7)(E) after being released by the USSS.
																(b) (7)(E) (b) (6), (b) (7)(C)
																(b) (7)(E)
																CASE # N/A SEIZURE # N/A
NBR	NCR	NCR	6/6/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1	
NBR	NCR	NCR	6/7/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	2.1	Provided motorcade security for S1 movement from (b) (7)(E) to (b) (7)(E) Requested by USSS as part of the response to DC civil unrest.
SER	MIA	MIA	6/7/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Miami, FL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.8	Provided (b) (7)(E) for Homestead Police during protest.
NBR	DTW	CHI	6/7/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Chicago, IL	(b) (7)(E)	(b) (6), (b) (7)(C)	3	HSI SRT civil unrest support in Berwyn, IL.
																(b) (7)(E) flew 2.8 hours on aerial support for Homestead Police Department. (b) (7)(E) provided (b) (7)(E) support to HPD at City Hall for a planned protest. Upon completing the support, (b) (7)(E) returned safely to (b) (7)(E) with nothing significant to report.
SER	MIA	MIA	6/7/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Miami, FL	(b) (7)(E)	(b) (6), (b) (7)(C)	2.4	
NBR	DTW	CHI	6/7/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Chicago, IL	(b) (7)(E)	(b) (6), (b) (7)(C)	2	Chicago PD civil unrest support in Chicago, IL.
NBR	DTW	DTW	6/8/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1.3	(b) (7)(E) for Pax & Equip pickup
																7 JUN 2020, 1010-1545, Reposition Flight as (b) (7)(E) (b) (6), (b) (7)(C) 4.7 hours
																1010-1225 ? Repositioned from (b) (7)(E) to (b) (7)(E) via (b) (7)(E) after assisting United States Secret Service (USSS) (b) (7)(E) with the ongoing civil unrest in the National Capital Region (NCR).
																1320-1545 ? Continued flight to (b) (7)(E) after dropping off (b) (6), (b) (7)(C) and refuel. Mission complete.
																PAX: (b) (6), (b) (7)(C)
																(b) (7)(E)
																CASE # N/A SEIZURE # N/A
NBR	DTW	DTW	6/8/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	2.3	
SER	JAX	JAX	6/8/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	5.8	Relocate Maintenance personnel and Aircrew
NBR	DTW	DTW	6/8/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1.3	(b) (7)(E) pax & equip dropoff
NBR	DTW	DTW	6/8/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	1.8	(b) (7)(E) for PAX dropoff
																7 JUN 2020, 1010-1545, Reposition Flight as (b) (7)(E) (b) (6), (b) (7)(C) 4.7 hours
																1010-1225 ? Repositioned from (b) (7)(E) to (b) (7)(E) via (b) (7)(E) after assisting United States Secret Service (USSS) (b) (7)(E) with the ongoing civil unrest in the National Capital Region (NCR).
																1320-1545 ? Continued flight to (b) (7)(E) after dropping off (b) (6), (b) (7)(C) and refuel. Mission complete.
																PAX: (b) (6), (b) (7)(C)
																(b) (7)(E)
																CASE # N/A SEIZURE # N/A
NBR	DTW	DTW	6/8/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b) (6), (b) (7)(C)	2.4	
NBR	DTW	DTW	6/8/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b) (6), (b) (7)(C)	4	Followed march of demonstrators from downtown Detroit north up Woodward to Victoria Park and back. No violence associated with the march. Approximately 150 to 200 demonstrators.

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
NBR	DTW	DTW	6/8/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	4	We provided (b) (7)(E) of a protest group in Downtown Detroit. (b) (7)(E)
NBR	DTW	DTW	6/8/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	3.8	Approximately 100 protestors marched from downtown Detroit west on Michigan Rd and back blocking all lanes of traffic. No violence.
NBR	DTW	DTW	6/9/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	3.9	(b) (7)(E) provided (b) (7)(E) for DPD during a time of civil unrest. (b) (7)(E)
SWR	ELP	ELP	6/10/2020	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	El Paso, TX	(b) (7)(E)	(b)(8), (b)(7)(C)	3.1	Provided (b) (7)(E) surveillance and (b) (7)(E) of a pro law enforcement demonstration where Black Lives Matter conducted a counter demonstration. The protest seemed peaceful from the air for the duration of the flight.
NBR	DTW	DTW	6/11/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	2	On standby for Detroit protests. No request for service. Patrolled city.
SWR	YUM	YUM	6/11/2020	(b) (7)(E)	MST	(b) (7)(E)	(b) (7)(E)	MST	(b) (7)(E)	(b) (7)(E)	Civil Unrest	San Luis, AZ	(b) (7)(E)	(b)(8), (b)(7)(C)	1.5	Launched in support of Yuma Sector SOD and San Luis port of entry for protesters in San Luis, AZ. Aircraft arrived on scene approximately 30 minutes before protesters started marching. The protesters marched south toward the POE and then back north to their original gathering point at the traffic circle. Nothing significant to report.
NBR	DTW	DTW	6/11/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	1.8	Patrolled the city of Detroit. No request for assistance to any protests.
NBR	DTW	CHI	6/12/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Chicago, IL	(b) (7)(E)	(b)(8), (b)(7)(C)	2	HSI SRT civil unrest support in Palos Heights, IL.
NBR	DTW	DTW	6/12/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	2.4	On standby for protests.
NBR	DTW	DTW	6/12/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	2.4	On standby for protests. Patrolled the city.
NBR	DTW	DTW	6/12/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	3	Provided aerial assistance to Detroit and Warren (MI) Police Departments for a car-jacking suspect
SER	JAX	JAX	6/15/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b)(8), (b)(7)(C)	6.2	(b) (7)(E) Reposition of (b) (7)(E) from (b) (7)(E) to (b) (7)(E)
SER	JAX	JAX	6/15/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Washington, DC	(b) (7)(E)	(b)(8), (b)(7)(C)	1.6	(b) (7)(E) Reposition of (b) (7)(E) from (b) (7)(E) to (b) (7)(E) due to weather deteriorating below forecasted weather reports. Overnighting in (b) (7)(E)
SWR	TUC	TUC	6/18/2020	(b) (7)(E)	MST	(b) (7)(E)	(b) (7)(E)	MST	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Seattle, WA	(b) (7)(E)	(b)(8), (b)(7)(C)	5.5	Personal and equipment transport
SWR	TUC	TUC	6/18/2020	(b) (7)(E)	MST	(b) (7)(E)	(b) (7)(E)	MST	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Seattle, WA	(b) (7)(E)	(b)(8), (b)(7)(C)	4.5	Personnel transport
NBR	DTW	DTW	6/24/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	3.6	(b) (7)(E) activities for Trenton (MI) Police Department
NBR	DTW	DTW	6/29/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	3.5	Civil Unrest at Detroit 4th Precinct Station
NBR	DTW	DTW	6/30/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	2	Civil Unrest at Detroit PD 4th Precinct
NBR	DTW	DTW	6/30/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	2	Civil Unrest at Detroit PD 4th Precinct
NSO	CRP	CRP	7/4/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3.9	Transport BORSTAR equipment and personnel to (b) (7)(E) per HQ
NSO	CRP	CRP	7/4/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3.7	Transport BORSTAR personnel/equipment to (b) (7)(E)
NSO	CRP	CRP	7/5/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	5	Reposition back to (b) (7)(E)
NSO	CRP	CRP	7/8/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	6.5	Relocation of LL equipment from (b) (7)(E) to (b) (7)(E)
NSO	CRP	CRP	7/8/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	5	(b) (7)(E) relocation
NSO	CRP	CRP	7/8/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	4.8	RELOCATION
NBR	DTW	DTW	7/11/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	6.1	(b) (7)(E) tasked ISO Detroit Police. We provided (b) (7)(E) of a protest crowd as they proceeded on their route. Nothing of significance occurred, other than impeding traffic.
NBR	DTW	DTW	7/12/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Detroit, MI	(b) (7)(E)	(b)(8), (b)(7)(C)	2.5	Assisted Detroit Police Department with potential civil unrest in the city area. Command center requested we observe multiple locations for potential gathers of people.
NSO	CRP	CRP	7/14/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	6	Relocation of BORSTAR team from (b) (7)(E)
NSO	CRP	CRP	7/15/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	4	DHS/USBP/SOG Relocation to (b) (7)(E) from (b) (7)(E)
SWR	SAN	SAN	7/22/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3.5	Priority movement of OIT equipment to (b) (7)(E) for DHS operations.
SWR	SAN	SAN	7/22/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3.9	Return to San Diego
NSO	CRP	CRP	7/22/2020	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	CDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	6.5	Equipment Drop Off
NBR	BLI	BLI	7/22/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	4.8	Surveillance for Portland riots supporting CBP BORTAC and Federal Protective Services.
NSO	CRP	CRP	7/23/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	5.4	Transit back to (b) (7)(E)
NBR	BLI	BLI	7/23/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	4	Moved tech equipment to (b) (7)(E) federal facilities during Portland riots
NBR	BLI	BLI	7/23/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.4	Aircraft reposition from (b) (7)(E) to (b) (7)(E) for assistance in Portland, Oregon. Flight included local area familiarization of city landmarks and communication check with ground units.
NBR	BLI	BLI	7/23/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3	Provide assistance to ground agents in Portland, Oregon with (b) (7)(E) of protest being conducted in downtown area.
SWR	SAN	SAN	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	4.2	Enforcement Relocation
SWR	SAN	SAN	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3.6	Fly to Portland to pick up crew of (b) (7)(E) brought to Portland for riots support
NBR	BLI	BLI	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.3	Portland (b) (7)(E) and Crew Support. (b) (8), (b) (7)(C) PASSENGER

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
SWR	SAN	SAN	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3.7	Return (b) (6), (b) (7)(C) from (b) (7)(E) delivery
NBR	BLI	BLI	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.3	PORTLAND (b) (7)(E) AND CREW SUPPORT, (b) (6), (b) (7)(C) PASSENGER
NBR	BLI	BLI	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1	(b) (7)(E) system for the Portland Riots.
NBR	BLI	BLI	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.3	PORTLAND (b) (7)(E) AND CREW SUPPORT, (b) (6), (b) (7)(C) PASSENGER
NBR	BLI	BLI	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.3	PORTLAND (b) (7)(E) AND CREW SUPPORT, (b) (6), (b) (7)(C) PASSENGER
NBR	BLI	BLI	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2	Provide (b) (7)(E) assistance in Portland, OR for USBP SOD/SOG BORTAC and FPS.
NBR	BLI	BLI	7/24/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	4.1	Operation Diligent Valor
NBR	BLI	BLI	7/25/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.1	Provide (b) (7)(E) assistance in Portland, OR for USBP SOD/SOG BORTAC and FPS.
NBR	BLI	BLI	7/25/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2	Relocation of aircraft to repair (b) (7)(E)
NBR	BLI	BLI	7/25/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.9	Relocation of AC from (b) (7)(E) to (b) (7)(E) for (b) (7)(E) coverage during Portland riots.
NBR	BLI	BLI	7/25/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.6	Provided (b) (7)(E) for Portland riots. Received direct coordination from (b) (7)(E) providing (b) (7)(E) to ground units. A large congregation of rioters during the cover of darkness were observed outside the Federal buildings. Fireworks and other objects were observed being projected into the facility targeting Law Enforcement Units on the ground. Hostile unrest observed throughout the flight with chaotic destruction of property in and around the Federal buildings.
NBR	BLI	BLI	7/25/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3.4	Operation Diligent Valor
NBR	BLI	BLI	7/28/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.1	Relocate from (b) (7)(E) to (b) (7)(E) also Operation Diligent Valor.
NSO	JAC	JAC	7/28/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	6.5	Transit from (b) (7)(E) to (b) (7)(E) munitions delivery
NBR	BLI	BLI	7/28/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	0.2	Aircraft reposition (b) (7)(E) to (b) (7)(E) in support of USBP SOD/SOG BORTAC AND FPS.
NBR	BLI	BLI	7/27/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.1	Provided (b) (7)(E) assistance to USBP SOD/SOG BORTAC and FPS during Operation Diligent Valor in Portland, Oregon.
NBR	BLI	BLI	7/27/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.2	(b) (7)(E) relocated Law Enforcement personnel from (b) (7)(E) in support of operation diligent valor.
NSO	JAC	JAC	7/27/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	6.6	RTB (b) (7)(E) after munitions delivery to (b) (7)(E)
NBR	BLI	BLI	7/27/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.1	(b) (7)(E) relocated Law Enforcement personnel from (b) (7)(E) in support of operation diligent valor.
SWR	SAN	SAN	7/27/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	4	Relocation Flight in support of Operation Diligent Valor
NSO	CRP	CRP	7/27/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3.8	(b) (7)(E) to transport BORSTAR team to (b) (7)(E)
NBR	BLI	BLI	7/27/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.3	(b) (7)(E) Aircrew Relocation (b) (6), (b) (7)(C) passenger
NBR	BLI	BLI	7/27/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.3	(b) (7)(E) Aircrew Relocation for Portland OP
NBR	BLI	BLI	7/27/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.8	Assist FPS and Bortac with riots in Portland
NBR	BLI	BLI	7/28/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.2	(b) (7)(E) completed law enforcement relocation for operation Diligent Valor.
NBR	BLI	BLI	7/28/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1	(b) (7)(E) completed law enforcement relocation for operation Diligent Valor.
NSO	CRP	CRP	7/28/2020	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	GMT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	5.1	RTB from (b) (7)(E)
SWR	SAN	SAN	7/28/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	4	Flight in support of Operation Diligent Valor
NBR	BLI	BLI	7/28/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.9	assisted FPS and Bortac with the Portland riots.
NBR	BLI	BLI	7/29/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3	Provided (b) (7)(E) for Portland riots. Received direct coordination from (b) (7)(E) providing (b) (7)(E) to ground units. A large congregation of rioters during the cover of darkness were observed outside the Federal buildings. Fireworks and other objects were observed being projected into the facility targeting Law Enforcement Units on the ground. Hostile unrest observed throughout the flight with chaotic destruction of property in and around the Federal buildings.
NBR	BLI	BLI	7/29/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.4	Law enforcement, relocation of Agents.
NBR	BLI	BLI	7/29/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.3	Portland Aircrew transport
NBR	BLI	BLI	7/29/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	1.1	Portland Aircrew Transport
NBR	BLI	BLI	7/29/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.5	Assisted with the protests in Portland, supporting FPS and Bortac
SWR	SAN	SAN	7/29/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3	Flight in support of Operation Diligent Valor
NBR	BLI	BLI	7/29/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	3.1	(b) (7)(E) for Operation diligent valor
NBR	BLI	BLI	7/30/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.4	Personnel relocation
SWR	SAN	SAN	7/30/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	4	Return flight from Operation Diligent Valor
NBR	BLI	BLI	7/30/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b)(7)(C)	2.1	Relocate (b) (7)(E) from (b) (7)(E) to (b) (7)(E) Mission terminated in Portland.

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
NBR	BLI	BLI	7/31/2020	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	3.2	Portland protests n
NBR	BLI	BLI	8/2/2020	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	2.4	Portland Protest
NBR	BLI	BLI	8/3/2020	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	0.2	Portland protest
NBR	BLI	BLI	8/4/2020	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	MDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	2.4	Portland protests
NBR	BLI	BLI	8/4/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	2.1	Conducted relocation flight in support of Operation Diligent Valor
NBR	BLI	BLI	8/4/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	2.8	(b) (7)(E) support ISO OSP, Portland, Oregon.
NBR	BLI	BLI	8/5/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	4	Pick up C1 at (b) (7)(E) transport to (b) (7)(E) land return after town hall.
NBR	BLI	BLI	8/5/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	2.4	(b) (7)(E) Support ISO OSP VIC Portland, OR
NBR	BLI	BLI	8/6/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	2.8	support to OSP, Portland, Oregon.
NBR	BLI	BLI	8/7/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	2	Relocation of aircraft from (b) (7)(E) to (b) (7)(E)
NBR	BLI	BLI	8/7/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	5.4	Surveillance support OSP Portland riots
NBR	BLI	BLI	8/9/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	2.9	Crew of (b) (7)(E) new surveillance in support of Oregon State Police IVO downtown Portland, OR.
NBR	BLI	BLI	8/9/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	1.9	Crew of (b) (7)(E) new surveillance in support of Oregon State Police IVO downtown Portland, OR.
NBR	BLI	BLI	8/10/2020	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	PDT	(b) (7)(E)	(b) (7)(E)	Operation Diligent Valor (Portland)	Portland, OR	(b) (7)(E)	(b)(8), (b) (7)(C)	1.9	(b) (7)(E) to (b) (7)(E) relocation
NBR	DTW	DTW	9/19/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	2.4	Aircraft relocated for follow on civil unrest support in Louisville, KY.
NBR	DTW	DTW	9/20/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	3.2	Civil Unrest (b) (7)(E) Relocation of aircraft to theater of operations and (b) (7)(E)
NBR	DTW	DTW	9/20/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	0.8	Completed (b) (7)(E) for follow on civil unrest missions.
NBR	DTW	DTW	9/23/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	8	Civil Unrest (b) (7)(E) Conducted airborne (b) (7)(E) operations of federal facilities to incident commanders. Flights conducted to improve situational awareness in repose to civil unrest. During flight, a call came over the local event channel that Louisville Metro Police were taking fire and three officers were hit. We responded to the area (b) (7)(E) and joined the search of the area. Officers on the ground were able to identify the shooter and he was taken into custody.
NBR	DTW	DTW	9/23/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	0.5	(b) (7)(E) and standby status for Louisville civil unrest
NBR	DTW	DTW	9/23/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	0.8	Civil Unrest (b) (7)(E) Conducted airborne (b) (7)(E) operations of federal facilities to incident commanders. Flights conducted to improve situational awareness in repose to civil unrest. Aircrew arrived (b) (7)(E) around midnight and no specific threat was present. TOC shut down operations by 0030 with no significant events.
NBR	DTW	DTW	9/24/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	0.5	Medivac standby for Louisville unrest.
NBR	DTW	DTW	9/24/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	3.3	Civil Unrest (b) (7)(E) Conducted airborne (b) (7)(E) operations of federal facilities to incident commanders. Flights conducted to improve situational awareness in repose to civil unrest. Aircrew provided (b) (7)(E) of various large groups of individuals as they moved around downtown and gathered in different locations. (b) (7)(E)
NBR	DTW	DTW	9/24/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	2.2	Civil Unrest (b) (7)(E) Conducted airborne (b) (7)(E) operations of federal facilities to incident commanders. Flights conducted to improve situational awareness in repose to civil unrest. A car chase involving a stolen vehicle that contained looters who had crashed through multiple Walgreen pharmacies and made off with stolen goods was being pursued. Due to the high rates of speed involved, law enforcement called off the pursuit. We got eyes on the vehicle and followed it to a neighborhood where the occupants curbed the vehicle and went inside a house. After a short time, they came out and loaded back up in the car. Officers were able to box in the vehicle and take into custody five occupants.
NBR	DTW	DTW	9/25/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	3.3	Civil Unrest (b) (7)(E) Conducted airborne (b) (7)(E) operations of federal facilities to incident commanders. Crew followed Flights conducted to improve situational awareness in repose to civil unrest.
NBR	DTW	DTW	9/25/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	1.2	Civil Unrest - (b) (7)(E) Louisville KY. (b) (7)(E) of operations area.
NBR	DTW	DTW	9/28/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	3	Civil Unrest - (b) (7)(E) Operation on-going.
NBR	DTW	DTW	9/28/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	3.5	Civil Unrest (b) (7)(E) Conducted airborne (b) (7)(E) operations of federal facilities to incident commanders. Flights conducted to improve situational awareness in repose to civil unrest. Crew provided (b) (7)(E) situational awareness to Federal Protective Service, HSI SRT, BORTAC, ICE ERO SRT, ATF and State and Local law enforcement. Around 2040 the crew relieved (b) (7)(E) in support of an ATF surveillance for an upcoming warrant on a Felon believed to be in possession of firearms to include an AR15 pistol. Individual posted internet videos of himself with the firearm and making threats against law enforcement officers. (b) (7)(E)
NBR	DTW	DTW	9/27/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Civil Unrest	Louisville, KY	(b) (7)(E)	(b)(8), (b) (7)(C)	1.5	Civil Unrest (b) (7)(E) Conducted airborne (b) (7)(E) operations of federal facilities to incident commanders. Flights conducted to improve situational awareness in repose to civil unrest.

Region	Branch	Unit	Mission Date	Flight Start Date/Time	Start Time Zone	Start Location	Flight End Date/Time	End Time Zone	End Location	Mission Number	Named Operation	Deployment City	Asset Type	Tail #	Flight Hours	Segment Narrative
NBR	DTW	DTW	9/29/2020	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	EDT	(b) (7)(E)	(b) (7)(E)	Ci il U	L isvill KY	(b) (7)(E)	(b)(6), (b)(7)(C)	2.7	Relocate to home base.