(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)							
Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)									
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved
								The fields should be arrival time.	

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)									
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

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

(b)(7)(E)								
Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

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

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Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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(b)(7)(E)

Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)							
Issue Type	Key	Summary	(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

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

(b)(7)(E)

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

(b)(7)(E)

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

(b)(7)(E)

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

(b)(7)(E)

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

(b)(7)(E)

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)		Status	Detailed Acceptance Criteria	Description	Resolved

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

(b)(7)(E)

Issue Type	Key	Summary		(b)(7)(E)	Status	Detailed Acceptance Criteria	Description	Resolved

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

Office of Field Operations
Planning, Program Analysis, and Evaluation
Land Border Integration and Biometric Program
April 28, 2020

Action Required: Informational

Issue: Pilot Test of Third Country Nationals (TCN) Reporting Departures at Land Borders Using the I-94/Self Reporting Mobile Exit (SRME) Mobile Application

Executive Summary:

- Update to the original Issue Paper dated, January 19, 2020 with replacing Laredo Port of Entry to Blaine Port of Entry, see Issue Paper from the Seattle Field Office titled, "*Facial Recognition Technology for the Land Border,*" dated April 6, 2020.
- Other updates include timeline adjustments in response to border closures due to COVID-19.
- CBP has developed a public facing I-94/SRME mobile application to be used by the public to submit their face biometrics after exiting the U.S. The first test of this public facing mobile application was done using the CBP Mobility Subject Matter Experts (SMEs) using the test flight environment offered by GooglePlay and iTunes app stores. The test was conducted in San Diego at the San Ysidro port of entry in July 2018.
- In addition, CBP contracted with the University of Houston to conduct a white hat hackathon on testing the vulnerabilities of the geolocation and liveness detection functions within the app.
- Data was gathered from these tests and based on the feedback and technical recommendations, the public facing application was modified to improve the mobile apps user experience and close the vulnerability gaps exposed.
- OFO plans on testing the updated version of this public facing mobile application with the public exiting the U.S. from the Blaine and Champlain ports of entry, and conducting a second white hat hackathon to test the revised apps' technical vulnerabilities. These results will be combined into a final report.

Pilot Test of I-94/SRME Public-Facing Mobile Application:

- CBP I-94/SRME mobile app is designed to provide travelers a capability to use their mobile device to biometrically record their exit from the U.S. by submitting a live photo and use of location services on the phone to verify the report is being made from outside the U.S.
- To use the exit features of the mobile app, the traveler provides biographic travel document information, port of departure, and a submission of his or hers facial biometric. The application performs liveness verification of the photo, geolocation verification, retrieves the active I-94 number, and timestamps the submission with the date and time.
- The data submitted is verified in the backend and if verified, an encounter record is created and sent through TDED to be displayed as a "reported" departure encounter record in ADIS.

Limited Test by the Public – Blaine/Champlain CONOPS:

- The limited test will be conducted with actual travelers. The Seattle and Buffalo Field Offices, specifically Blaine and Champlain Ports of Entry, are planned to be the pilot sites for testing the I-94/SRME mobile app. The targeted population are travelers in need of an I-94 with an admit until date (AUD) that expires during the testing period.

- A robust public outreach campaign will be used to publicize the availability of the mobile app for use on entry and benefit of using to report one's exit in meeting compliance requirements of I-94.
- The test will start in August 2020 for up to 180 days. The duration may be adjusted to align with I-94 traveler departure patterns. It is estimated that up to 5000 travelers will be participants in this pilot.
- (b)(5)
- Data gathered from the participants will also be used to make recommendations on improving the mobile app's user experience and to address any identified vulnerabilities.
- Any subsequent possible publishing of the CBP Exit Application to iTunes and Google Play stores for full public use would not be done until the application's vulnerability risk level is deemed acceptable by CBP.

Planned Testing and Reporting Schedule:

- (b)(5)
- Adjustments will be made to the schedule based on impacts of COVID-19 directives.

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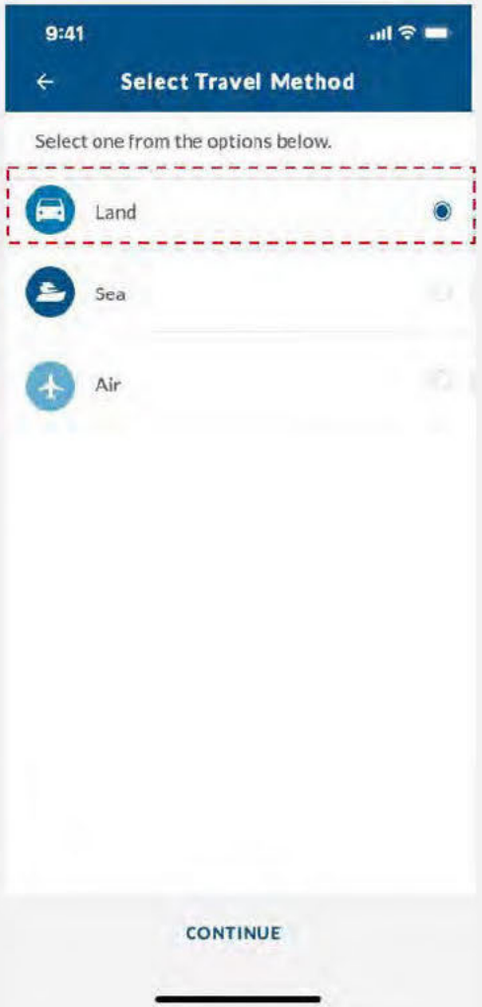
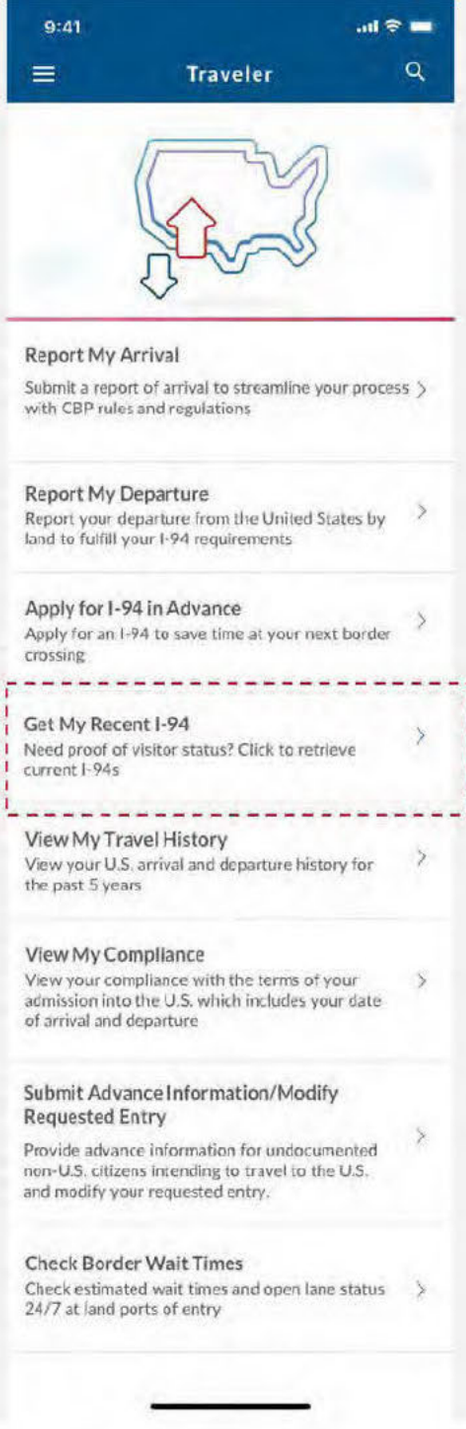
CBP One™

September 29, 2021

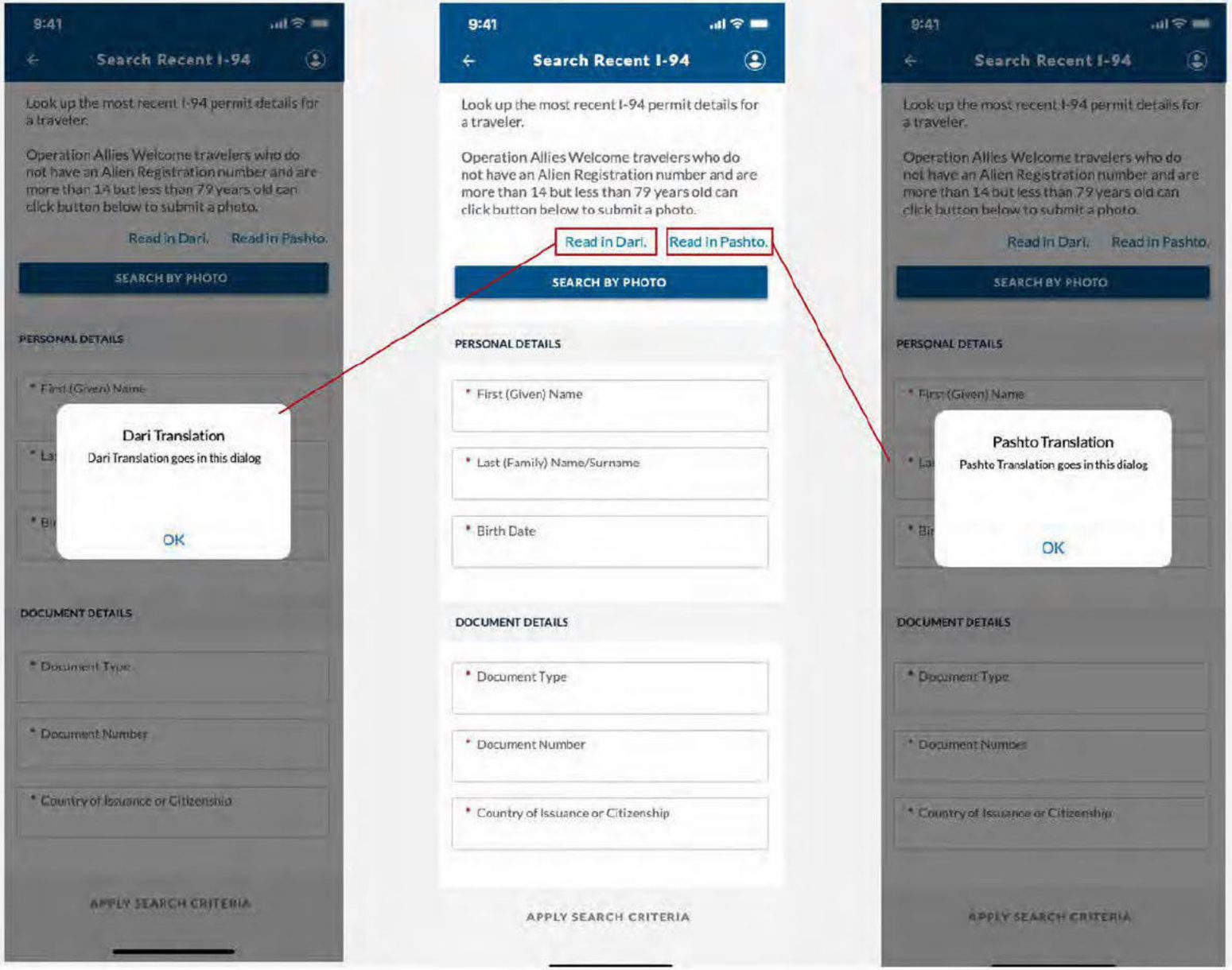
U.S. Customs and Border Protection

CBP One – **Traveler: Land > Get My Recent I-94**

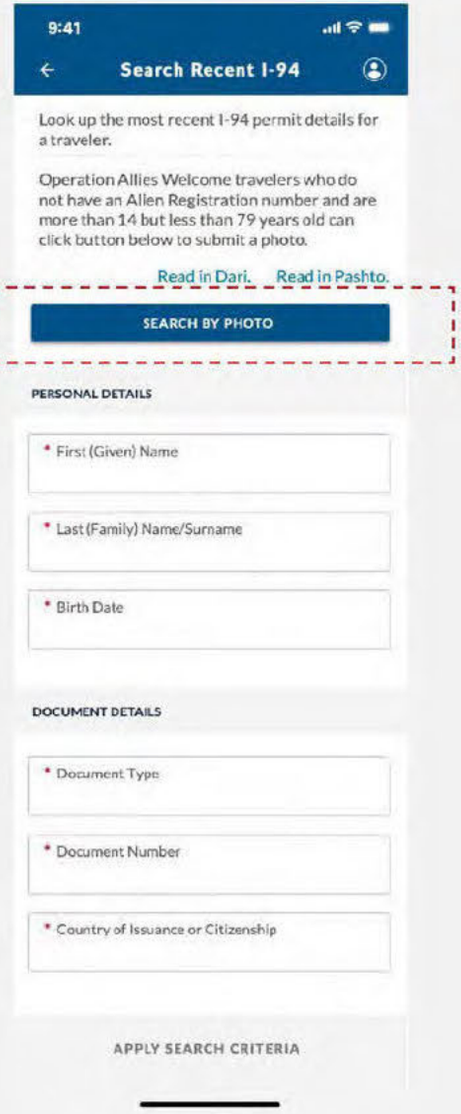


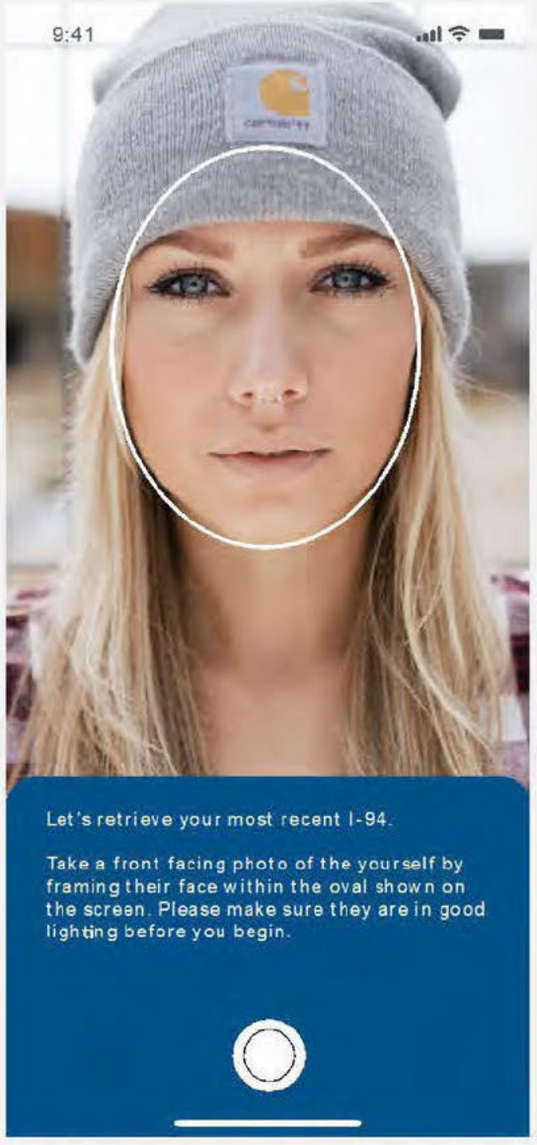


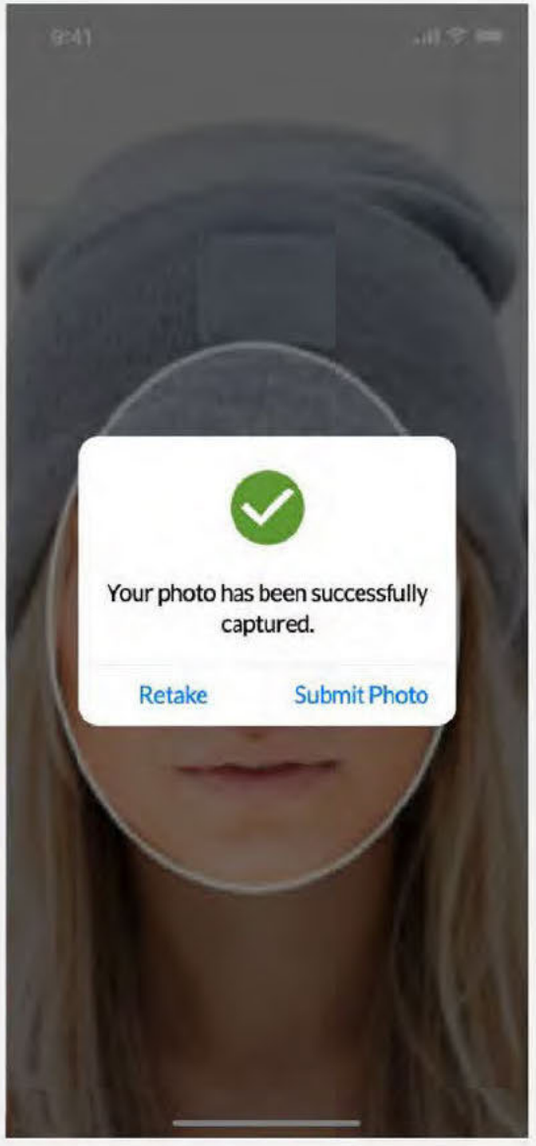
CBP One – **Traveler: Land Get My Recent I-94 > Translations**



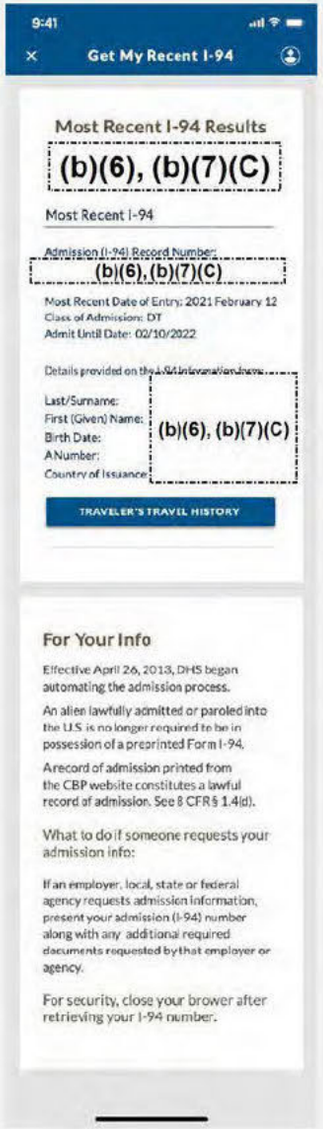
CBP One – **Traveler: Land Get My Recent I-94 > Take Photo**

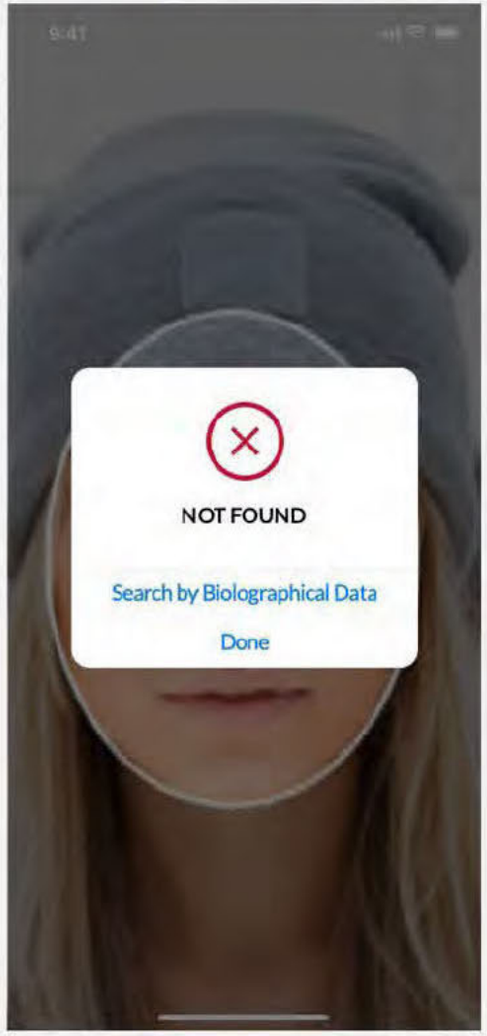


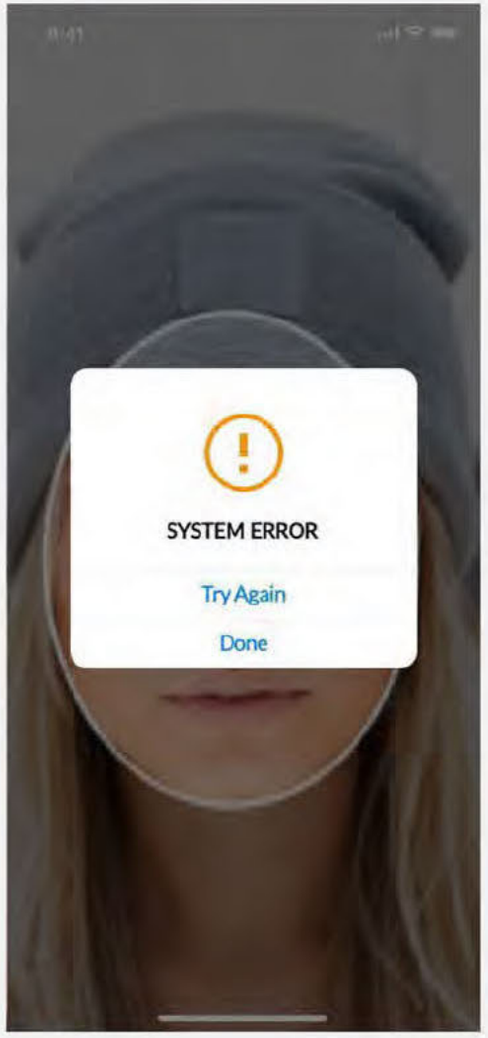




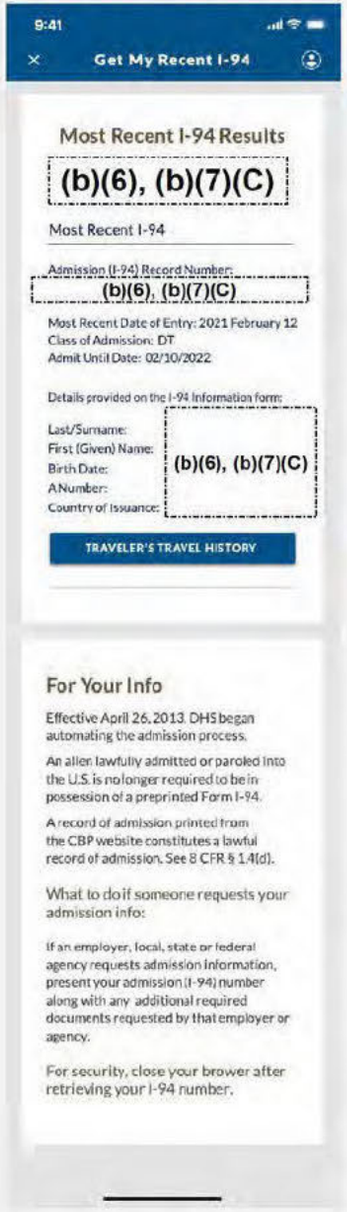
CBP One – **Traveler: Land > Get My Recent I-94 > Query Results after Photo**

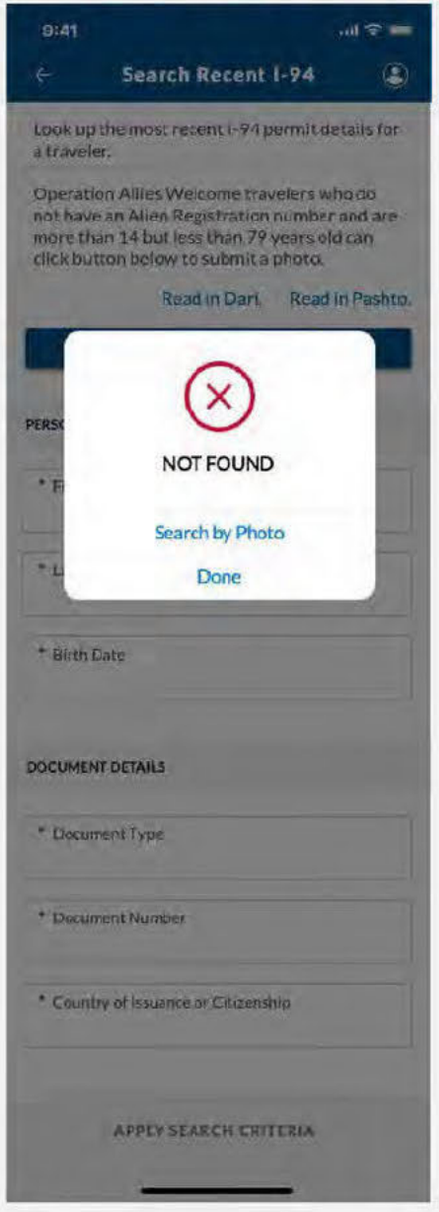


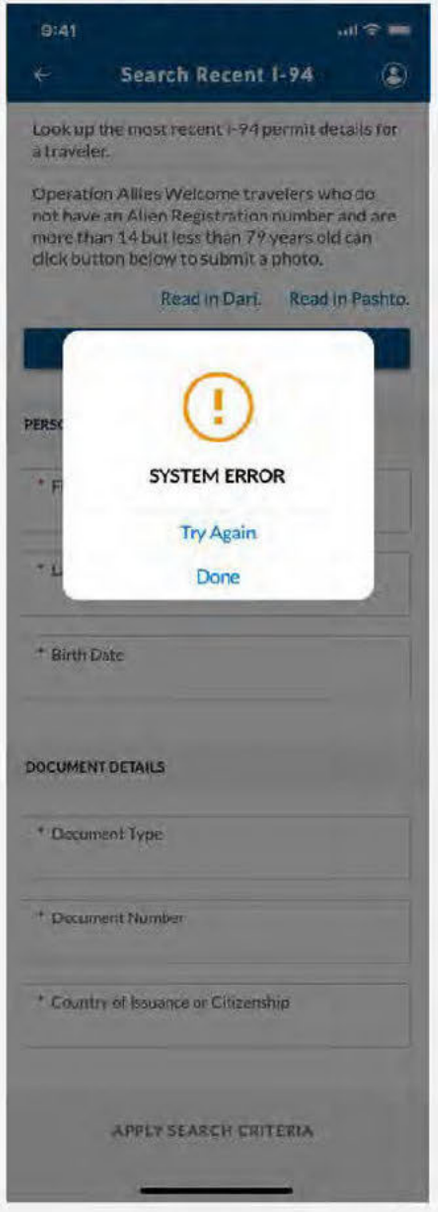




CBP One – **Traveler: Land - Get My Recent I-94 > Search By Biographical Data**







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U.S. Customs and Border Protection: Evaluating Possible Bias

Executive Summary:
U.S Customs and Border Protection (CBP) mitigates potential algorithmic bias in the Traveler Verification Service (TVS)[1] in a number of ways.

First, CBP relies on test, research, and evaluation activities performed by National Institute of Standards and Technology (NIST) and U.S. Department of Homeland Security Science and Technology Directorate to inform the procurement process for algorithms. Additionally, CBP evaluates the algorithms used in TVS using diverse training sets.[2] CBP also continuously monitors the biometric matching service and conducts a variety of statistical tests to enhance the effectiveness of the algorithms and minimize any possible bias impact.

Additionally, as described in more detail below, CBP is further collaborating with NIST to perform an independent and comprehensive scientific analysis of CBP's operational face-matching performance, including impacts of traveler demographics and image quality.

Methodology for CBP's Continued Monitoring and Bias Assessment:
CBP requires that all carriers submit Advanced Passenger Information System (APIS) data for flights to and from the United States. Amongst the data submitted is gender, date of birth, citizenship, and country of residence. Using this data, CBP has conducted extensive statistical analysis (chi squared independence tests) to determine whether traveler demographics (age, gender, and nationality) affect facial recognition match rates. CBP does not collect race/ethnicity information, nor is this information included in the APIS manifest. As a result, CBP uses citizenship as a proxy for this data.

Performance Results for CBP's Continued Monitoring Bias Assessment and Continued Improvements:
CBP's own analysis found a negligible effect in regard to its biometric matching based on citizenship, age, and/or gender while achieving a technical match rate (TMR) in the high 90 percentile.[3] TMR defines how well the algorithm performs for each traveler who could be identified. As of December 2018, TMR continues to be at a steady state, above 98%. However, U.S. citizens tend to have fewer photos and older photos in government databases, which may affect the TMR. CBP continues to make significant improvements to the algorithm and has increased the number of the exit operations, which has led more data, and thus to a substantial reduction in the initial gaps in matching for age and gender. Following these improvements, travelers between ages 26 and 65 match only slightly better than "young" (ages 14 to 25) travelers (by 0.3%) and "old" (ages 66 to 79) travelers (by 0.1%), compared to during initial

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[1] Additional information about CBP's TVS can be found in the DHS/CBP/PIA-056, Privacy Impact Assessment for the Traveler Verification Service, issued Nov. 14, 2018, available at https://www.dhs.gov/sites/default/files/publications/privacy-pia-cbp030-tvs-november2018_2.pdf

[2] Across most flights processed, CBP was able to encounter diverse age and gender. CBP also worked to ensure diversity of citizenship across flights tested. For example, CBP selects flights to airports in various regions of the world to increase the likelihood for diversity of citizenship. This ensured that the matching algorithm tested on a diverse training set.

[3] Based on June 2017 – November 2018 CBP Air Exit data from biometric exit locations: JFK, MIA, IAH, HOU, ORD, SEA, SFO, LAS, DTW, LAX, IAD, MCO, ATL, BOS, and FLL.

tests, when they matched better by 2.8% and 8%, respectively. Similarly, women currently match slightly better than men (by 0.2%), compared to initial tests, where men matched better (by 1.7%). Much of the bias seen in earlier flights also relates to much lower flight volume in the pilot period. It should be noted that volume of flights was much lower during the initial pilot period.

The performance of CBP's TVS continues to improve over time due to technical, operational, and procedural advancements, including threshold adjustments and testing multiple vendors. NIST concluded during its 2018 Face Recognition Vendor Test[4] that there have been massive improvements in the accuracy of face recognition algorithms over the last five years (2013-2018) and CBP continues to test and employ new, more refined, algorithms. CBP has issued various updates to the matching algorithms, which increase the algorithm's ability to create biometric templates from non-frontal images taken during the U.S. entry or exit process.

CBP has also enhanced the photo selection process to ensure the most recent photos are selected. CBP also has enhanced the manner in which the galleries are populated, by utilizing biographic information to build the galleries, which reduces the number of travelers with no photos and improves the accuracy of the system.[5] Furthermore, as CBP continues and expands its usage of TVS, personnel using the technology become more aware of the optimal camera positions to ensure better images and increase the traveler throughput. Some cameras are also now equipped with multiple lenses to capture images for various angles, which may increase photo quality depending on the height of the traveler.

Future Assessments:
CBP is further collaborating with NIST to perform an independent and comprehensive scientific analysis of CBP's operational face matching performance. During these tests, CBP is sharing facial images of certain in-scope travelers[6] captured during technical demonstrations, which will enable NIST to conduct a scientific analysis CBP's performance. By analyzing the image, NIST will be able to identify impacts due to image quality and traveler characteristics. This will help independently verify results and provide a more in-depth study controlling for various factors.

Upon analyzing a comprehensive data set, NIST will provide objective recommendations regarding matching algorithms, optimal thresholds, and gallery creation, optimizing face matching performance for large-scale traveler identification at air, land and sea ports of entry. CBP will continue to actively monitor and refine the performance of this process and associated algorithms in order to make improvements, minimize potential bias impact, and ensure the high accuracy of facial matching for all travelers.

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[4] *See* NIST Interagency Report 8238, available at https://nvlpubs.nist.gov/nistpubs/ir/2018/NIST.IR.8238.pdf.
[5] A 2010 NIST evaluation of face recognition showed that "[w]hen all prior images of a person are enrolled under one identity, accuracy improvements in both verification and identification trials are realized. The value of multiple images increases with the number of images." See NIST Interagency Report 7709, at 40, available at https://www.nist.gov/publications/report-evaluation-2d-still-image-face-recognition-algorithms.
[6] "In-scope" aliens are any aliens that are not exempt from a requirement to provide biometric identifiers to confirm their admissibility pursuant to 8 CFR 235.1(f)(ii) or, at specified airports, their departure pursuant to 8 CFR 215.8(a)(1). CBP may share these photos only in accordance with applicable law and consistent with the relevant Privacy Act System of Records Notice (SORN). More information is available at www.dhs.gov/privacy-impact-assessments.

Vehicle Biometric – Anzalduas Phase I Post Technology Demonstration

Evaluation

March 2019

Vehicle Biometric Anzalduas Technology Demonstration Goals

Can we successfully capture facial biometric quality photos of POV travelers?

Goal of Field Test

Determine the feasibility of cameras in vehicle lanes to capture images for biometric matching.

Success of the technology was defined as rate of image capture for all occupants in a vehicle.

Successful image capture was measured as template was produced from the captured image for use in biometric matching by TVS.

About the Technology Demonstration

Comparison of two vendors for 3+ months

- Anzalduas, TX
  - (b)(4) cameras in 1- IB lane / 1- OB lane
  - (b)(4) cameras in 1- IB lane / 1- OB lane
- Duration:
  - (b)(7)(E) September 1 – December 16, 2018[1]
  - (b)(7)(E) December 17, 2018 – February 28, 2019[2]

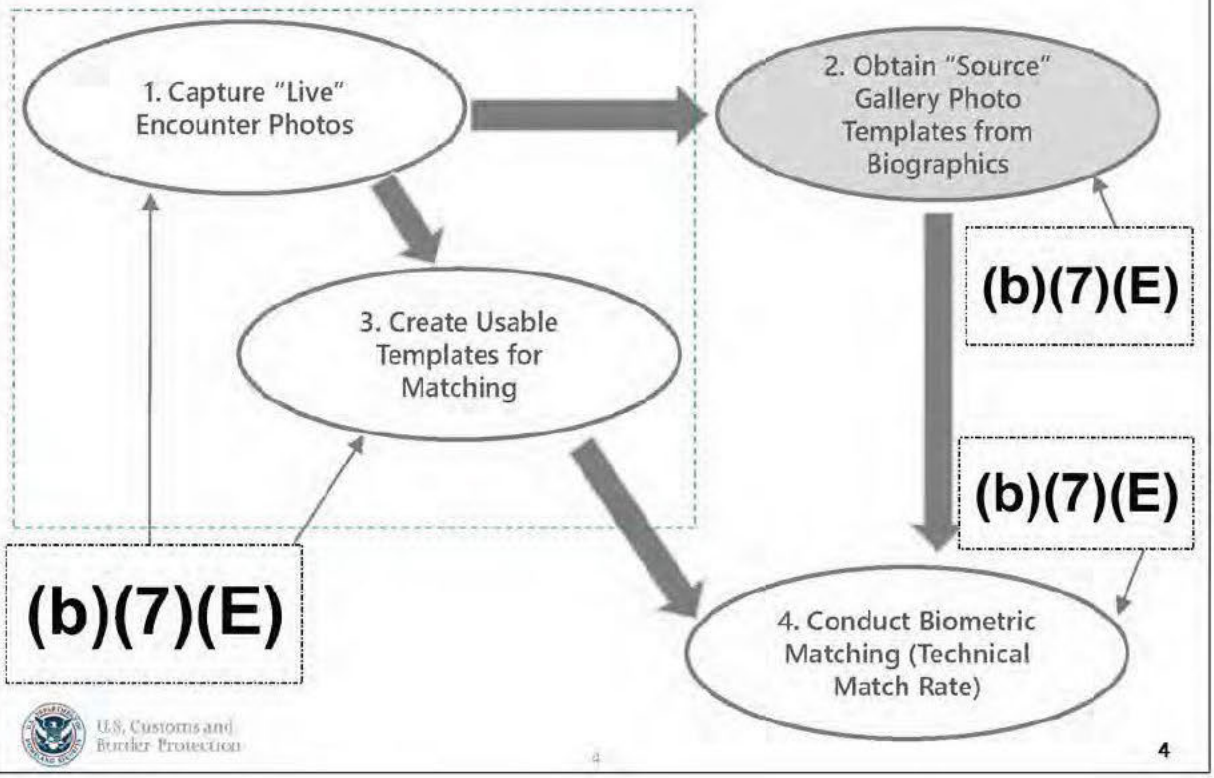
(b)(7)(E)

(b)(4), (b)(7)(E)

U.S. Customs and Border Protection

About Biometric Matching and Vendor Comparison

Encounters, Galleries, and Matching



U.S. Customs and Border Protection

Bottom-line Up Front

When the driver is the only traveler, template creation rate increases to 90%

Single Traveler Template Rate
90%

Vendor camera technology is capable of producing "match-quality" templates for 78% of all travelers in a vehicle.

Template Rate
78%

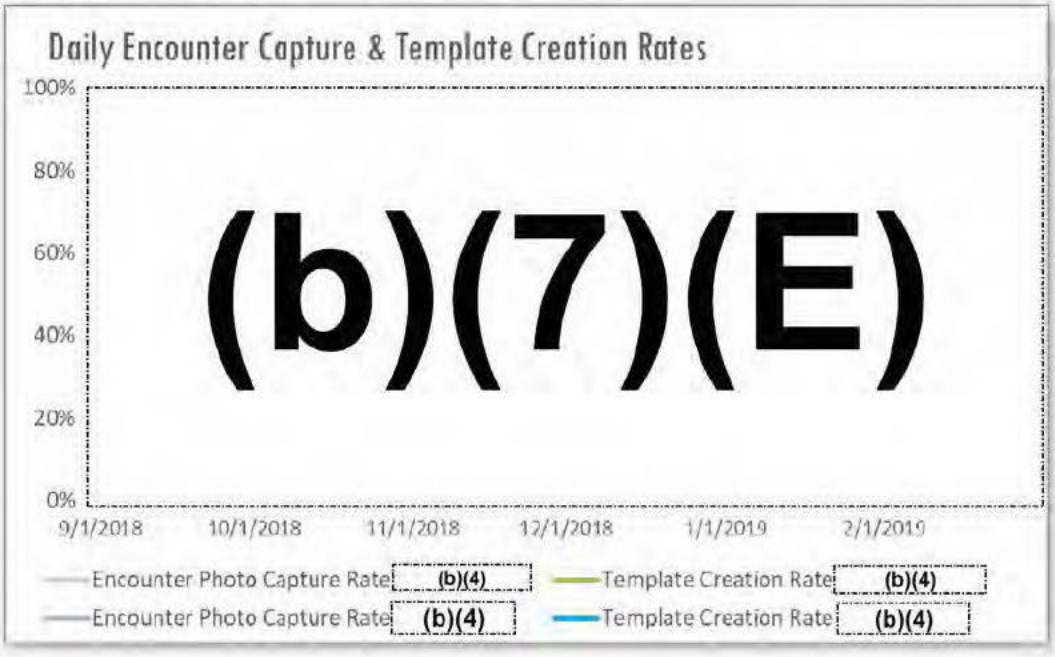
A or B (b)(4) outperformed (b)(4) by a significant margin as measured by template creation rate

(b)(4)	
78%	56%

Vendor camera technology work better than anticipated; One vendor distinguished themselves.

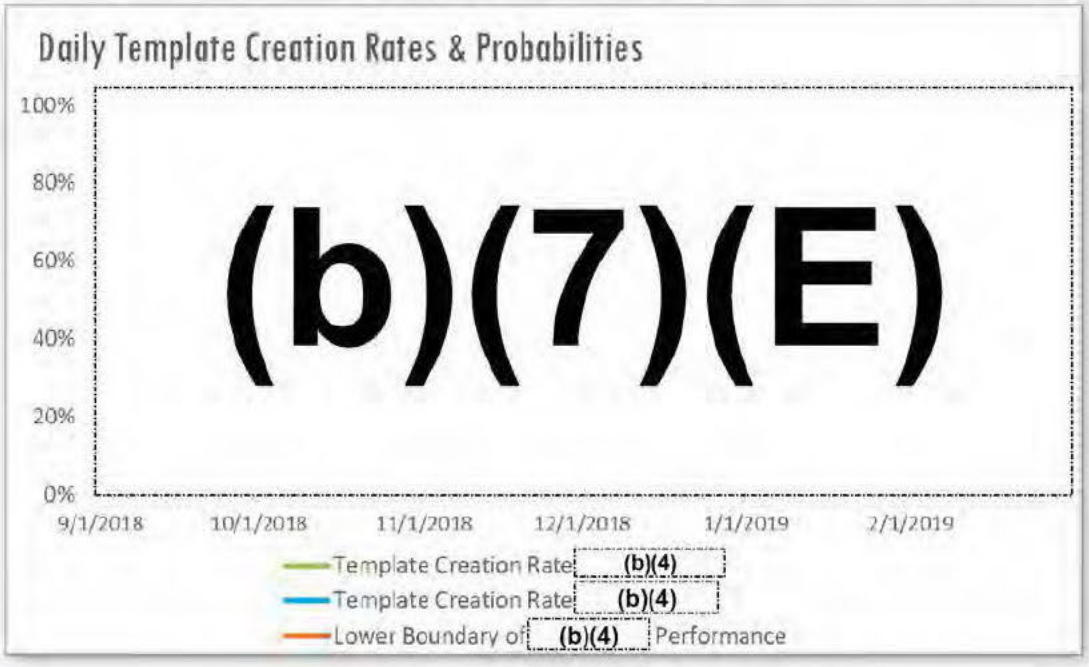
Capturing Traveler Photos & Creating Templates Rates by Vendor

(b)(4) struggles to meet capture requirements



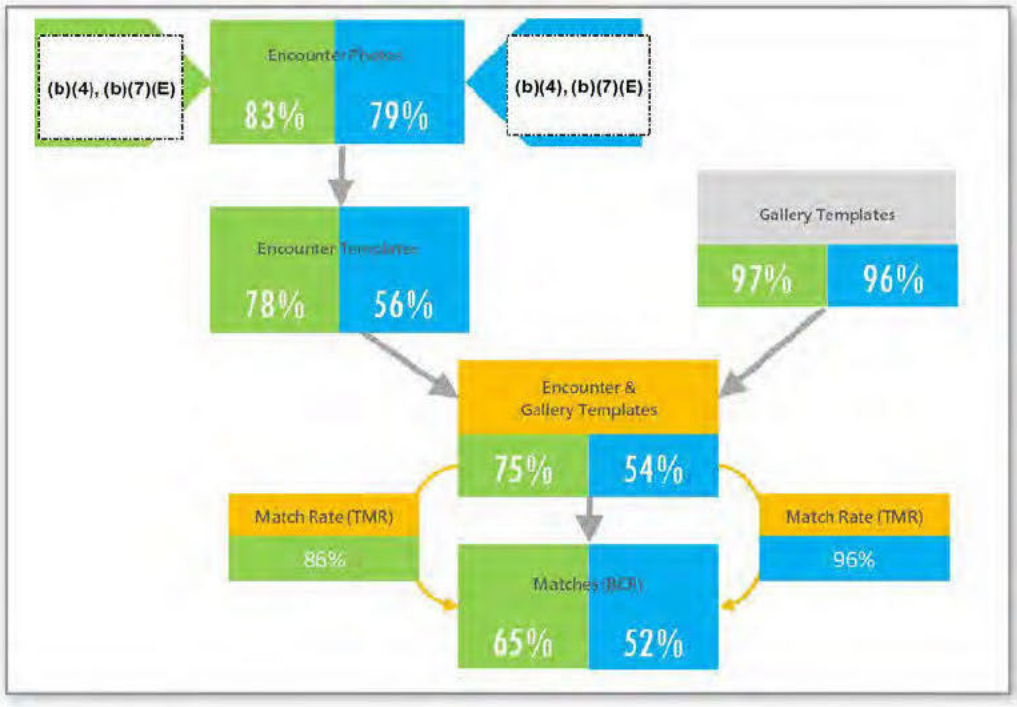
Statistical Look at Template Rate Comparison between Vendors

(b)(4) best day creating templates is below (b)(4) (b)(7)(E) percentile line



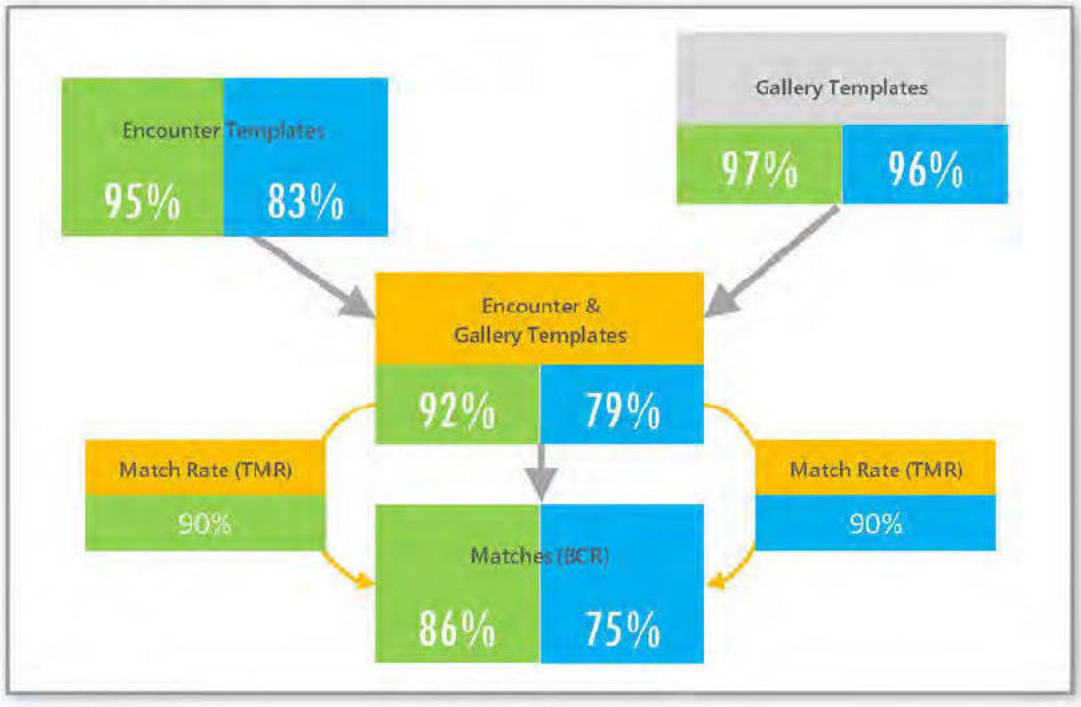
Results at a Glance – All Travelers

Summary Encounters, Galleries, and Matching



What are the results in the front seat?

Dramatically improved Template Creation Rate



Technical Issues Encountered

(b)4), (b)(7)(E)

Other Observations

(b)(4), (b)(7)(E)

Examples of Images Captured by Vendor

(b)(4)

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

(b)(4)

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

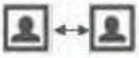
Challenges Moving Forward

Integration with TVS to increase the gallery photos available for matching; search other photo sources

VPC redesign and integration with TVS.

Similar to PED, begin analyzing gallery options for the vehicle environment

Further improve the automatic photo capture rates to minimize need for officer's to capture photos of travelers at the booth.



Share non-USC "frequent crosser" encounter photos with IDENT, for inclusion in future matching galleries

(b)(7)(E)

Some challenges can be addressed without equipment in the field

Next Steps

Ending Phase I Pilot Activities and Phase II Activities

(b)(7)(E)

CBP One™

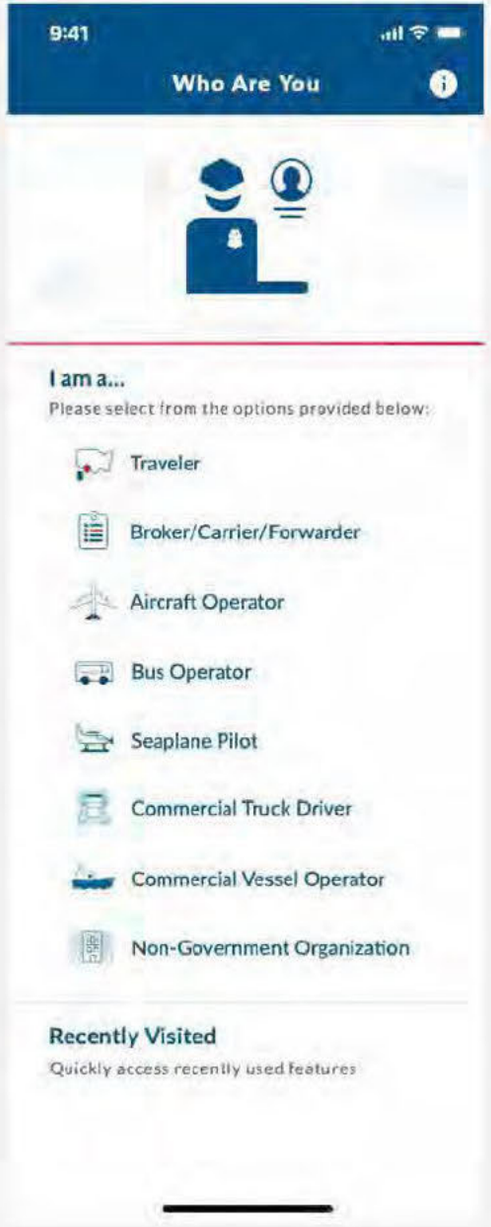
Submit Advance Information

U.S. Customs and Border Protection

CBP One Background

U.S. Customs and Border Protection

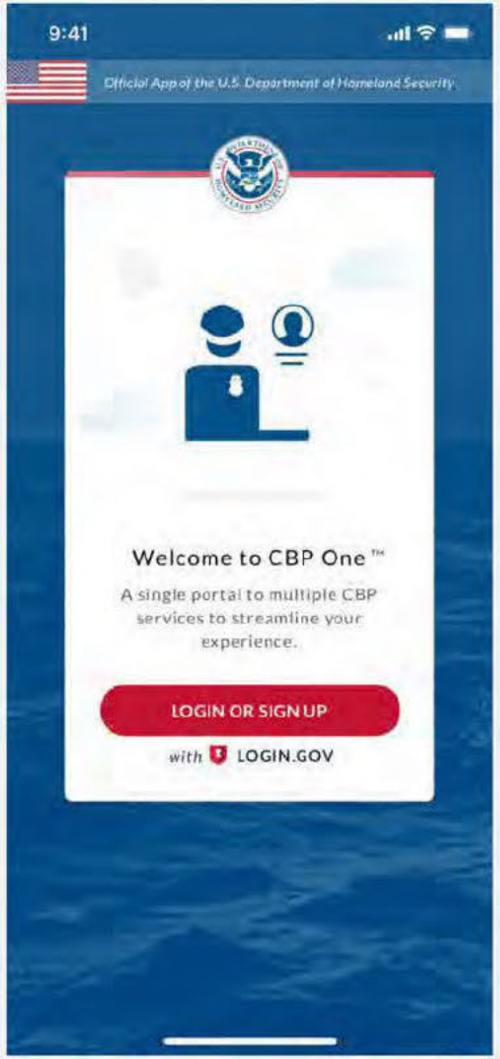
- U.S. Customs and Border Protection built a mobile application to serve as the single point of entry for travelers and stakeholders to access CBP mobile applications and services.
- Through a series of intuitive questions, the app will guide each type of user to the appropriate services based on their particular needs.
- CBP One is currently available on the Apple App Store and Google Play Store with limited functionality.

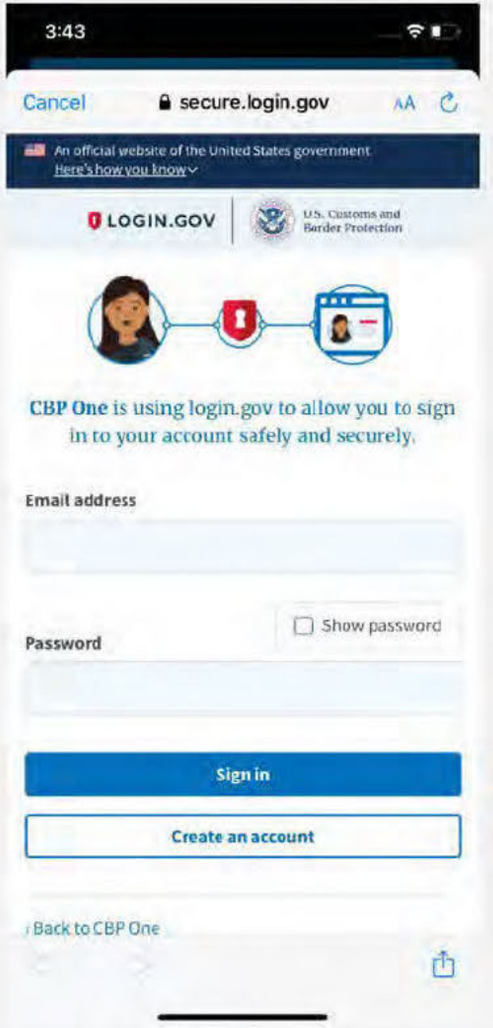


To access CBP One, users are required to Sign up or Login through Login.gov

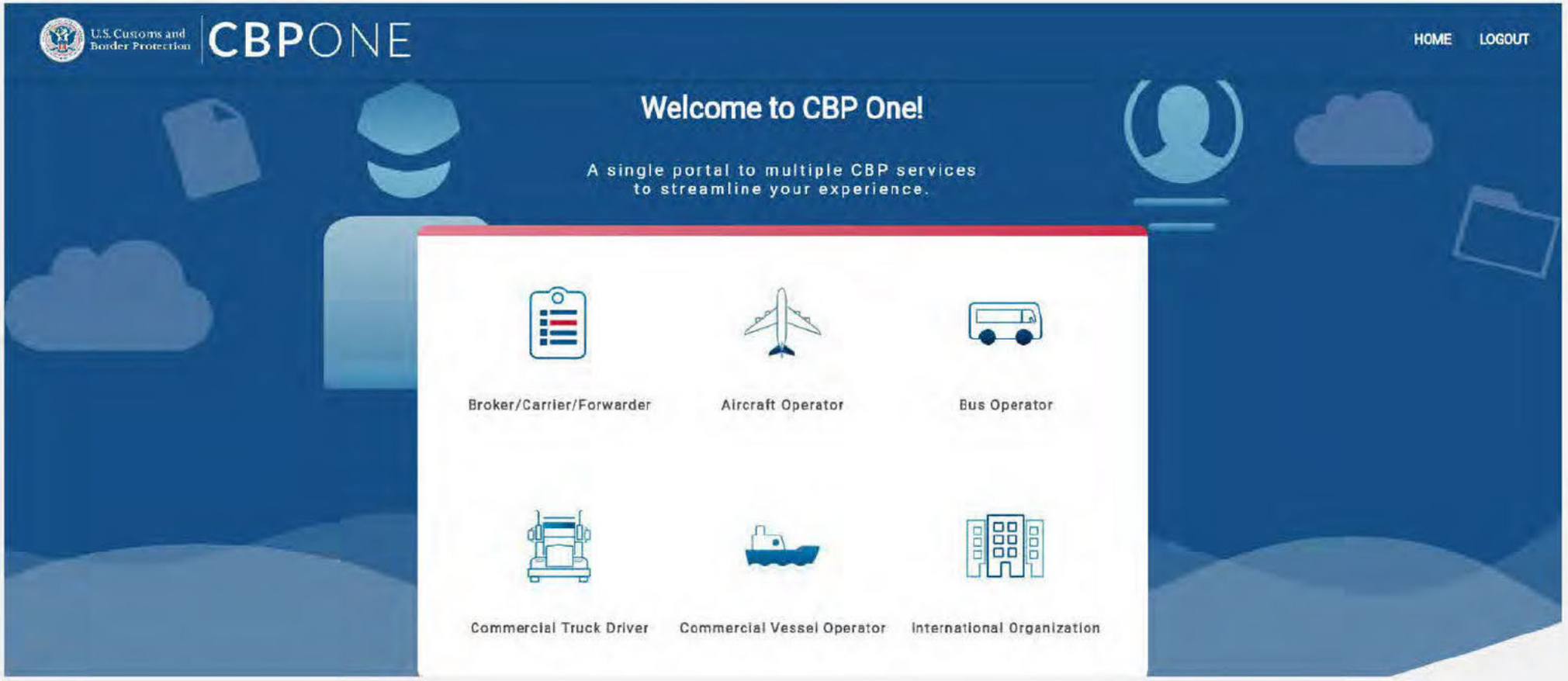
U.S. Customs and Border Protection

1. NGOs will use their **organization email** to sign up or login through Login.gov.
    - A personal email **will not** work
2. Enter a password.
3. Login requires a two-step authentication. NGOs will select one or more authentication method such as:
    a. **More secure**
        - ✓ Security Key
        - ✓ Authentication application
    b. **Less secure**
        - ✓ SMS/Text messages
        - ✓ Backup codes



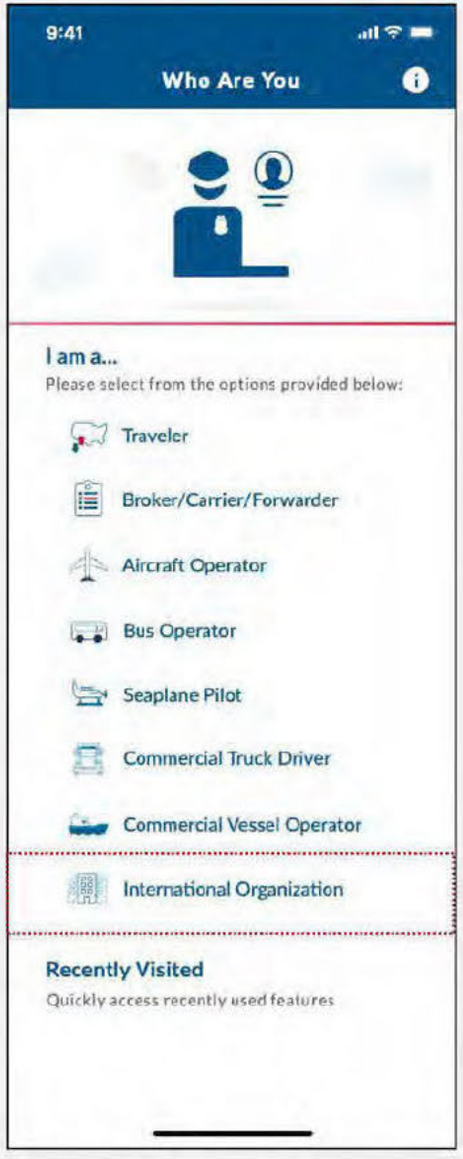


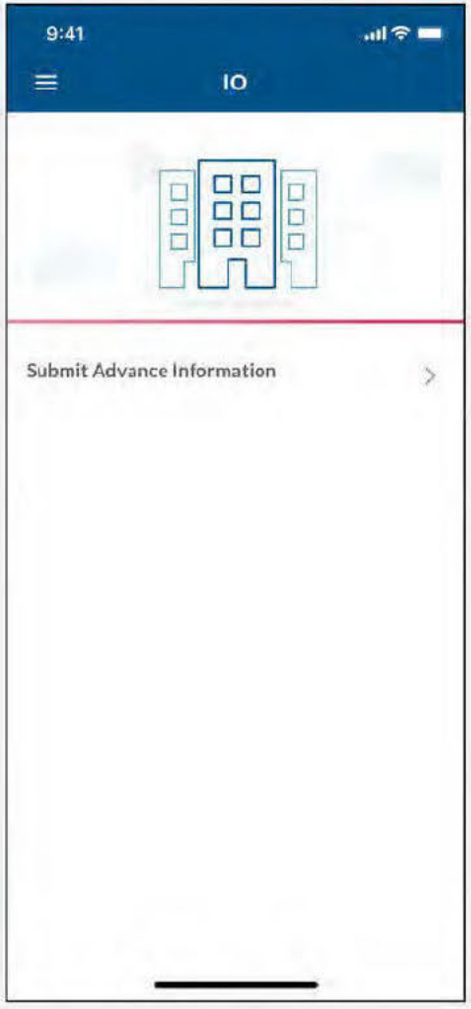
Submit Advance Information Mobile

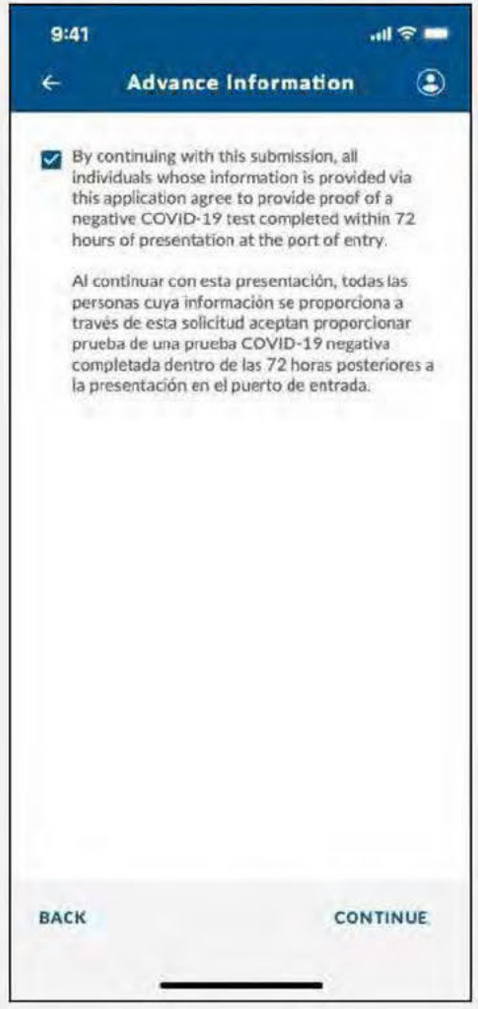


Submit Advance Information Mobile

U.S. Customs and Border Protection

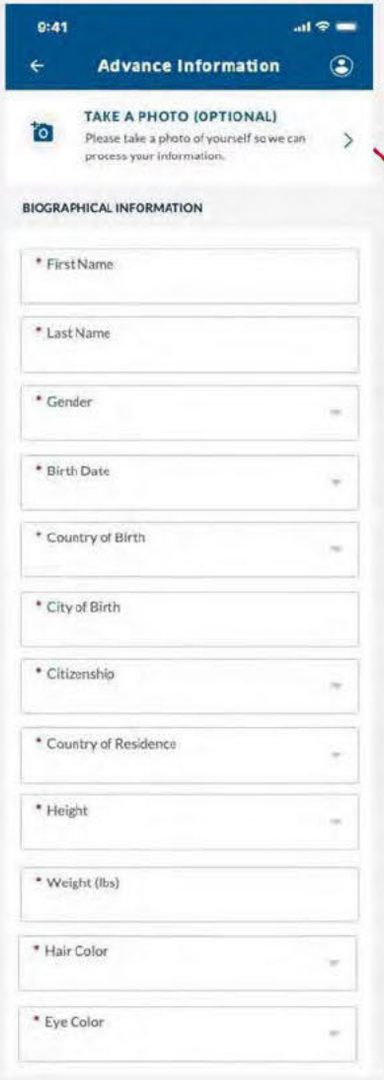


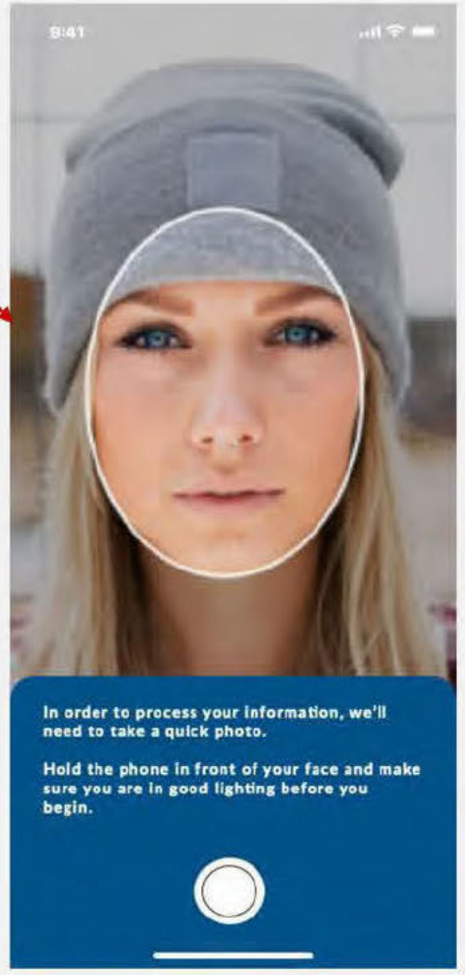


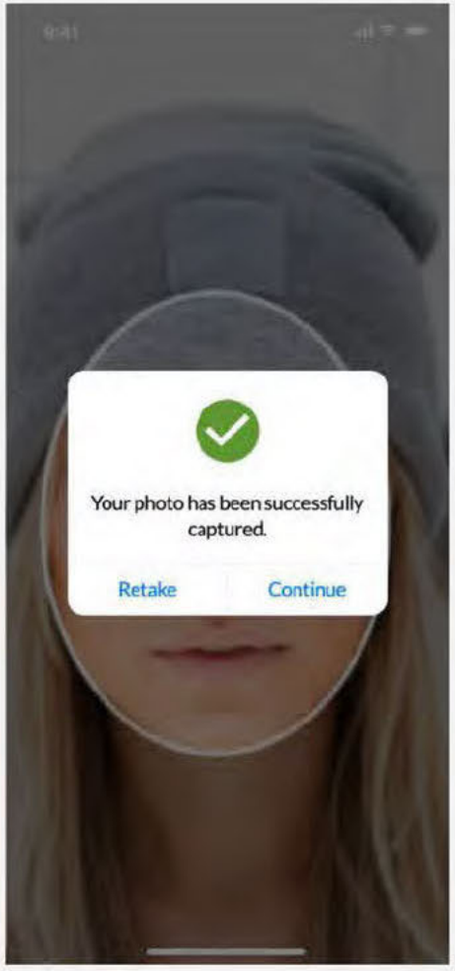


Individual Information

U.S. Customs and Border Protection

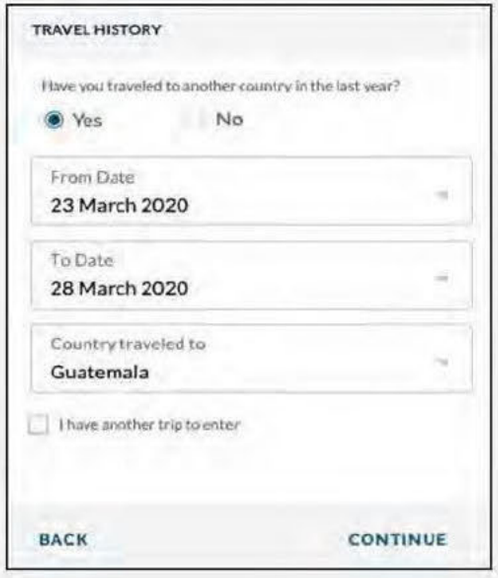


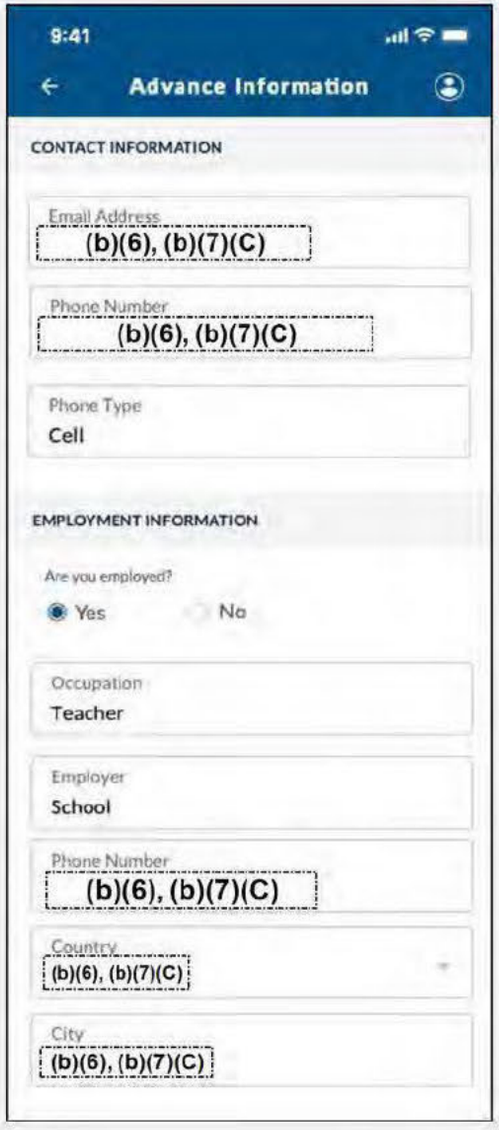




Individual Information

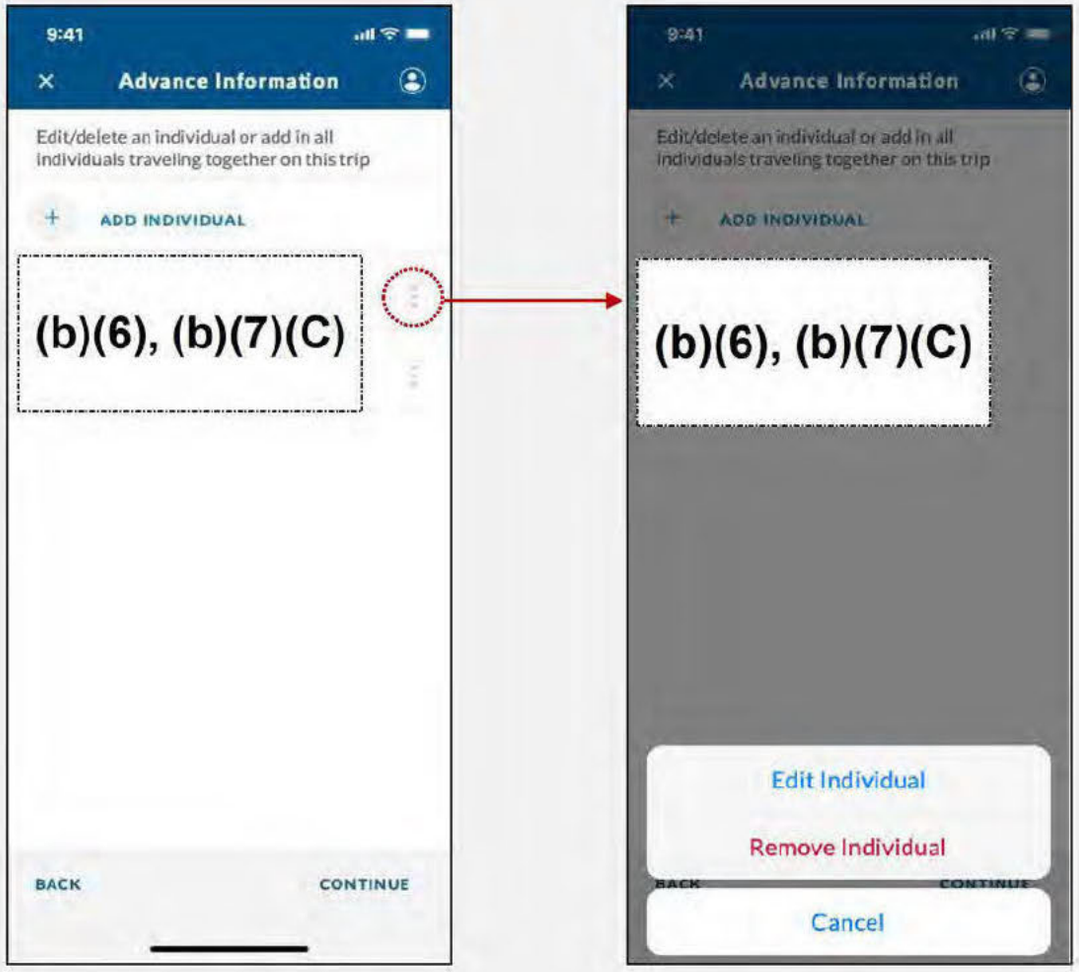
U.S. Customs and Border Protection





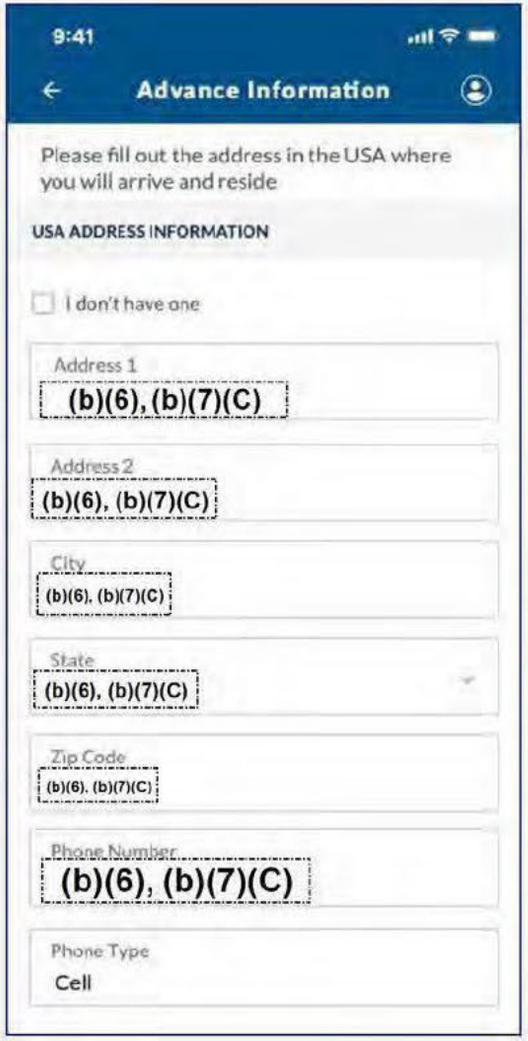
Add Additional Individuals Who Share Common Addresses

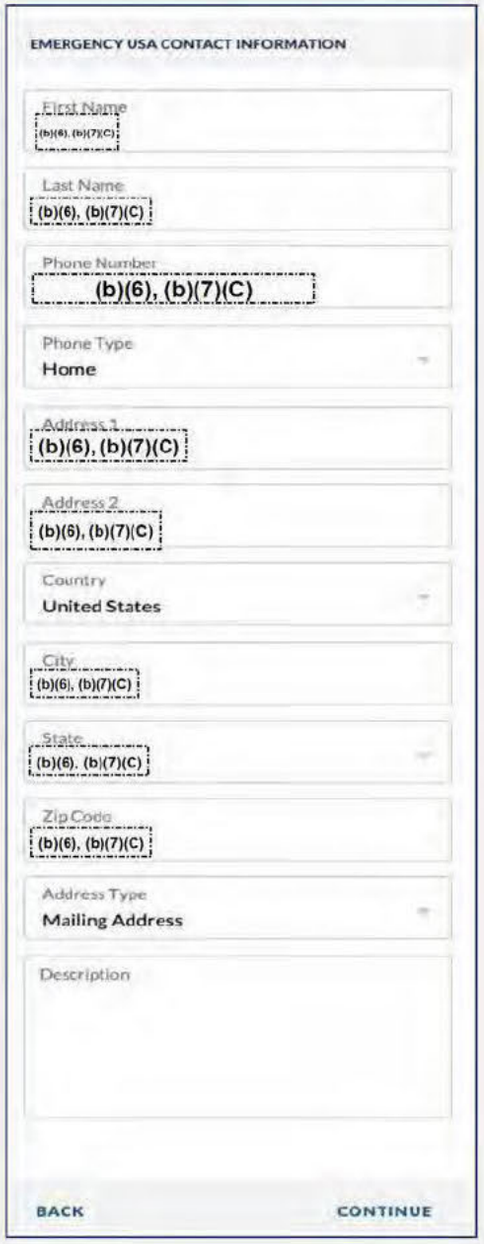
U.S. Customs and Border Protection

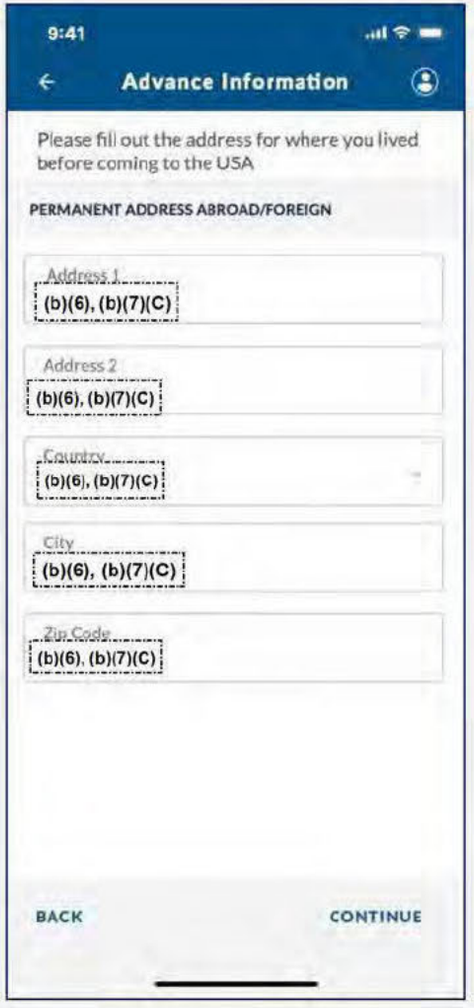


Contact Information

U.S. Customs and Border Protection

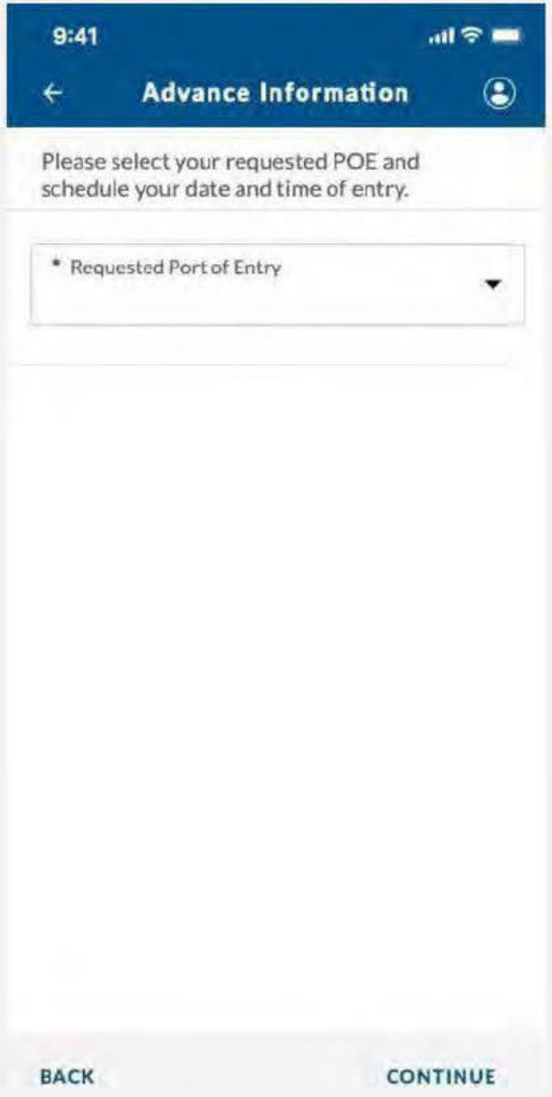


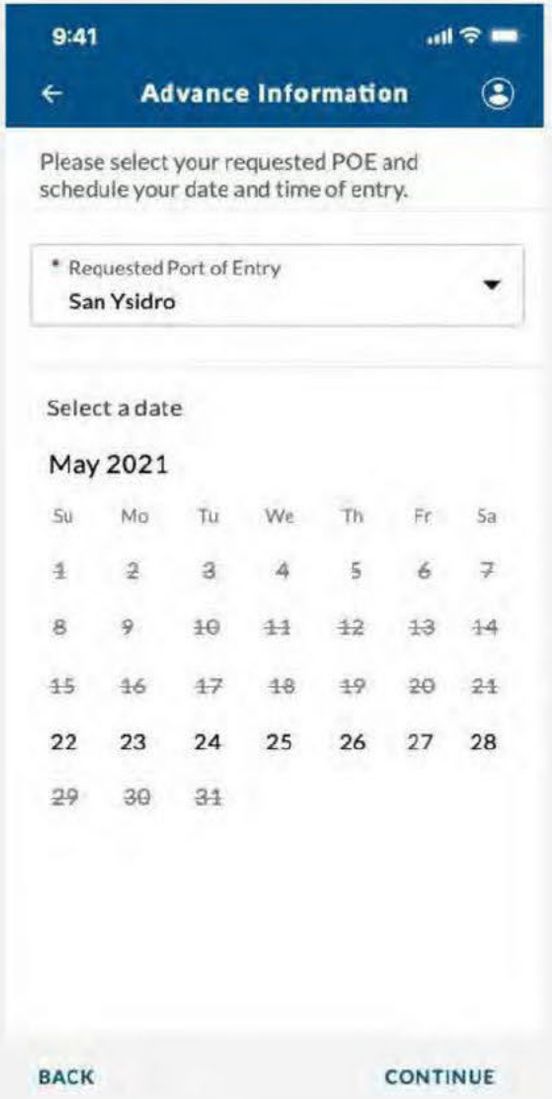


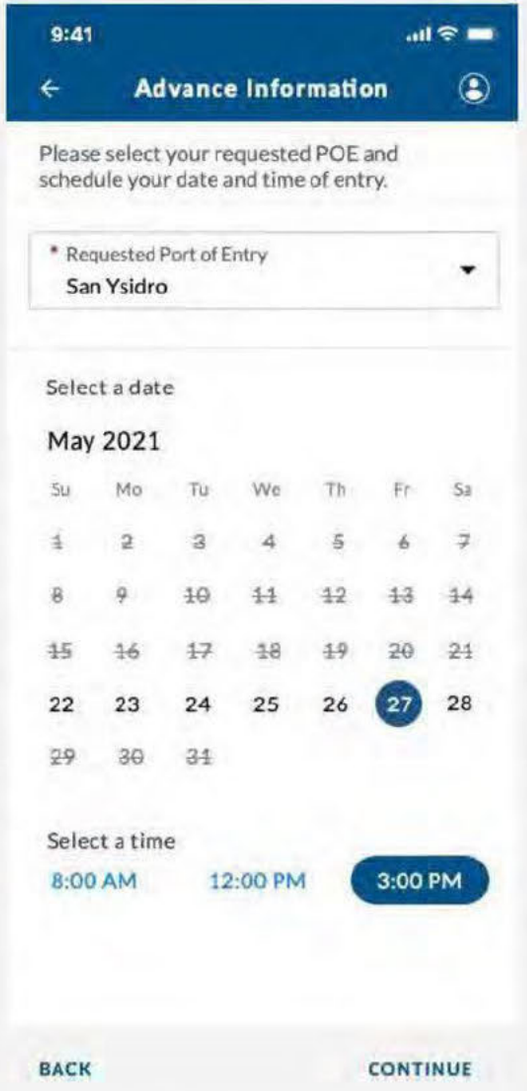


Requesting Day POE and Day/Time for Presentation

U.S. Customs and Border Protection

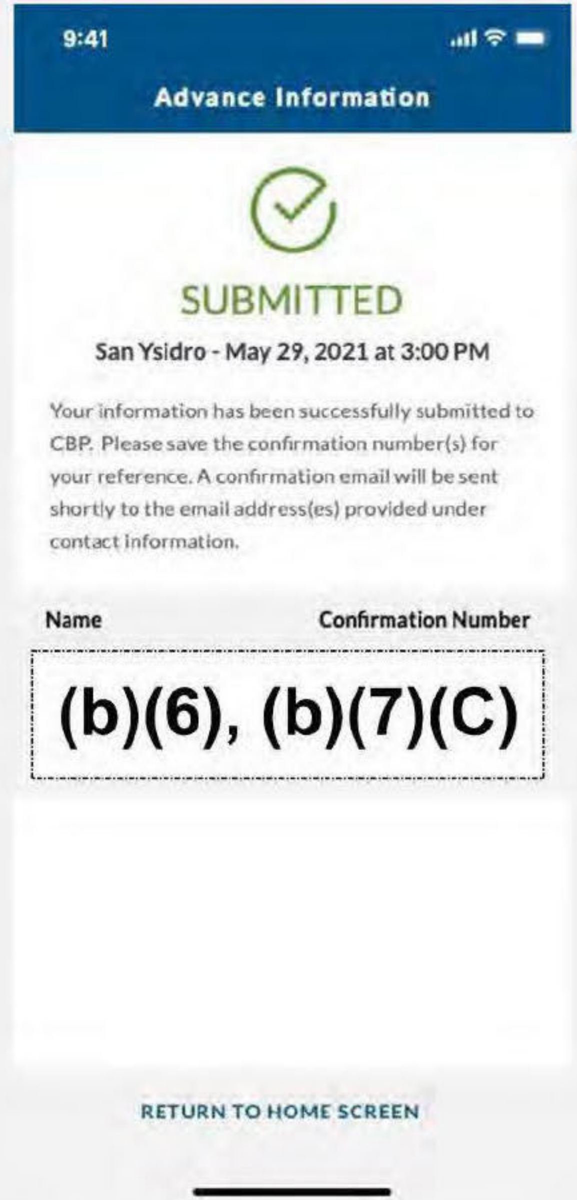






Confirmation Page with Unique Record ID - POE Day and Time

U.S. Customs and Border Protection



U.S. Customs and Border Protection

Withheld in full pursuant to (b)(5)

Withheld in full pursuant to (b)(5), (b)(6), (b)(7)(C), (b)(7)(E)

Withheld in full pursuant to (b)(5), (b)(7)(E)

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CBP One™

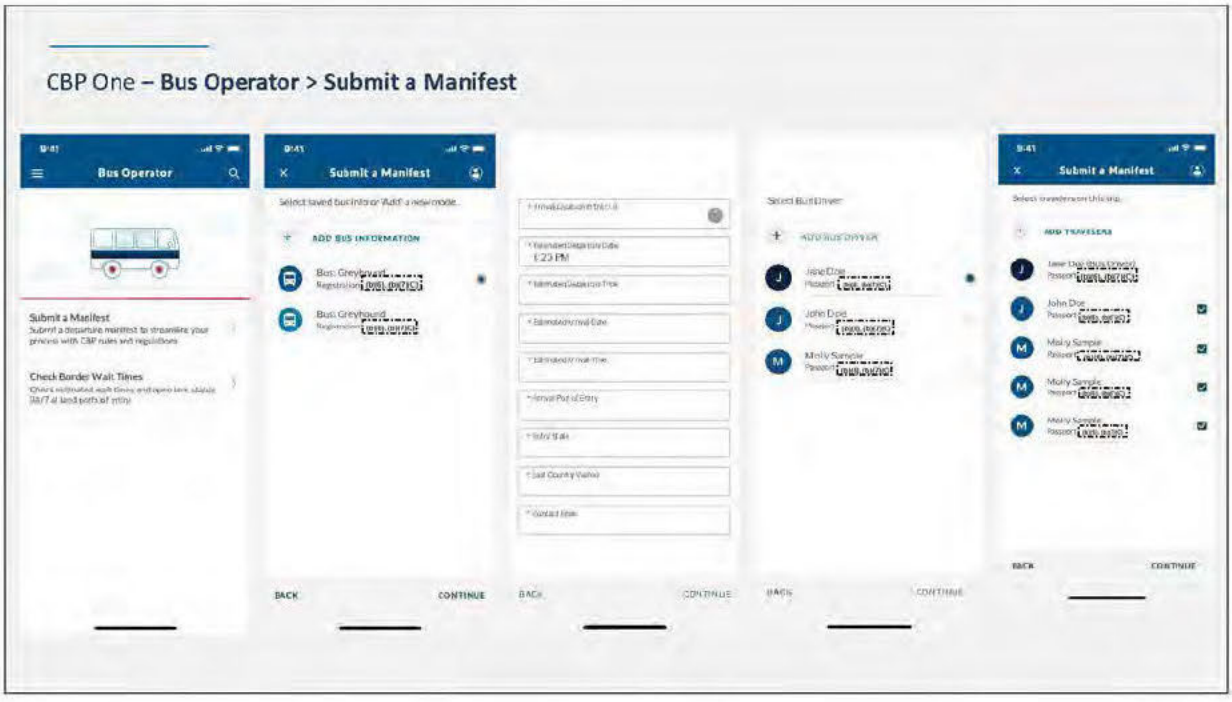
ROAM Workflows

May 24, 2021

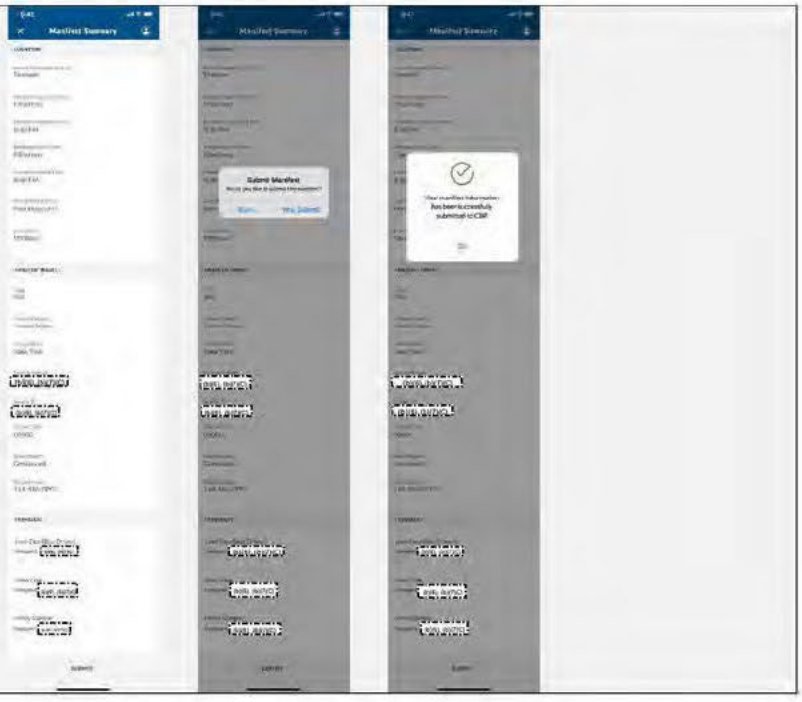
U.S. Customs and Border Protection

Bus Operator ROAM Flow (Submit a Manifest)

CBP One – **Bus Operator > Submit a Manifest**

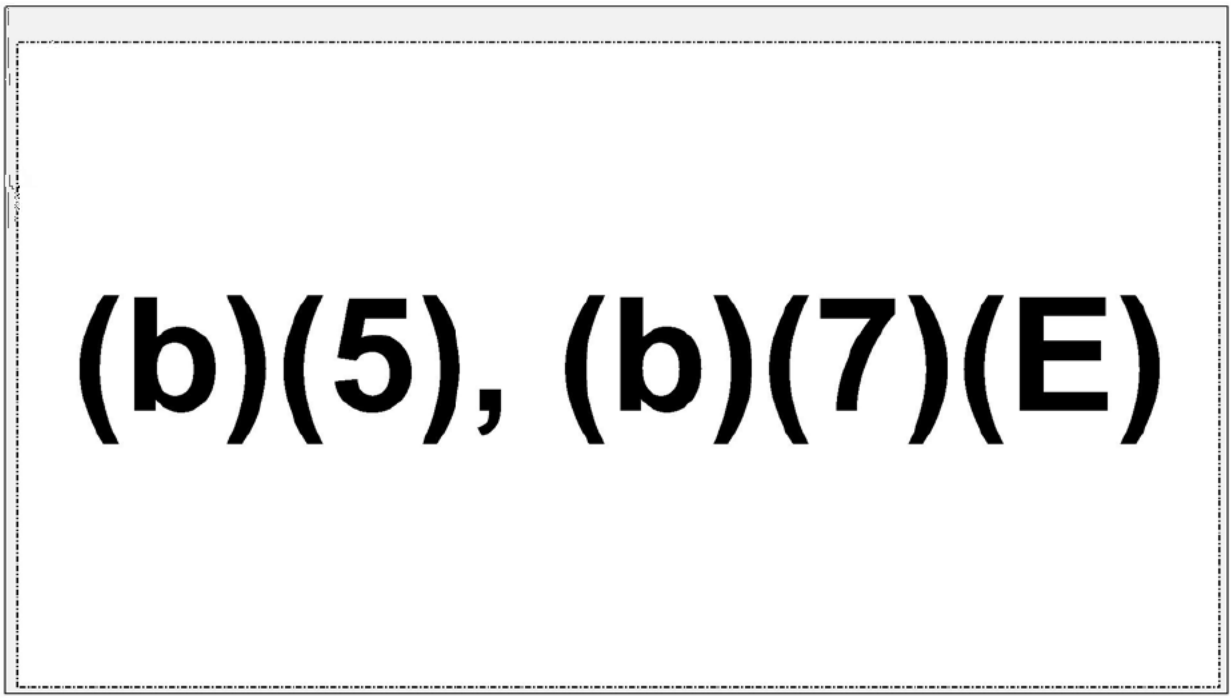


CBP One – **Bus Operator >**
Submit a Manifest Continued

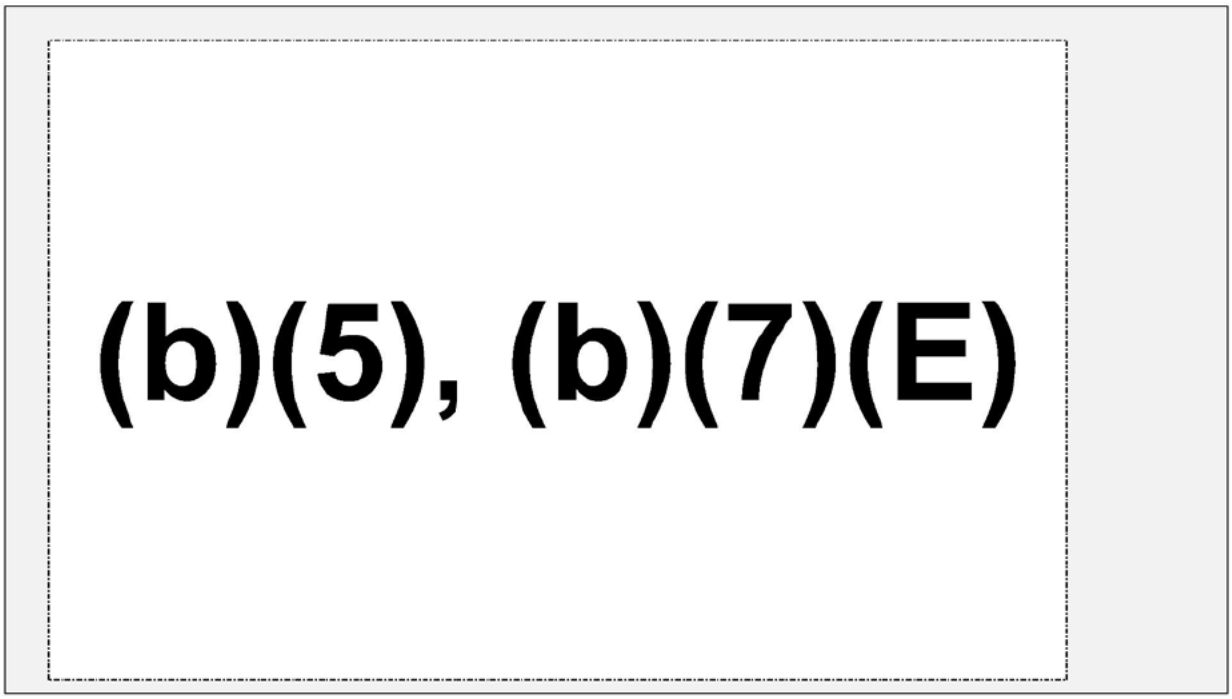



CBP One
™
(b)(5)
October 20, 2021
U.S. Customs and
Border Protection

(b)(5), (b)(7)(E)

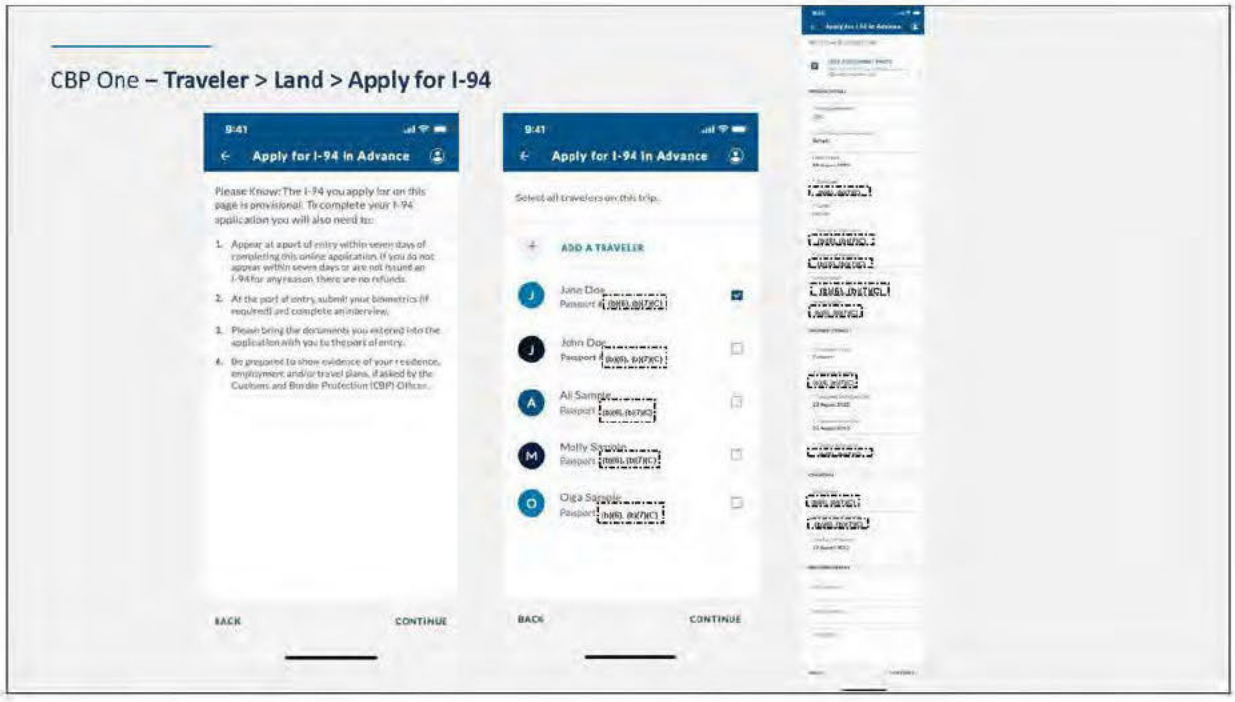

(b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

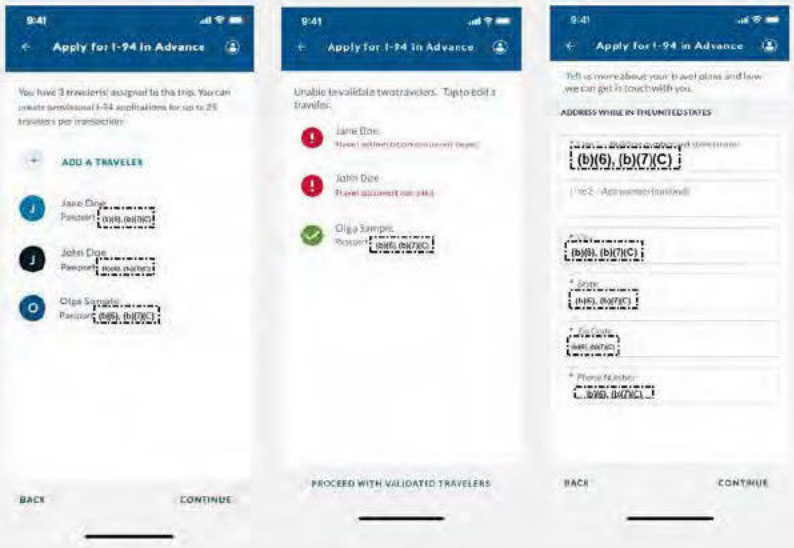

(b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

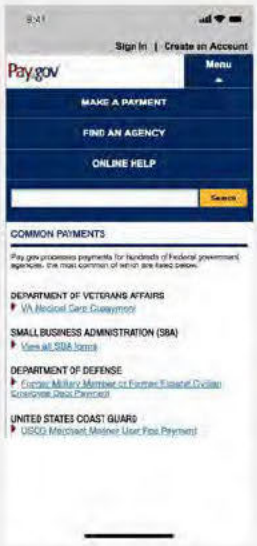
CBP One – **Traveler > Land > Apply for I-94**



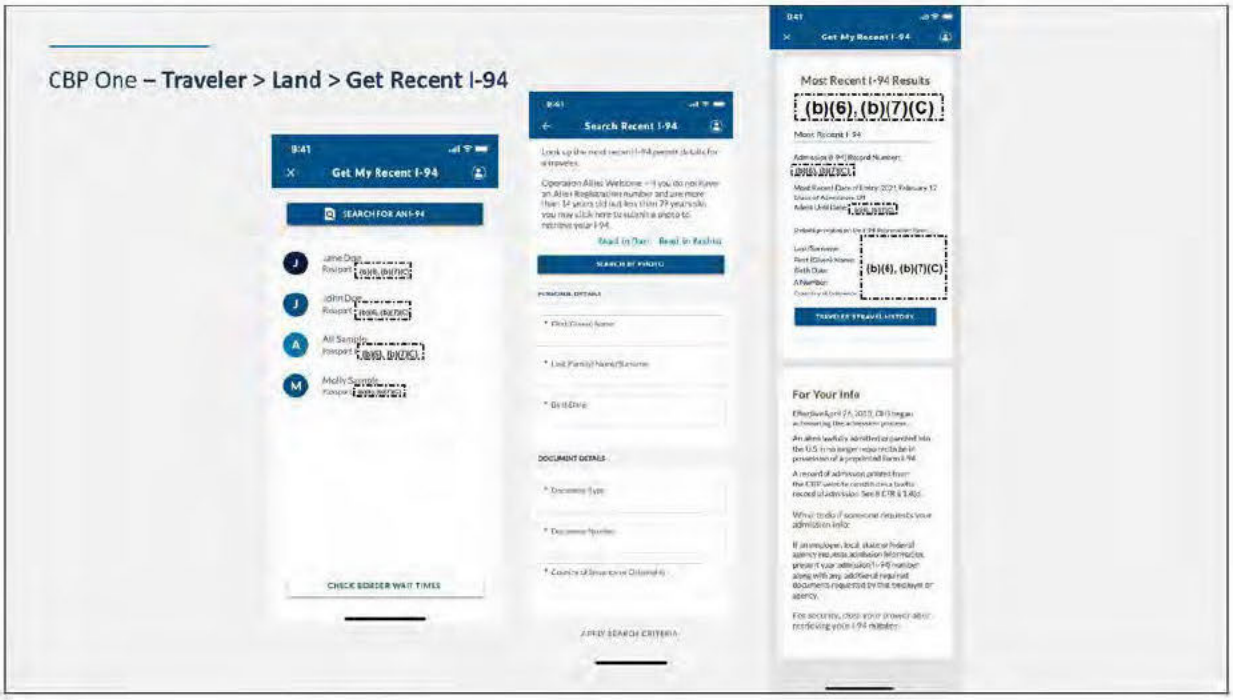
CBP One – **Traveler > Land > Apply for I-94**



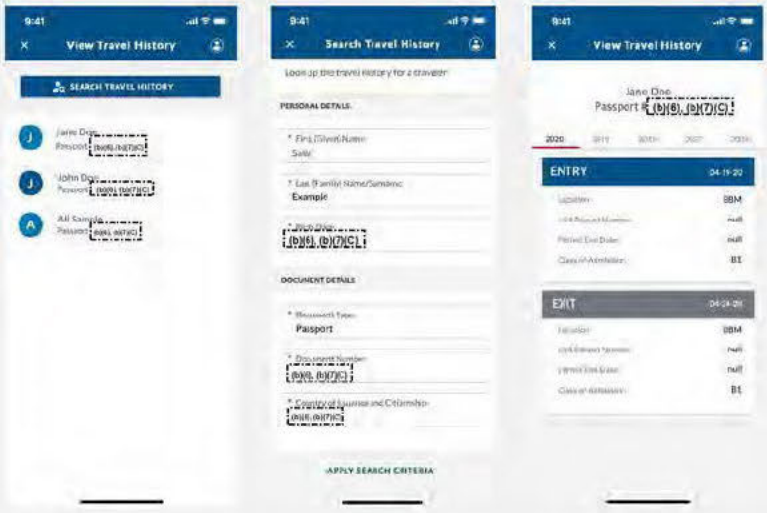
CBP One – **Traveler > Land > Apply for I-94**



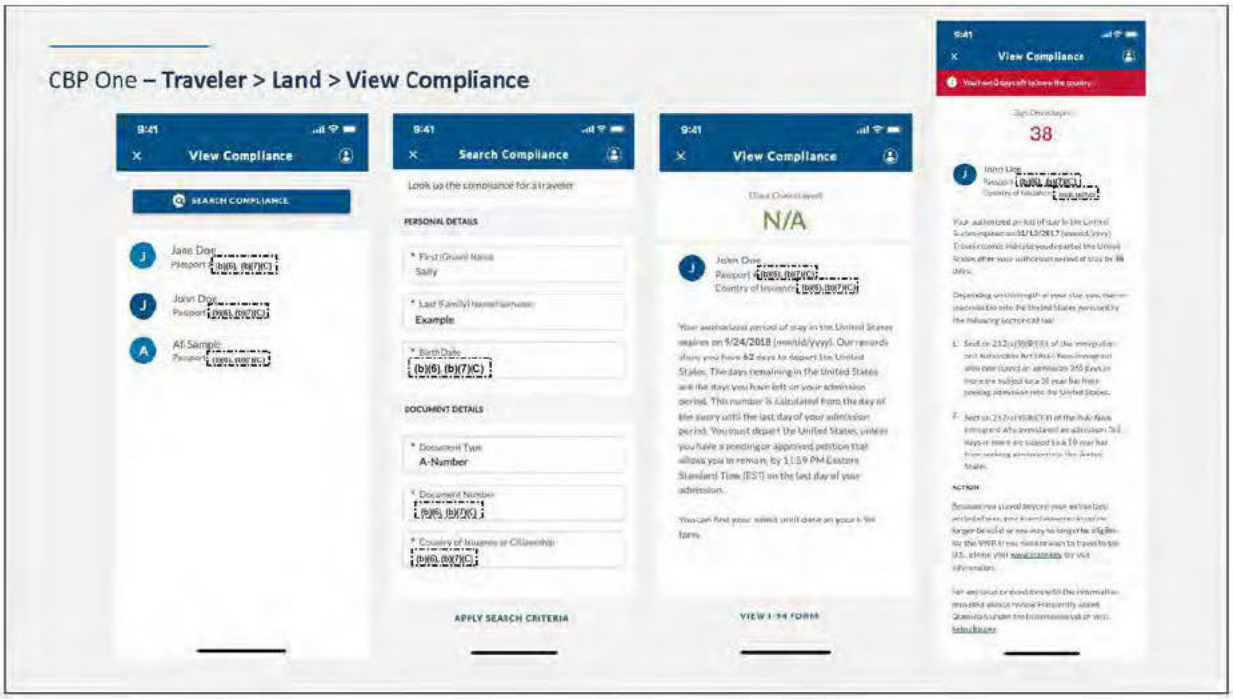
CBP One – **Traveler > Land > Get Recent I-94**



CBP One – **Traveler > Land > View Travel History**



CBP One – **Traveler > Land > View Compliance**



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Office of Field Operations
Planning, Program Analysis, and Evaluation
Land Border Integration and Biometric Program
May 11, 2020

Action Required: Information Only

Issue: Reporting Departure of Third Country Nationals (TCN) at Land Borders using Self Reporting Mobile Exit (SRME) Mobile Application and Other Proposed Technical Demonstrations

Executive Summary:

- Beginning in December 2017 and concluding September 2018, CBP deployed the capability to biometrically capture the departure of Third Country Nationals using BE-Mobile when departing at the land borders to all land Field Offices including 74 land border ports of entry.
- CBP also developed a public facing mobile application for use by the public to submit their face biometrics after exiting the U.S. The first test of this public facing mobile application was done using the CBP Mobility Subject Matter Experts (SMEs) using the test flight environment offered by GooglePlay and iTunes app stores. The test was conducted in San Diego at the San Ysidro port of entry in July 2018.
- In addition, CBP contracted with the University of Houston to conduct a white hat hackathon on testing the vulnerabilities of the geolocation and liveness detection functions within the app.
- OFO plans on testing the updated version of this public facing mobile application with nonimmigrant valid I-94 holders exiting the U.S. from the Blane, WA port of entry, and again conducting a white hat hackathon to test the revised apps' technical vulnerabilities.
- Additionally, CBP plans to demonstrate the capability of taking photos of departing travelers using CBP equipment and comparing those photos to documents on file within government holdings.

Current Status and Highlights:

BE-Mobile Pulse and Surge

- With the rollout of BE-Mobile completed, OFO can increase the usage of the BE-Mobile Land application running on CBP mobile devices (**(b)(7)(E)**) as well as desktop/tablet (**(b)(7)(E)**) meet any pulse and surge operations requested by OFO management.
- **(b)(5), (b)(7)(E)**
- **(b)(7)(E)**
  (b)(7)(E) using this solution could be a short-term option if expanded collection of biometric exits is needed.
- In 2018, OFO surveyed the land ports to determine outbound reporting for TCNs.
  - **(b)(7)(E)**

~~For Official Use Only~~

- (b)(5)

Pilot Test of Self Reporting Mobile Exit (SRME) Public-Facing Mobile Application

- CBP Self Reporting Mobile Exit (SRME) is designed to provide travelers a capability to use their mobile device to biometrically record their exit from the U.S. by submitting a live photo and use of location services on the phone to verify the report is being made from outside the U.S.
- To use the exit features of the mobile app, the traveler provides biographic travel document information, port of departure, and a submission of his or hers facial biometric. The application performs liveness verification of the traveler, geolocation verification, retrieves the active I-94 number, and timestamps the submission with the date and time.
- The limited test will be conducted with actual travelers. The Seattle and Buffalo Field Offices, specifically Blaine and Champlain Ports of Entry, are planned to be the pilot sites for testing the I-94/SRME mobile app. The targeted population are travelers in need of an I-94 with an admit until date (AUD) that expires during the testing period.
- A robust public outreach campaign will be used to publicize the availability of the mobile app for use on entry and benefit of using to report one's exit in meeting compliance requirements of I-94.
- The test will start in August 2020 for up to 180 days. The duration may be adjusted to align with I-94 traveler departure patterns. It is estimated that up to 5000 travelers will be participants in this pilot.
- A final report on test results will include analysis of participant demographics, biometric match results, geographic reporting data (e.g., distance from the port of entry when report is submitted), and a detailed technical analysis from both the pilot test and the white hat hackathon of geo-location data and liveness detection. CBSA departure records will be used as part of this analysis.

Pedestrian Exit Technology Demonstration

- CBP is planning to evaluate acquiring photos of pedestrians departing from the U.S. and compare those photos to the photos associated with the documents on file in government holdings, without requiring the traveler to present a document. CBP will deploy a camera system with software capable of taking an image of an approaching traveler, and will leverage technology under consideration or currently deployed to the land entry environment.

(b)(5), (b)(7)(E)

Next Steps and Challenges:

- Increase BE-Mobile pulse and surge operations at select locations – as requested.
- Complete development of the SRME Mobile Application (Android and iOS) and test use of SRME Mobile Application at the Blaine, WA and Champlain, NY POEs.
- Conduct White Hat Hackathon of SRME Mobile Application.

~~For Official Use Only~~

- Conduct pedestrian exit technology demonstration, based on currently deployed and expanding pedestrian entry biometric solution – by December 2020.
- As with other programs, the Covid-19 Pandemic delayed planned deployment work in March – May 2020.
- (b)(5) Discussions are on-going as to schedule impact of the pandemic.

Submitted By: (b)(6), (b)(7)(C) Land Border Integration and Biometric Programs

U.S. Customs and Border Protection

CBP One™

Use the Appointments Feature Designed for Brokers, Carriers and Forwarders

Download CBP One™ Today!

Streamlines inspection requests and appointment updates

Reduces/Eliminates unnecessary wait time for runners

Enhances communications through email status updates to your group inbox.

Download on the App Store

GET IT ON Google Play

To get started, download CBP One™ on the Apple App Store or Google Play Store.

Sign In Using Login.gov

The app will redirect to **login.gov**, where you can either create or login to your existing account.

Desktop version coming soon!

Questions? Contact us at: cbpone@cbp.dhs.gov

1. Who Are You

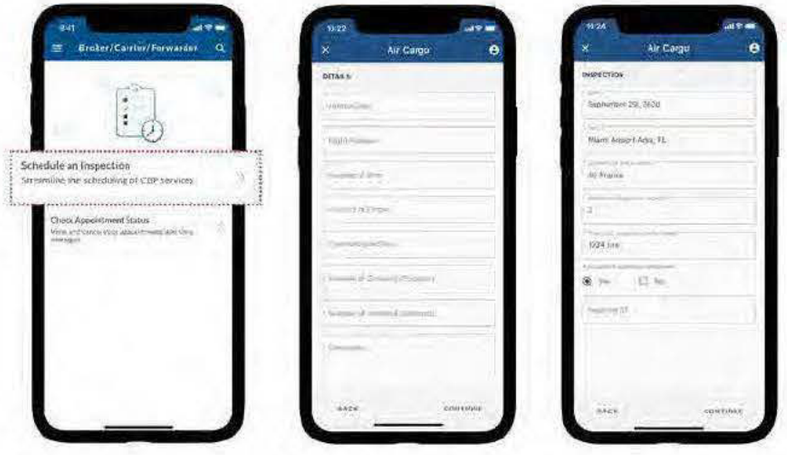
Tap on 'Broker/Carrier/Forwarder' in order to begin.

2. Create Profile

Add and save all necessary information. Your profile can be edited at any time in the future by tapping on the profile icon in the top right corner.

3. Request Inspection

Tap on 'Schedule an Inspection', select appointment type and cargo type, and fill in the required fields.

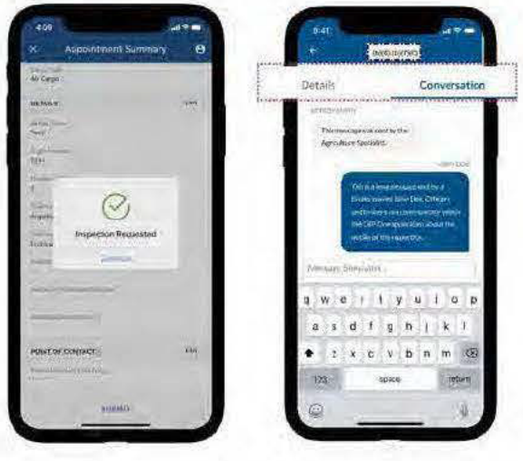


4. Review Information

Review all information and tap on submit. You may edit information on this page by tapping "edit".

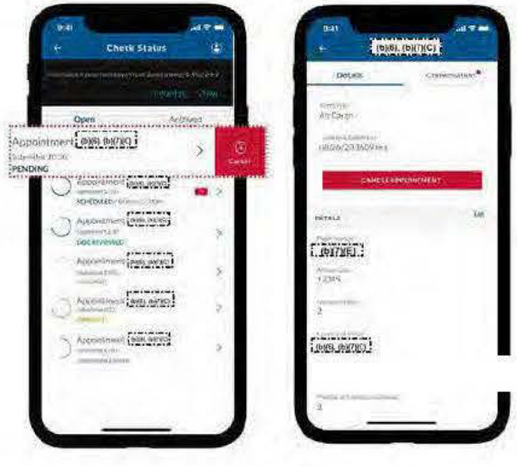
5. Successfully Submitted!

You will receive in app and push notifications, along with emails on the status of your appointments. A CBPAS may initiate a chat, which you can respond to under the 'Conversation' tab.



6. Cancel/Edit an Inspection

View/edit the details of your inspection under "check status". If you need to cancel an inspection, simply swipe to the left or click on the "Cancel Appointment" button in the details screen. Completed/Cancelled appointments will be archived. *

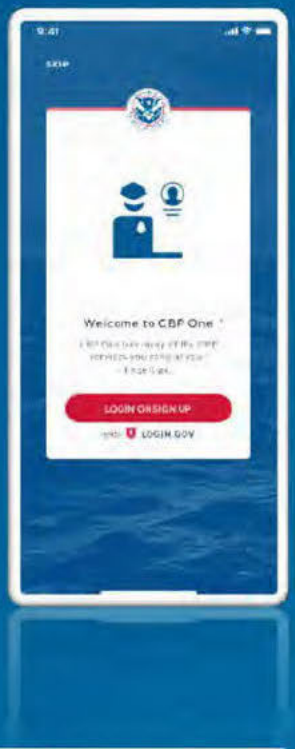


*Only pending inspections can be edited, while pending, acknowledged, scheduled, doc reviewed, and assigned inspections can be cancelled.

CBP One ™

Convenient, Faster Inspection Appointments for Brokers, Carriers and Forwarders

Download CBP One™ on the Apple App Store or Google Play Store.



Benefits

- Real-time appointment status updates
- View inspection request history
- Reduced wait time for runners
- Interactive chat feature with CBP

U.S. Customs and Border Protection

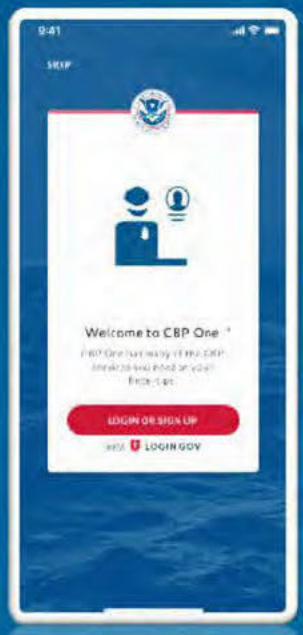
Contact your local Port of Entry (POE) to see if inspection appointment requests can be submitted via CBP One ™

Questions? Contact CBPOne@cbp.dhs.gov

CBP One ™

Quickly Request Cargo Inspection Appointments

To get started, download CBP One™ from the Apple App Store or Google Play Store.



Use the Appointment feature designed for Brokers, Carriers and Forwarders

- Real-time appointment status updates
- View inspection request history
- Reduced wait time for runners
- Interactive chat feature with CBP

U.S. Customs and Border Protection

Contact your local Port of Entry (POE) to see if inspection appointment requests can be submitted via CBP One ™

Questions? Contact CBPOne@cbp.dhs.gov

CBP One™ | Allows **TSA Supervisors** to retrieve traveler information

U.S. Customs and Border Protection

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Sign In Using Login.gov

The app will redirect to **login.gov** where you can either create or login to your existing account.

Questions?
Contact us at: CBPOne@cbp.dhs.gov

1. Who Are You

(b)(7)(E)

First time users will be prompted to create a profile.

(b)(7)(E)

2. Retrieve Traveler Information

(b)(7)(E)

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

3. Photo Results

(b)(7)(E)

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

4. (b)(7)(E) Results

(b)(7)(E)

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

5. Biographical Data

(b)(7)(E)

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

6.Biographical Data Results

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

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

Message

From: (b)(6), (b)(7)(C)

Sent: 9/21/2020 2:42:34 PM

To: (b)(6), (b)(7)(C)

Subject: Trusted Traveler Programs work flow for CBP One applicatoion

Attachments: TTP Mobile App WorkFlow4.pptx

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

Like we discussed last week everything related to Trusted Traveler Programs will start when the user selects the traveler option. How we envision it is once the user selects traveler and they choose either Land, Sea, or Air one of the options on the next screen will be check TTP Status with a brief description of TTP. All the functionality of TTP Programs will be available after the option is selected. Please see the attached power point for reference. The power just shows a workflow from "Air" but our PSPD team has built it for all the travel methods.
The first functionality will be a status check and then submitting the application. If you have any additional questions please let me know.

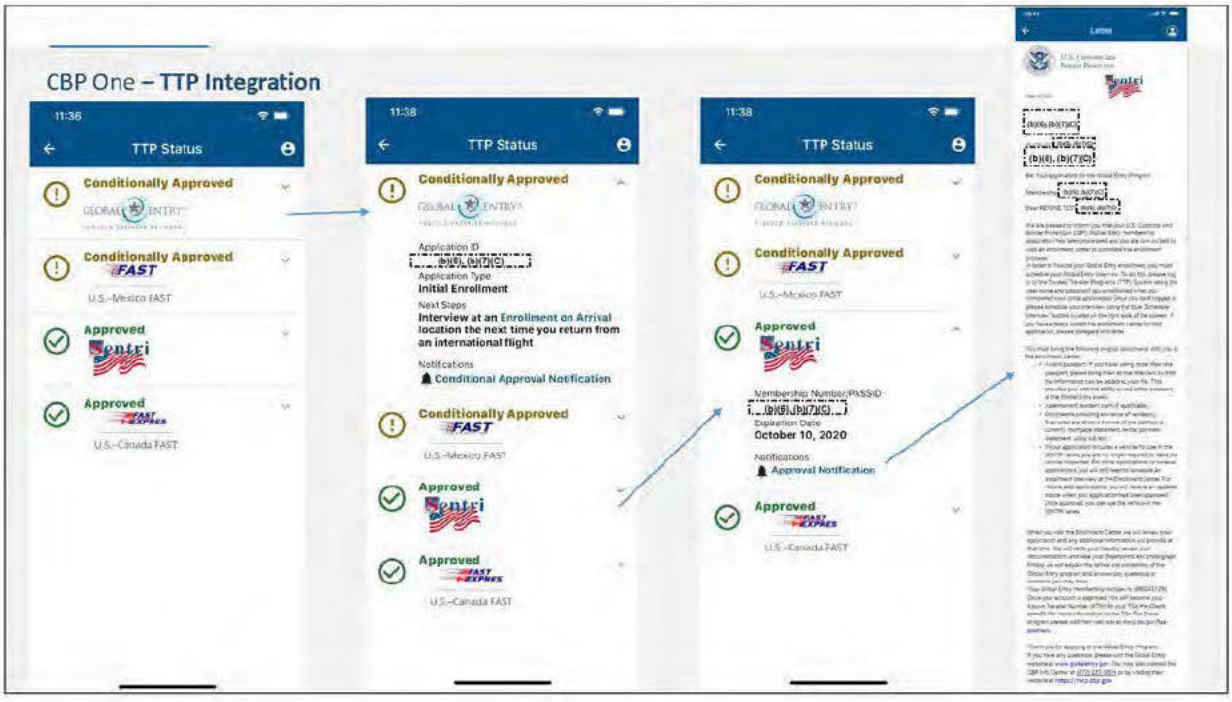
Thank you

(b)(6), (b)(7)(C)
Supervisory CBPO (Program Manager)
U. S. Customs and Border Protection
OFO/ Trusted Traveler Programs
Washington D.C.
(b)(6), (b)(7)(C) (Office)

CBP One **Onboarding**

Log In to access TTP Mobile

TTP Mobile App – Plug In


CBP One – TTP Integration
11:36
TTP Status
Conditionally Approved
GLOBAL ENTRY
Conditionally Approved
FAST
U.S.–Mexico FAST
Approved
Sentri
Approved
U.S.–Canada FAST
11:38
TTP Status
Conditionally Approved
GLOBAL ENTRY
Application ID
[redacted]
Application Type
Initial Enrollment
Next Steps
Interview at an Enrollment on Arrival location the next time you return from an international flight
Notifications
Conditional Approval Notification
Conditionally Approved
FAST
U.S.–Mexico FAST
Approved
Sentri
Approved
U.S.–Canada FAST
11:38
TTP Status
Conditionally Approved
GLOBAL ENTRY
Conditionally Approved
FAST
U.S.–Mexico FAST
Approved
Sentri
Membership Number/PASSID
[redacted]
Expiration Date
October 10, 2020
Notifications
Approval Notification
Approved
U.S.–Canada FAST

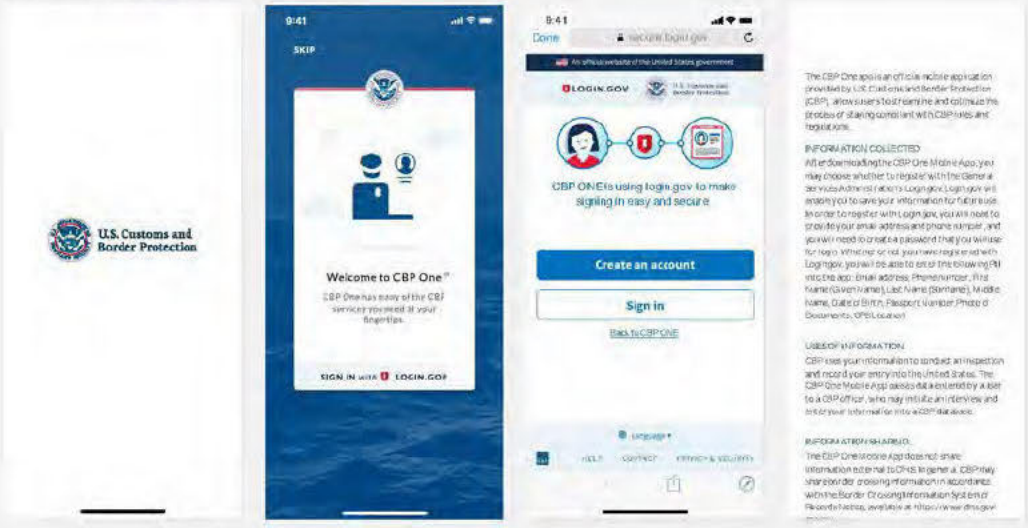
CBP One – **TTP Profile**

CBP One™

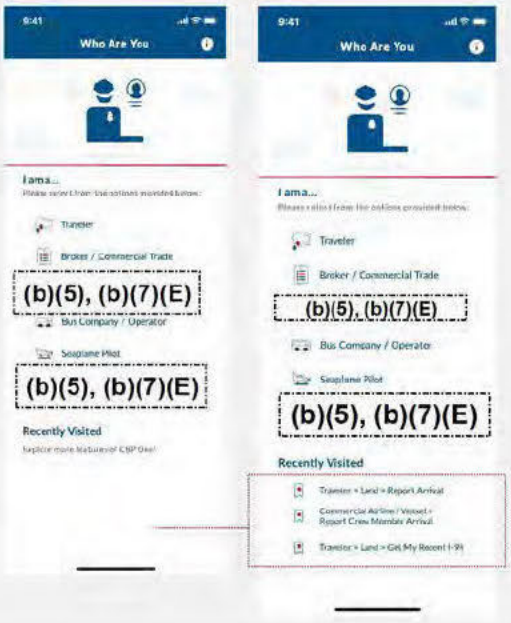
MOCK UPS

4.0.0.v – 7/27/20

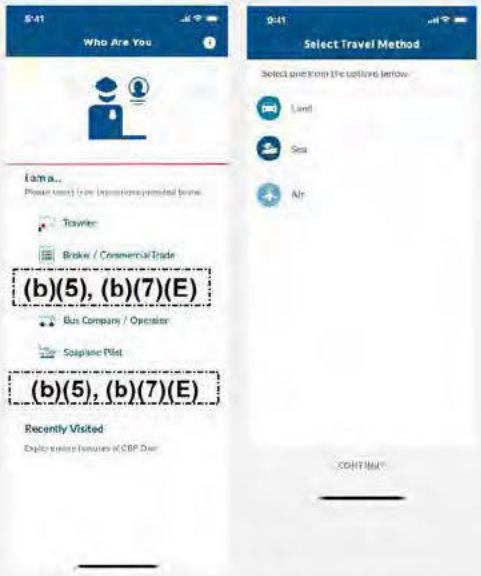
CBP One **Onboarding**



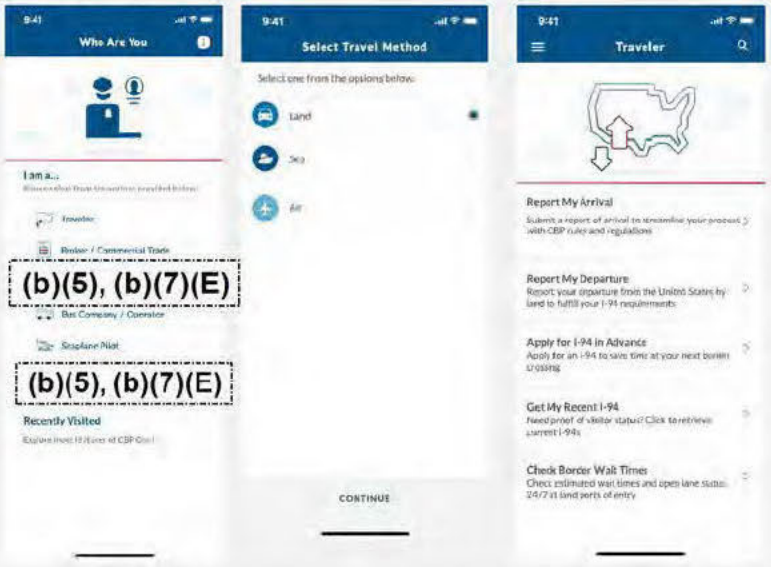
CBP One **Home**


9:41
Who Are You
I am...
Traveler
Broker / Commercial Trade
(b)(5), (b)(7)(E)
Bus Company / Operator
Seaplane Pilot
(b)(5), (b)(7)(E)
Recently Visited
9:41
Who Are You
I am...
Traveler
Broker / Commercial Trade
(b)(5), (b)(7)(E)
Bus Company / Operator
Seaplane Pilot
(b)(5), (b)(7)(E)
Recently Visited

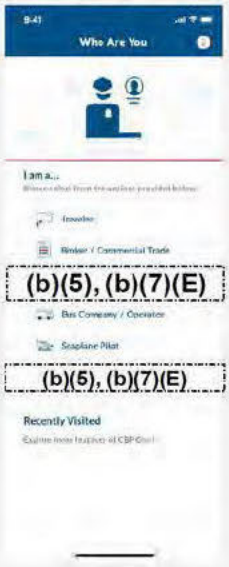
CBP One **I Am... > Traveler > Method of Travel**

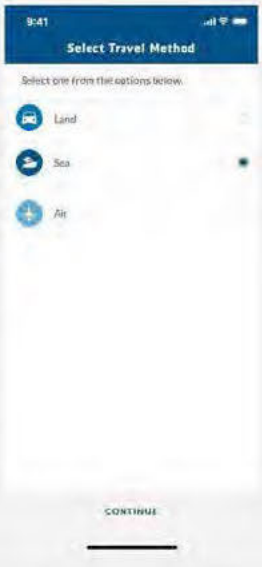


CBP One – **Traveler Home (Land)**

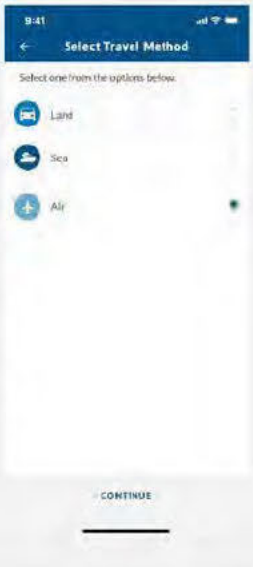


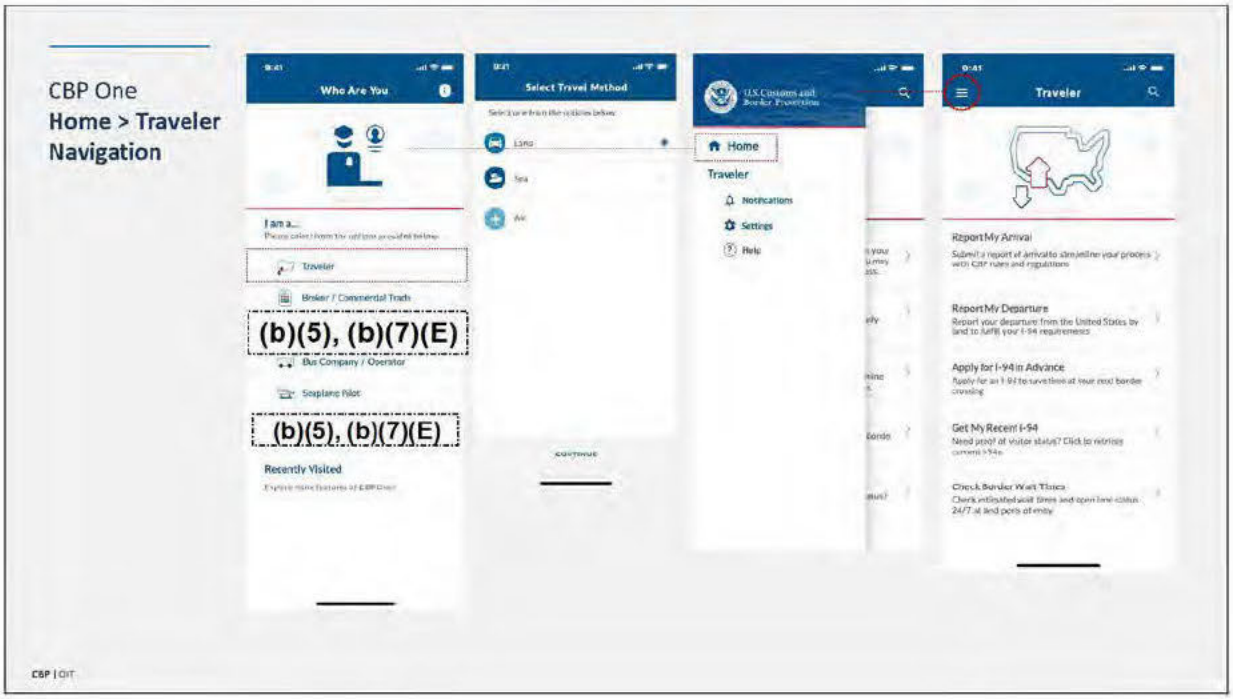
CBP One – **Traveler Home (Sea)**





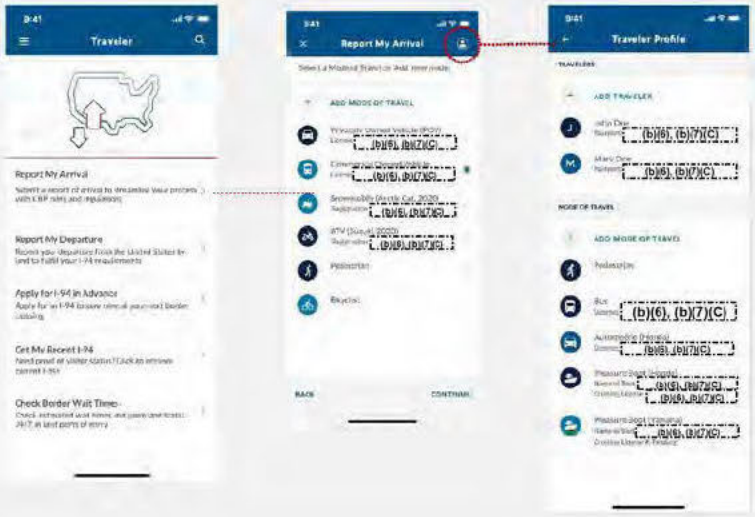
CBP One – **Traveler Home (Air)**




CBP One
Home > Traveler
Navigation
Who Are You
I am a...
Traveler
Broker / Commercial Trade
(b)(5), (b)(7)(E)
Bus Company / Operator
Seaplane Pilot
(b)(5), (b)(7)(E)
Recently Visited
Select Travel Method
Land
Sea
Air
U.S. Customs and Border Protection
Home
Traveler
Notifications
Settings
Help
Traveler
Report My Arrival
Report My Departure
Apply for I-94 in Advance
Get My Recent I-94
Check Border Wait Times
CBP | OIT

(b)(7)(E)

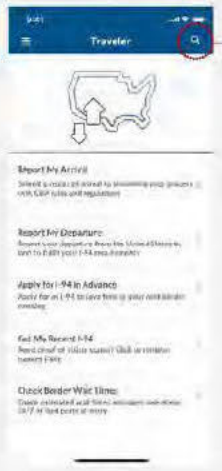
CBP One **Home > Traveler Navigation > Traveler Profile**



CBP One **Notifications**

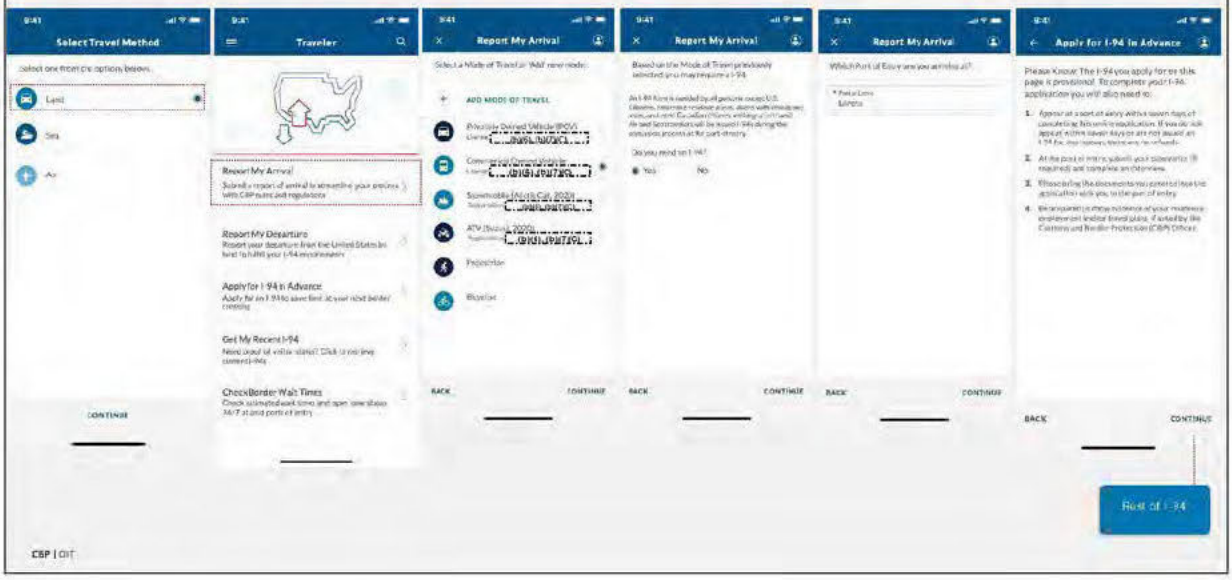
(b)(5), (b)(7)(E)

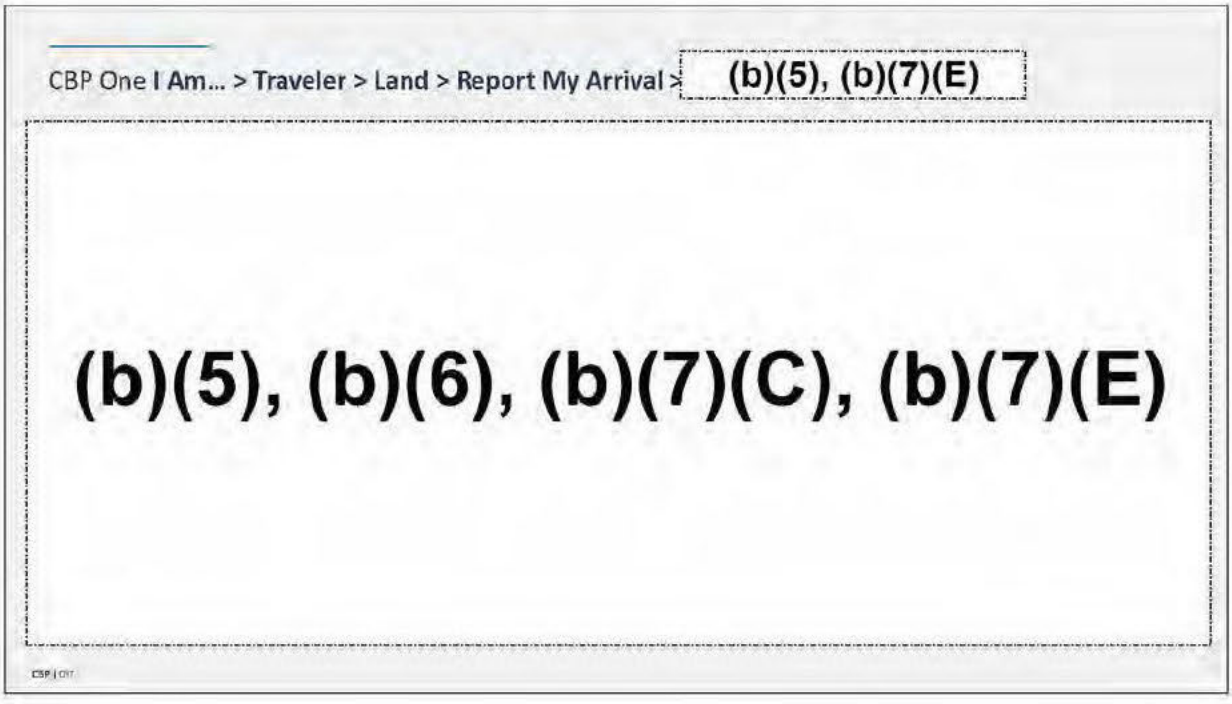
CBP One Search

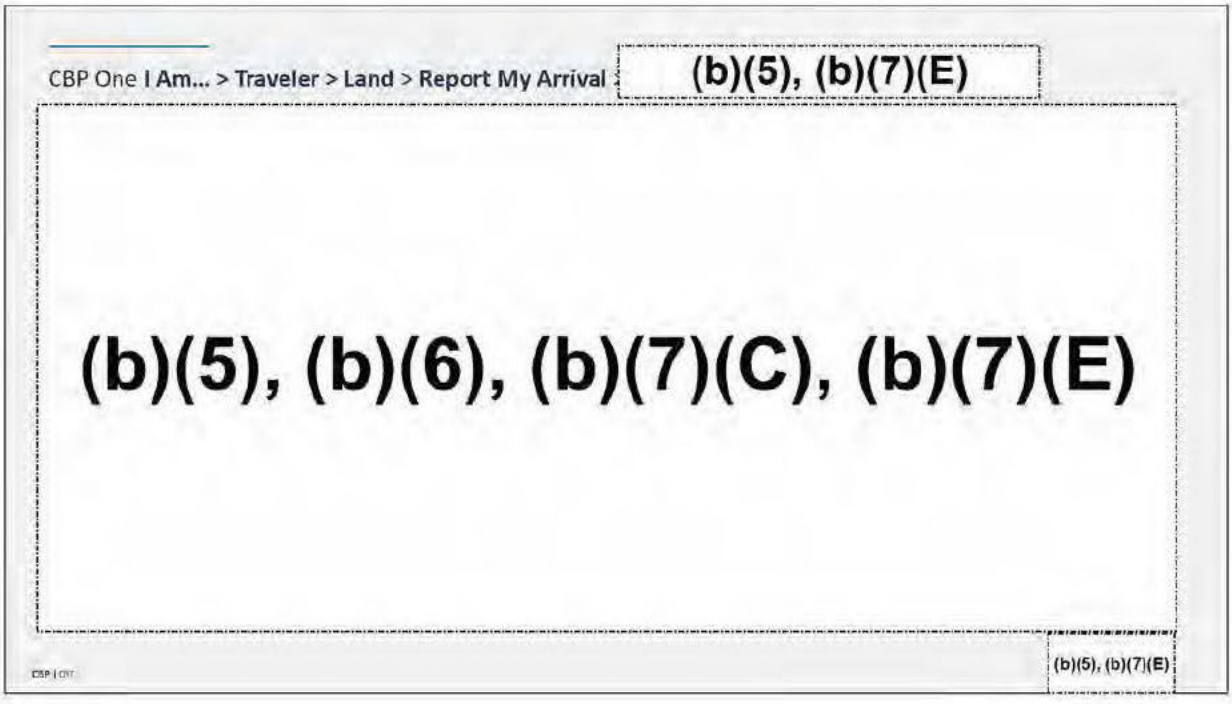


(b)(5), (b)(7)(E)

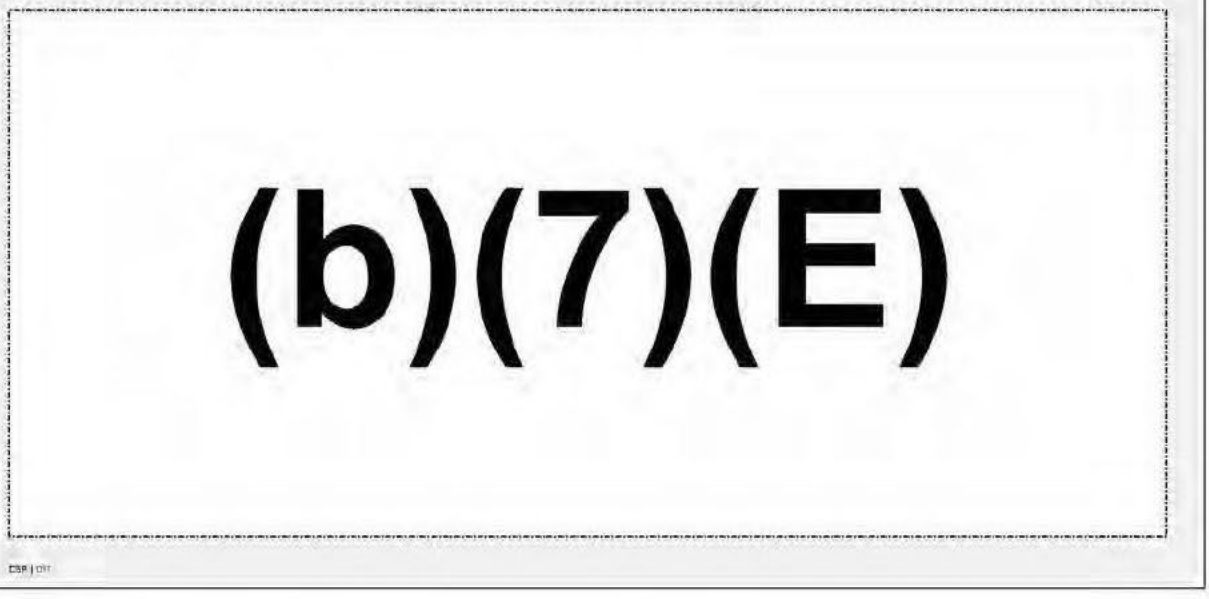
CBP One **I Am...** > Traveler > Land > Report My Arrival > Need an I-94?



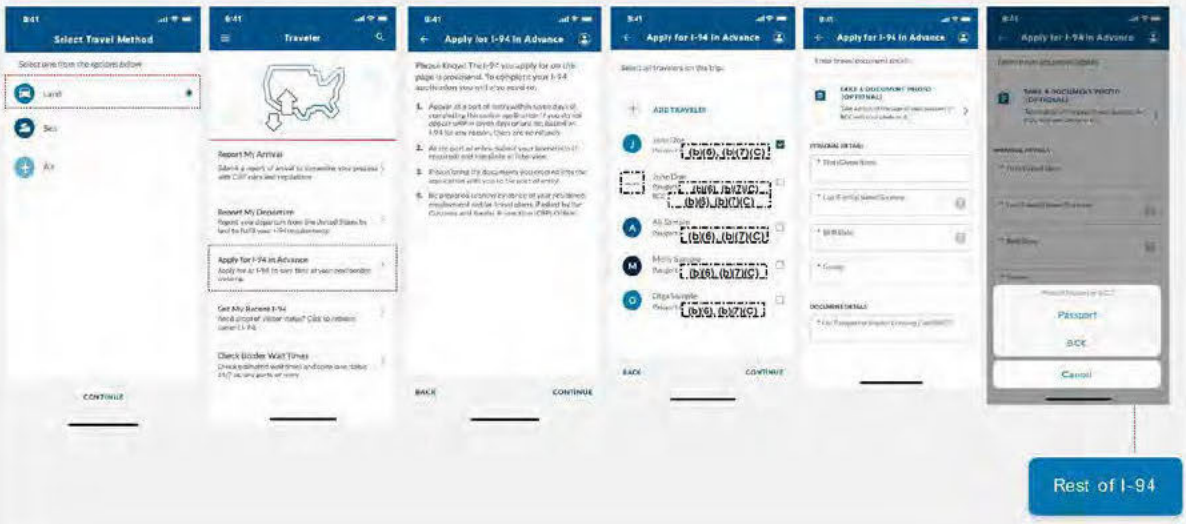

CBP One I Am... > Traveler > Land > Report My Arrival
(b)(5), (b)(7)(E)
(b)(5), (b)(6), (b)(7)(C), (b)(7)(E)


CBP One I Am... > Traveler > Land > Report My Arrival
(b)(5), (b)(7)(E)
(b)(5), (b)(6), (b)(7)(C), (b)(7)(E)
(b)(5), (b)(7)(E)

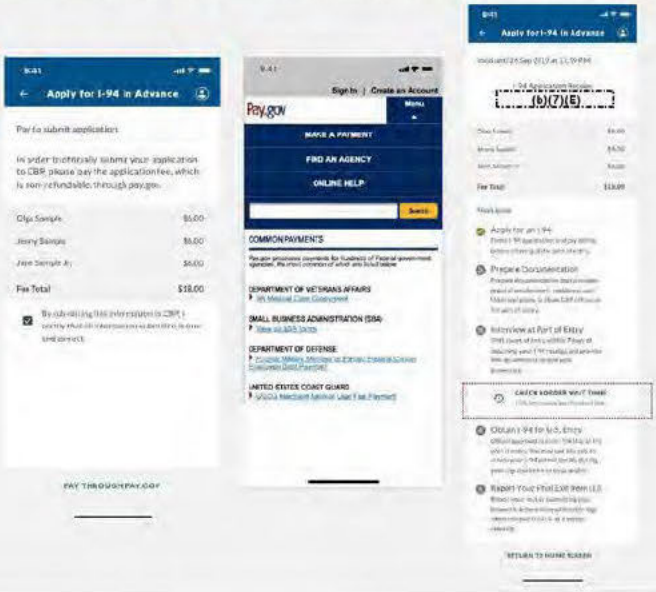
CBP One **I Am... > Traveler > Land > Report My Departure> I-94 Exit**



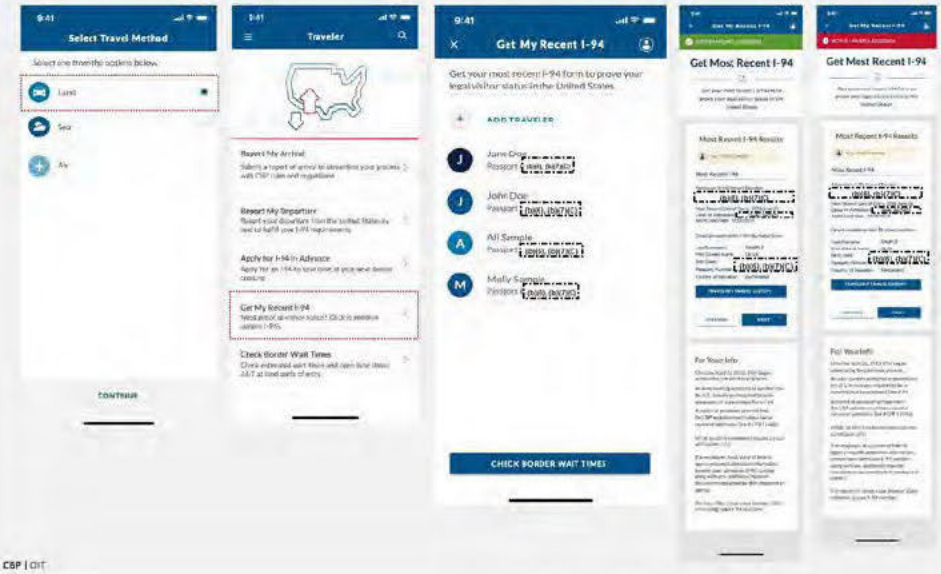
CBP One I Am... > Traveler > Land > Apply for I-94 in Advance



CBP One **I Am... > Traveler > Land > Apply for I-94 in Advance > Check For Border Wait Times After Application**



CBP One I Am... > Traveler > Get Existing I-94 > Get My Recent I-94 Workflow



CBP One I Am... > Traveler > (b)(5), (b)(7)(E)

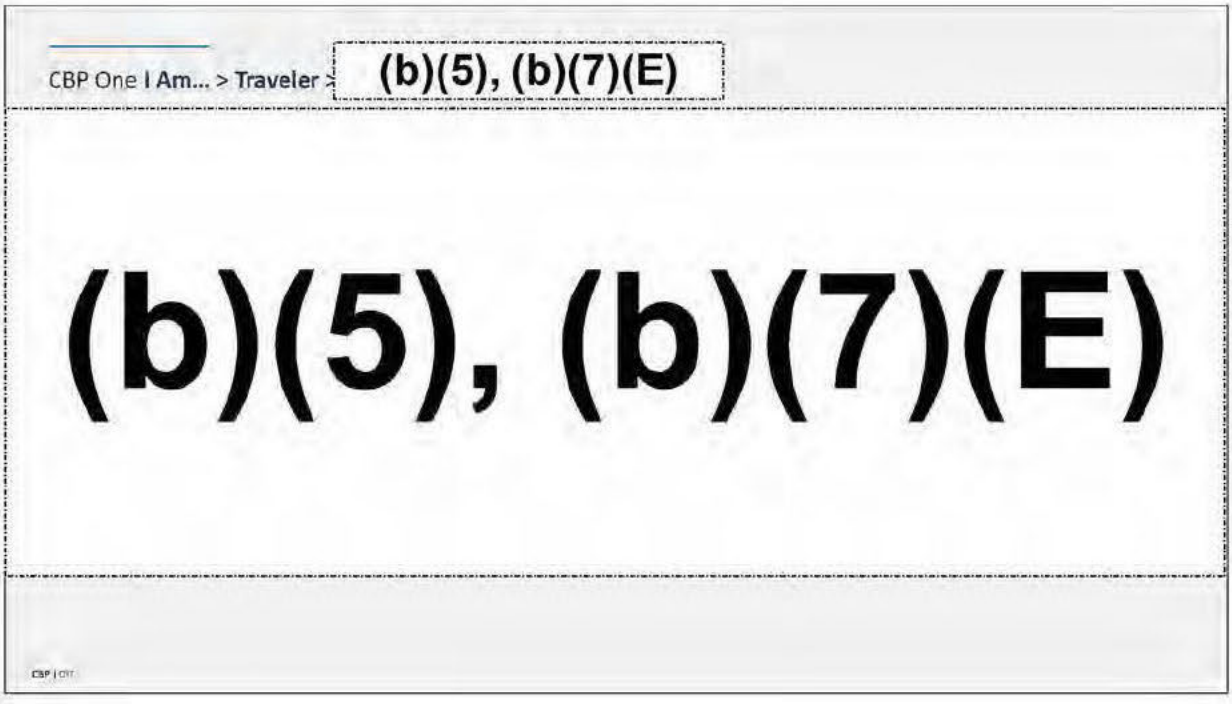
(b)(5), (b)(6), (b)(7)(C), (b)(7)(E)

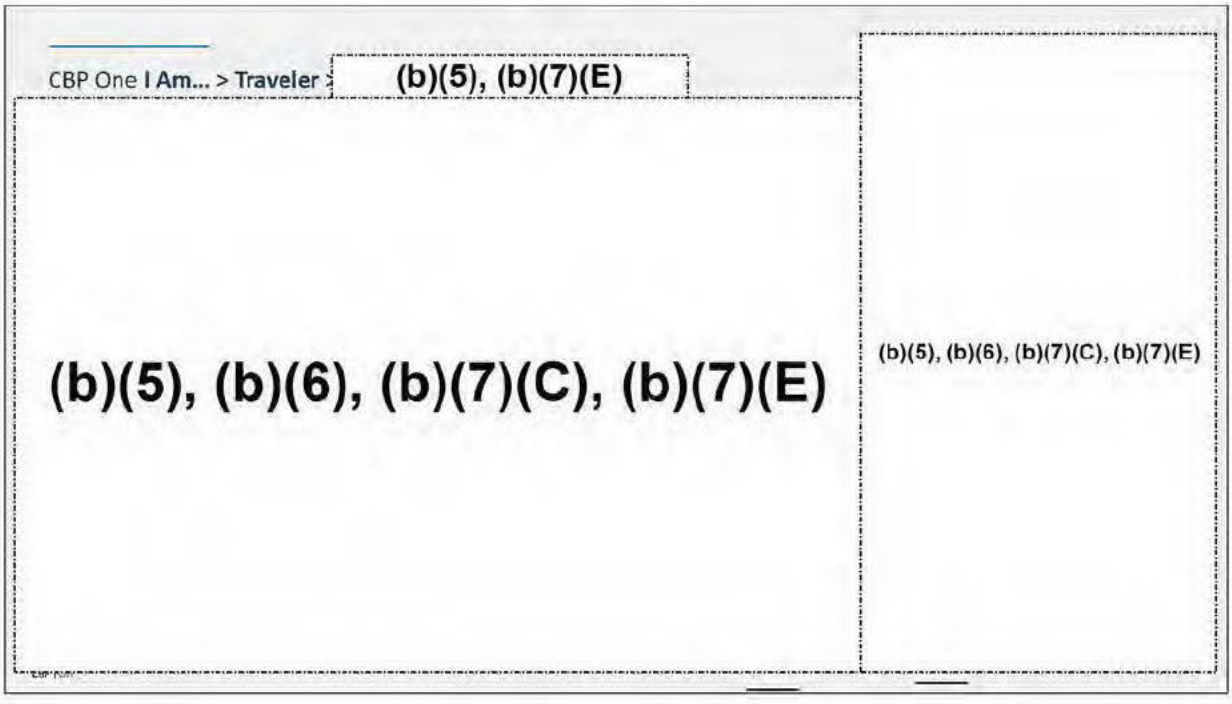
(b)(5), (b)(7)(E)

CBP | DHS

CBP One I Am... > Traveler (b)(5), (b)(7)(E)

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


CBP One I Am... > Traveler
(b)(5), (b)(7)(E)
(b)(5), (b)(7)(E)


CBP One I Am... > Traveler
(b)(5), (b)(7)(E)
(b)(5), (b)(6), (b)(7)(C), (b)(7)(E)
(b)(5), (b)(6), (b)(7)(C), (b)(7)(E)

CBP One I Am... > Traveler (b)(5), (b)(7)(E)

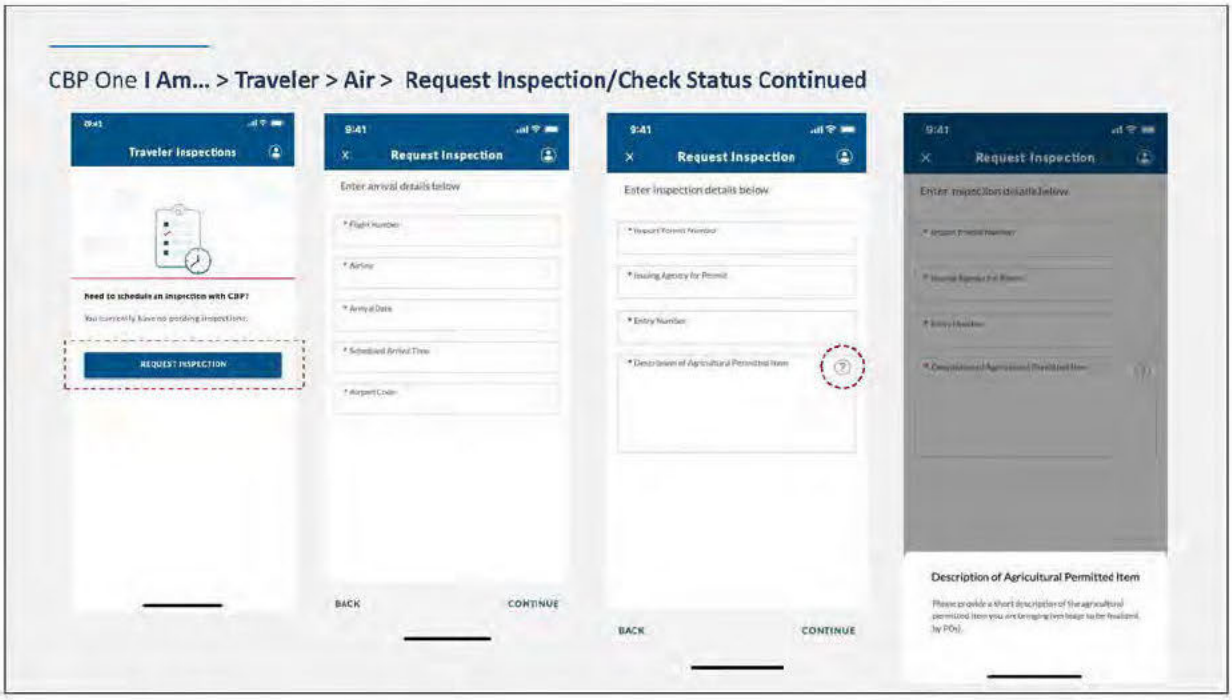
(b)(5), (b)(6), (b)(7)(C), (b)(7)(E)

CBP One **I Am...** > **Traveler** > **Air** > **Request Inspection/Check Status**

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

CBP One **I Am... > Traveler > Air > Request Inspection/Check Status Continued**

CBP One **I Am... > Traveler > Air > Request Inspection/Check Status Continued**

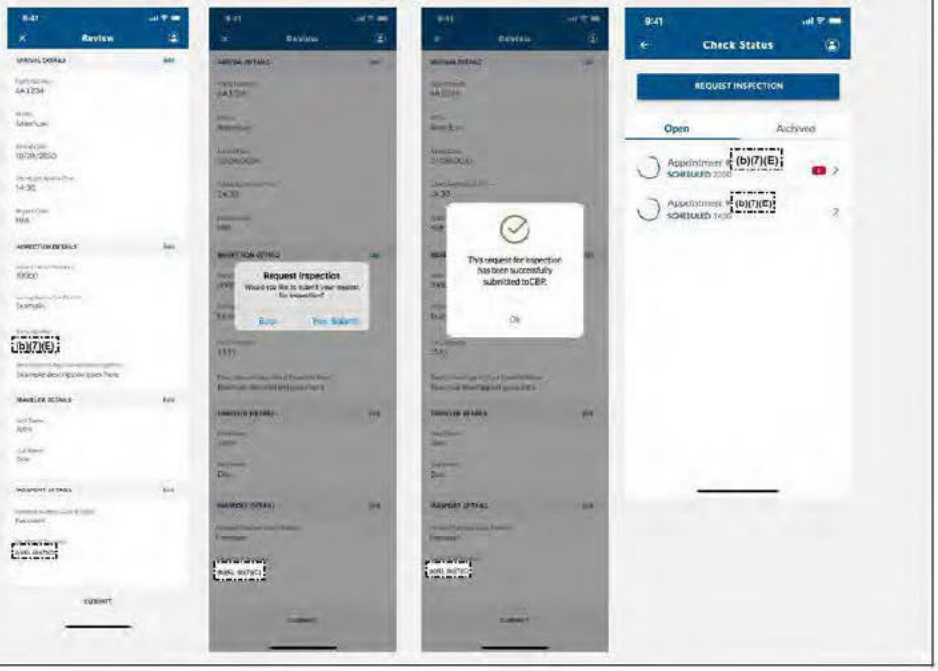


CBP One **Request Inspection/Check Status Continued**

First time users would input all their information here

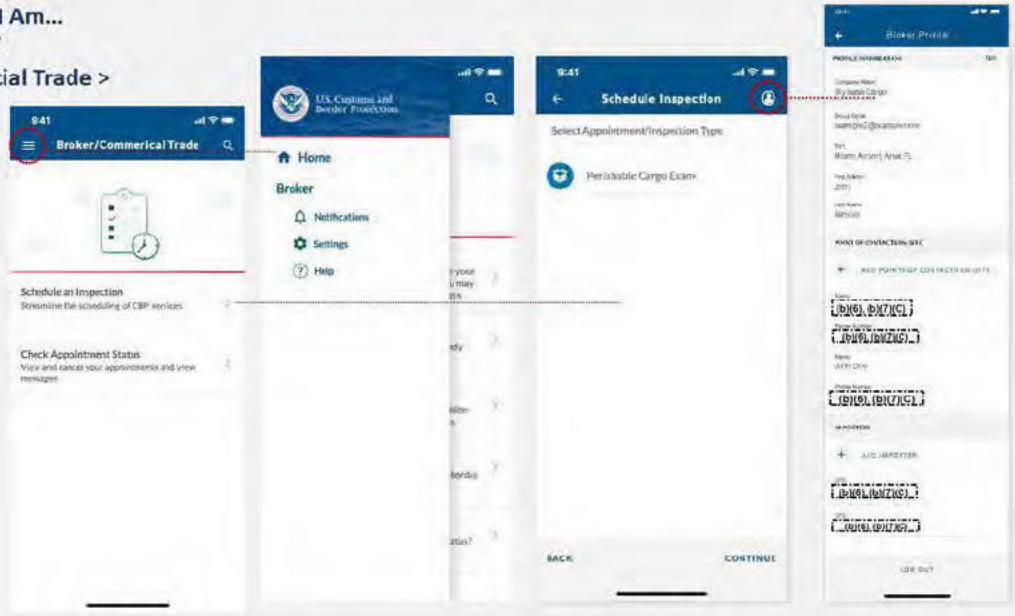
Single Select: Returning users would see this screen (their information would have been saved from a previous visit)

CBP One **Request Inspection/Check Status Continued**

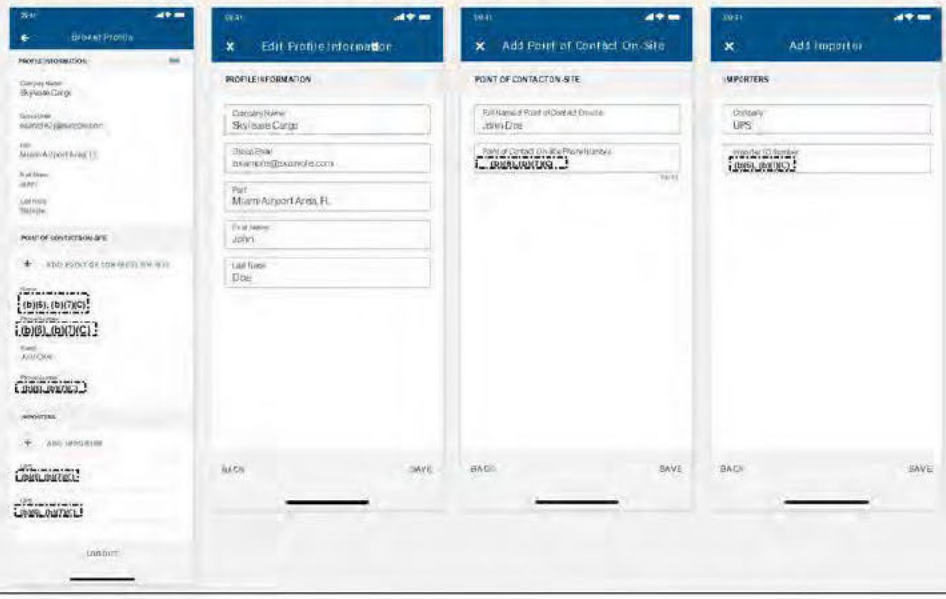


CBP One **I Am...**
> Broker/
Commercial Trade

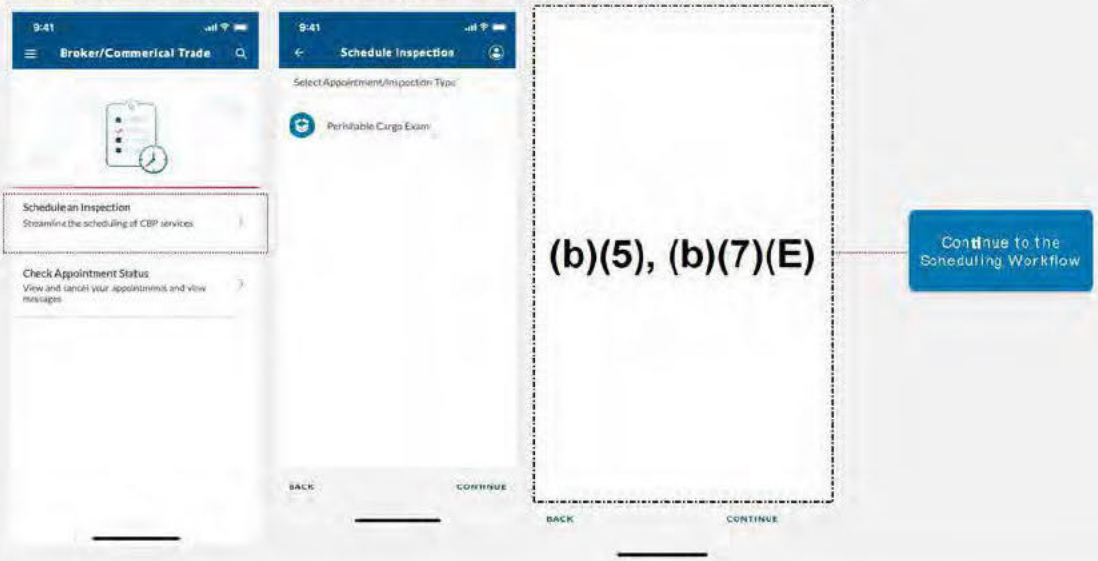
CBP One **I Am...**
> Broker/
Commercial Trade >
Profile



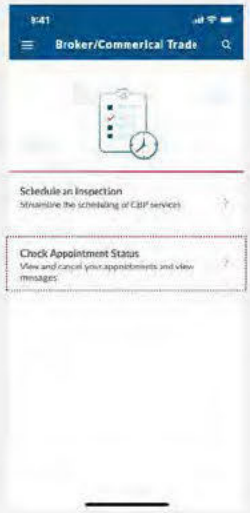
CBP One **I Am... > Broker/Commercial Trade > Profile Continued**



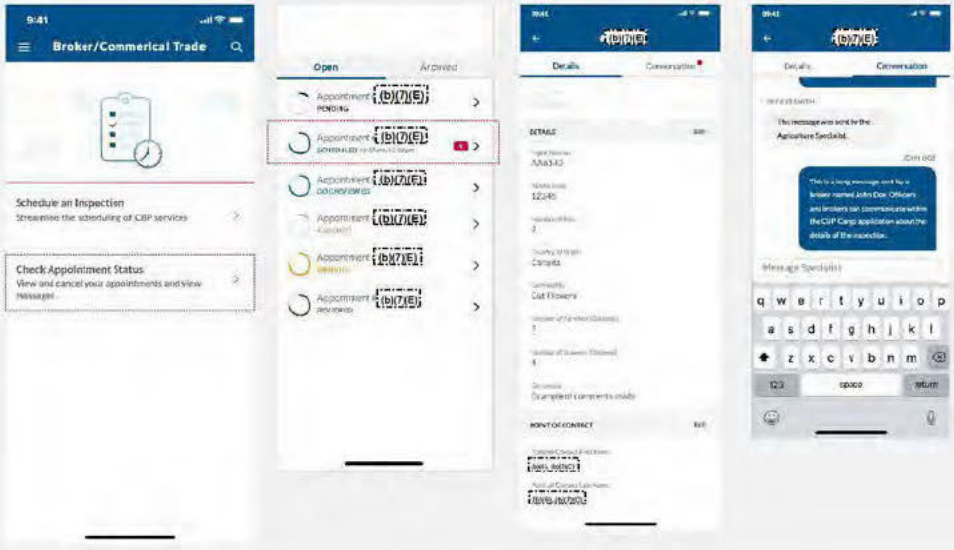
CBP One **I Am... > Broker/Commercial Trade > Schedule an Inspection > Scheduling**



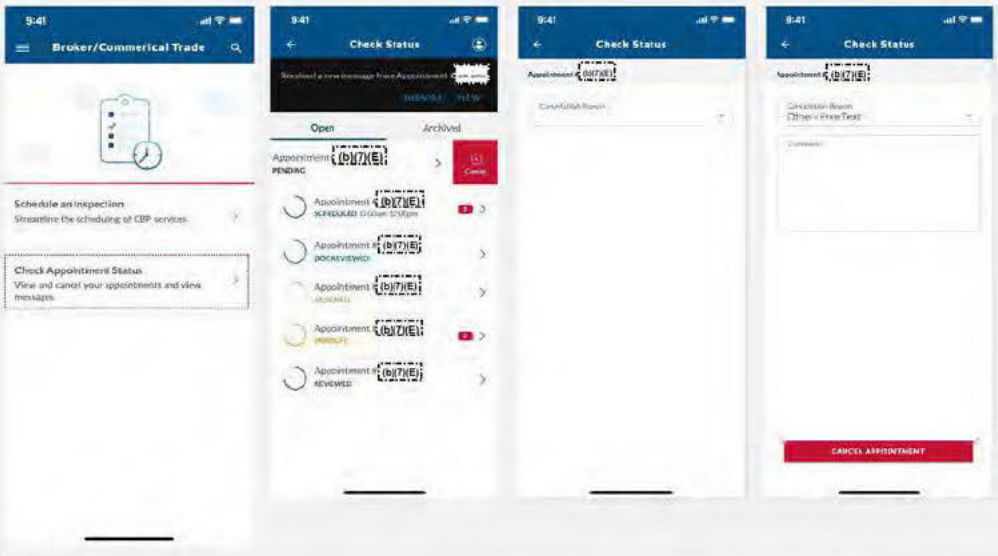
CBP One **I Am... > Broker/Commercial Trade > Check Appointment Status > Open/Archived**



CBP One **I Am... > Broker/Commercial Trade > Check Appointment Status > Chat**



CBP One **I Am... > Broker/Commercial Trade > Check Appointment Status > Cancel**



CBP One I Am... > (b)(5), (b)(7)(E)

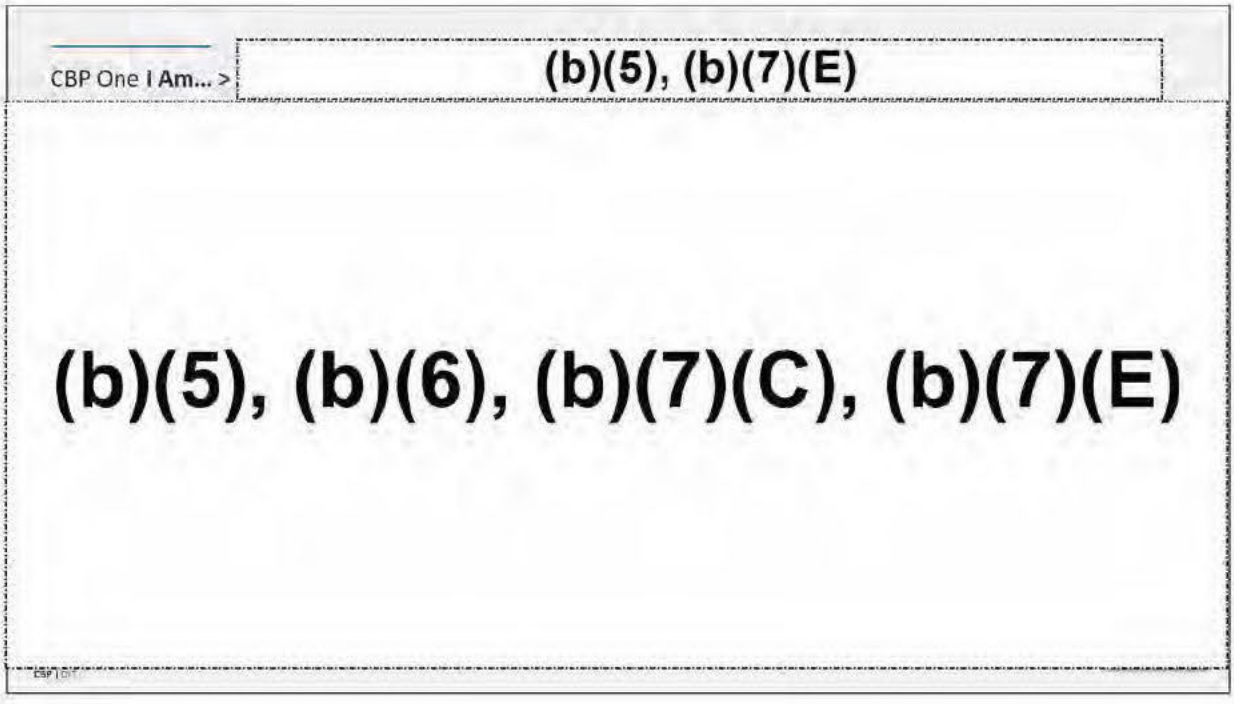
(b)(5), (b)(7)(E)

CBP One I Am... >

(b)(5), (b)(7)(E)

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

CBP | OIT


CBP One I Am... >
(b)(5), (b)(7)(E)
(b)(5), (b)(6), (b)(7)(C), (b)(7)(E)

CBP One I Am... > (b)(5), (b)(7)(E)

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

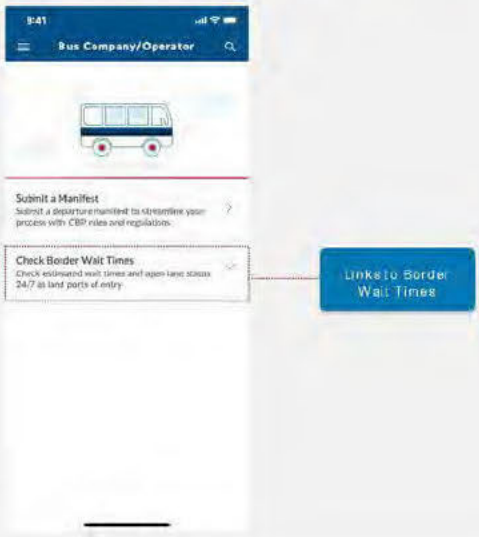
CBP | OIT

CBP One **I Am...**
> **Bus Company/Operator**

CBP One I Am... > Bus Company/Operator > (b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

CBP One **I Am... > Bus Company/Operator > Check Border Wait Times**



CBP One I Am... (b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

CBP One I Am... > (b)(5), (b)(7)(E)

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

CBP One **I Am...**

(b)(5), (b)(7)(E)

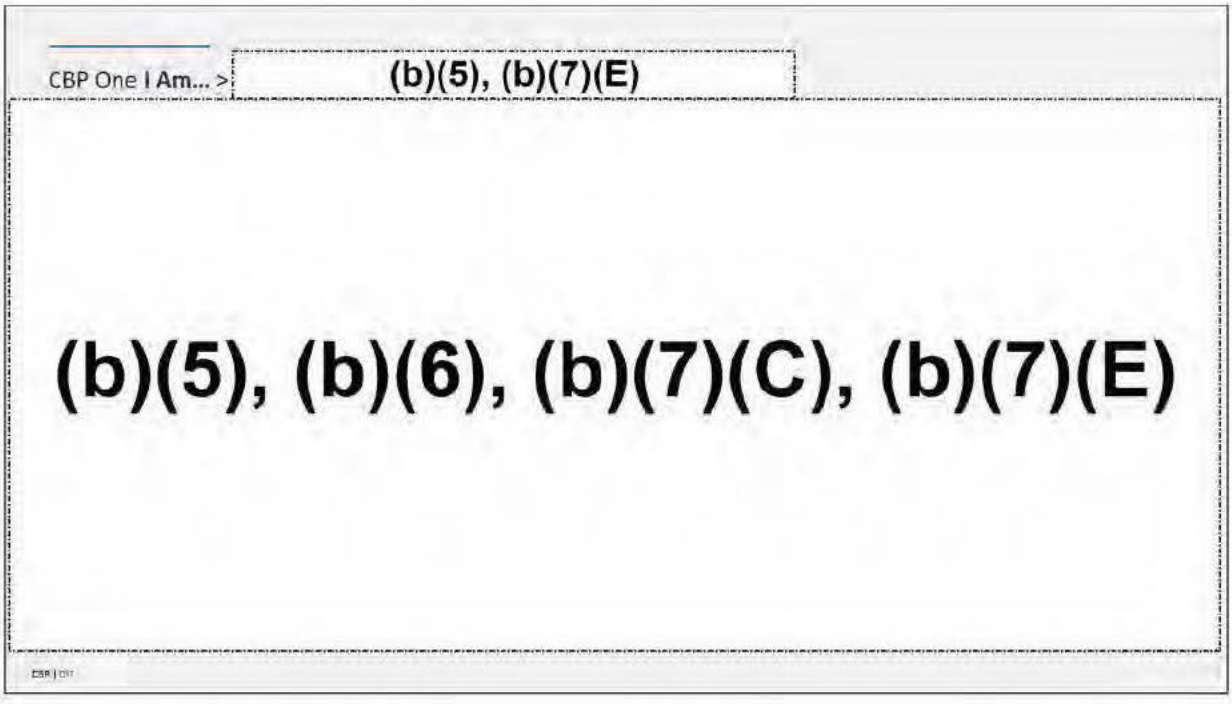
(b)(5), (b)(7)(E)

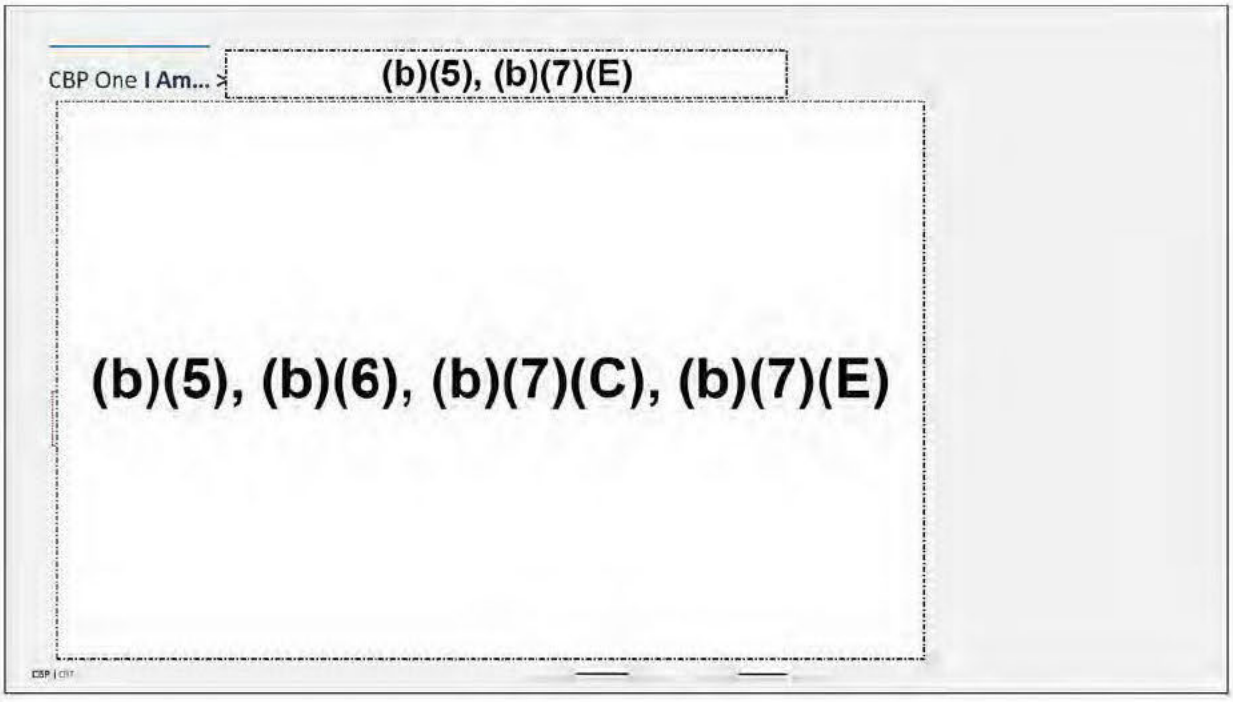
CBP One I Am.. (b)(5), (b)(7)(E)

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

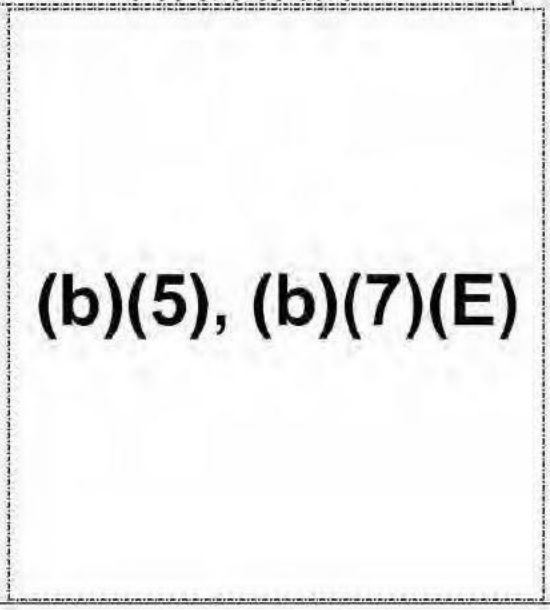
CBP One I Am... > (b)(5), (b)(7)(E)

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


CBP One I Am... >
(b)(5), (b)(7)(E)
(b)(5), (b)(6), (b)(7)(C), (b)(7)(E)


CBP One I Am...
(b)(5), (b)(7)(E)
(b)(5), (b)(6), (b)(7)(C), (b)(7)(E)

CBP One I Am... (b)(5), (b)(7)(E)



Message

From: (b)(6), (b)(7)(C)

Sent: 11/2/2021 9:16:52 PM

To: (b)(6), (b)(7)(C)

Subject: RE: (b)(5) for CBP One

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

Did this get approved? I did not see a final email on this.

Thank you,

(b)(6), (b)(7)(C)
Acting Director, Strategic Transformation Office
Planning, Program Analysis and Evaluation
Office of Field Operations
(b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Wednesday, July 28, 2021 9:04 AM
To: (b)(6)
(b)(6)
Cc: (b)(6), (b)(7)(C), (b)(7)(E)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: FW: (b)(5) for CBP One

Good morning. I reached out to our team here are CBP and have a response for OMB.

(b)(7)(E)

1. (b)(7)(E)
(b)(7)(E) Individuals can upload a photo and it does not need to be a live photo or a "passport" quality photo meeting specific requirements.

2. The photo is the most efficient source of identification to ensure the person presenting themselves at a limit line, with a paper copy of a confirmation email, is the person for whom the CBP On submission was made. (b)(7)(E)
(b)(7)(E)

3. CBP One is a voluntary program. It may not be feasible for all individuals. However the NGOs we have breifed acknowledge and seem ready and willing to support individuals. This is not NGOs submitting on their behalf, but NGOs providing support and access to the tools needed to utilize the application on a mobile device or desktop. If someone can not provide a photo, they can still present themselves to the POE directly.

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade

U.S. Customs and Border Protection
(b)(6), (b)(7)(C)
Cell: (b)(6), (b)(7)(C)

From: (b)(6)
Sent: Monday, July 19, 2021 5:32 PM
To: (b)(6), (b)(7)(C)
(b)(6)
Cc: (b)(6), (b)(7)(C), (b)(7)(E)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
(b)(6)
Subject: RE: (b)(5) for CBP One

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

OMB has one initial comment. It is related to the mandate of a photograph. Could CBP elaborate on what is the process if someone does not have access or the ability to provide a photograph? Does CBP feel that this requirement can be fulfilled by any respondent to the collection? If someone can not provide a photograph, what is the process? Overall, OMB is looking to understand the requirement for the photograph and if this requirement could potential be an issue if someone can not provide a photograph due to limitation of resources.

Thanks.

(b)(6)

From: (b)(6), (b)(7)(C)
Sent: Friday, June 25, 2021 11:10 AM
To: (b)(6)
(b)(6)
Cc: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: (b)(5) for CBP One

Good morning. (b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

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

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade
U.S. Customs and Border Protection

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

Cell: (b)(6), (b)(7)(C)

U.S. Department of Homeland Security

U.S. Customs and Border Protection

Entry/Exit Transformation

Houston – George Bush Intercontinental Airport

United Air Lines Post Deployment Site Visit

October 31 – November 2, 2017

Introduction

U.S. Customs and Border Protection (CBP) intends to demonstrate the initial implementation of the Traveler Verification Service (TVS) through the expansion of air exit capabilities at select airports. The limited expansion will demonstrate to airlines and airports how biometrics can be integrated into current boarding processes, provide real-time, centralized biometric matching capabilities, and record biometrically verified outbound departures in CBP systems. Specifically, live photos of passengers will be compared against the photos stored in CBP systems utilizing the flight departure manifest. While completing analysis of existing biometric exit experiments, CBP began the implementation of a biometric air exit field trial 2016 at an airport in partnership with a large air carrier.

Purpose

Beginning in June 2017, United Airlines (UA) collaborated with CBP and NEC Corporation[1] to test facial recognition (FR) as part of ongoing trials to implement biometrics at air exit. On behalf of CBP Headquarters Office of Field Operations, (b)(7)(E) was contracted to perform a time and motion study and record observations of UA flight departing from Houston George Bush Intercontinental Airport (IAH) to Tokyo, Japan on October 31 – November 2, 2017. The purpose of the study at IAH was to determine the total boarding time of all passengers on the selected UA flights and the individual passenger process time at the NEC NeoFace® Express facial recognition station. Information obtained from the study will be compared to metrics derived during the baseline study performed at IAH on June 1-3, 2017 to include the total flight boarding time and process time for passengers to use the self-boarding gates to scan the boarding pass prior to departure.

Approach

For the post deployment time and motion study, a team of (b)(7)(E) analysts, escorted by CBP, were stationed at Gate Terminal E to observe the following flights (Table 1):

Table 1. Flights Observed During Post Deployment Time and Motion Study

Date	Flight #	Destination	Gate	Number of Passengers	Scheduled Departure Time
October 31, 2017	(b)(7)(E)	Tokyo, Japan	(b)(7)(E)	(b)(7)(E)	11:20AM[2]
November 1, 2017		Tokyo, Japan			11:20AM
November 2, 2017		Tokyo, Japan			11:20AM

[1] https://www.necam.com/docs/?id=6c812b4d-2a12-40ed-9fea-fae81550c7aa
[2] Flight was originally scheduled to depart at 10:30AM but changed due to off season travel.

While on site, (b)(7)(E)

(b)(7)(E)

The metrics captured include:

(b)(7)(E)

Qualitative Analysis

Figure 1 below is a diagram of the departure gates at IAH Terminal E. International UA flight (b)(7)(E) departed from Gate (b)(7)(E)

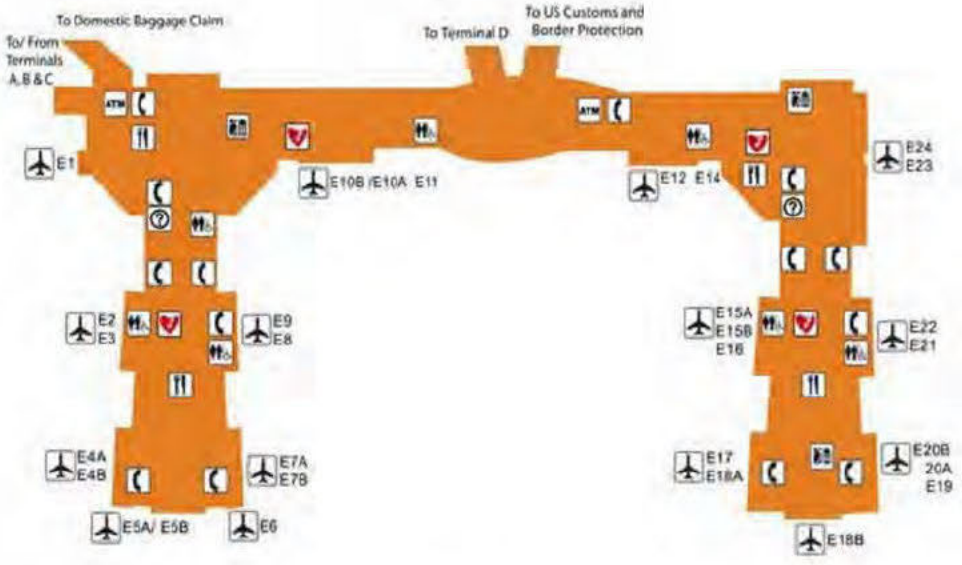


Figure 1. Layout of departure gates at IAH Terminal E

Two adjoining customer service counters were housed in the gate area, and each counter was equipped with two workstations (Figure 2). The far-right workstation at the customer service counter contained a stationary boarding scanner to process crew, eligible pre-boarding passengers, and late arrivals.

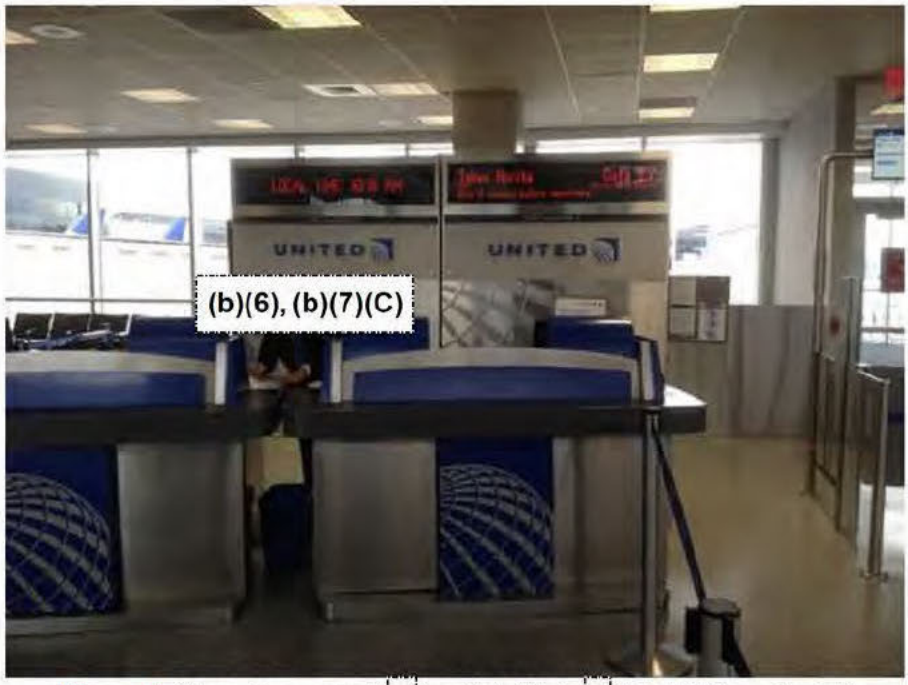


Figure 2. Boarding gate E for UA flight at IAH Terminal E

Four self-boarding gates with bar code scanners were positioned adjacent to the customer service counter at Gate . Digital signs were exhibited above each self-boarding gate and were activated by the UA agents to display the proper boarding group, during the boarding process. Since the baseline site visit in June 2017, three NeoFace® Express facial recognition stations were installed in front of the self-boarding gates, approximately 5 feet from the head of queue (Figure 3).

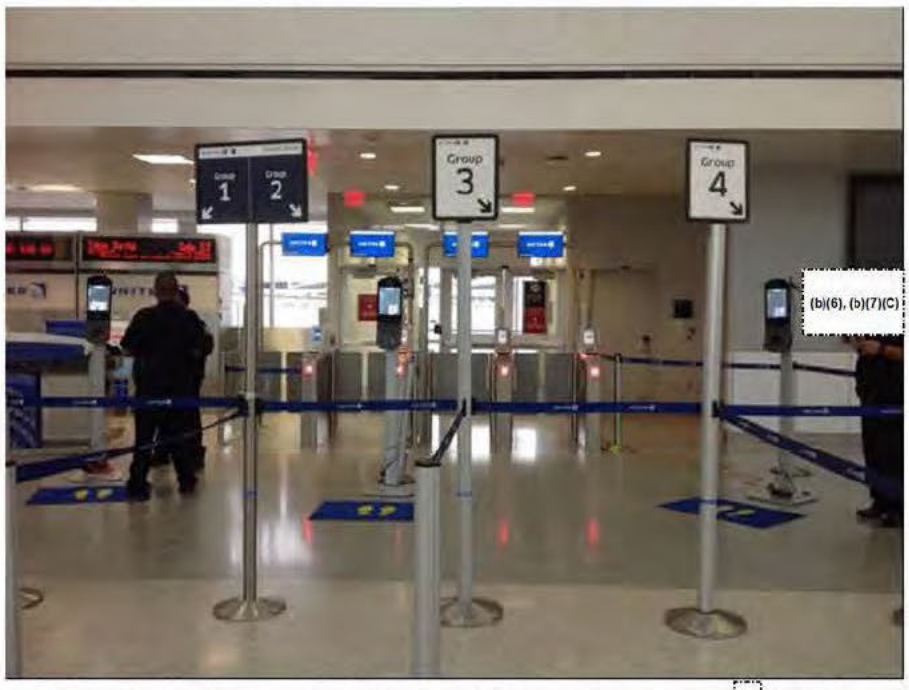


Figure 3. NeoFace® Express facial recognition stations at gate IAH Terminal E

While on-site, (b)(7)(E)

(b)(7)(E)

Five free-standing queue signs, separated by stanchions for Groups 1 through 5, were positioned approximately ten feet in front of the self-boarding gates (Figure 4). (b)(7)(E)

(b)(7)(E)

[3] A post deployment study was also conducted at William P. Hobby Airport on October 31 – November 2, 2017. A separate report and stats will be provided to CBP Headquarters.

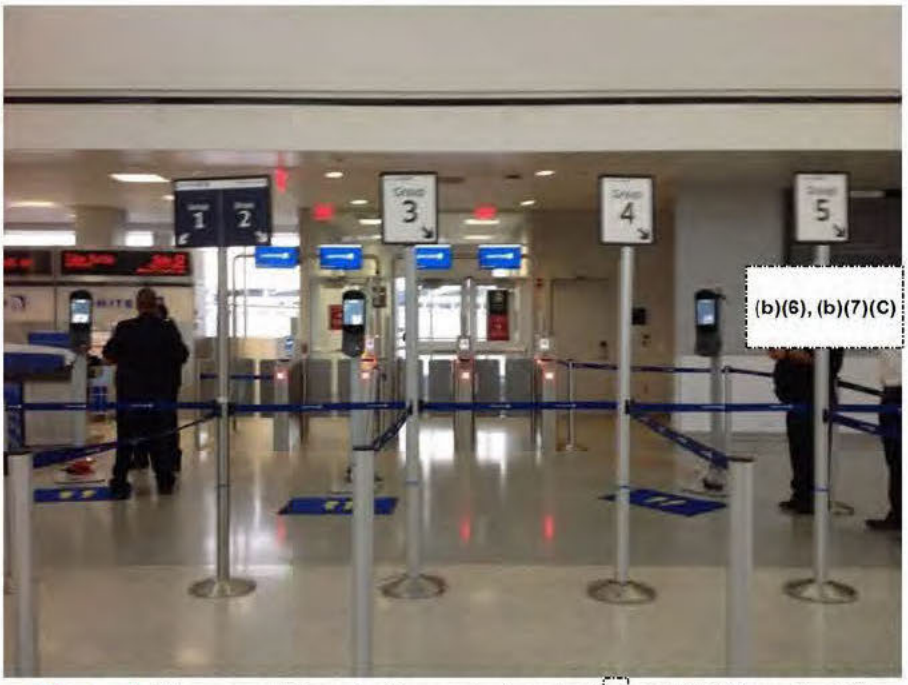


Figure 4. Signage at head of queue at gate E at IAH Terminal E

A video animation, demonstrating the use of the self-boarding gates, was observed at Gate (Figure 5),

(b)(7)(E)

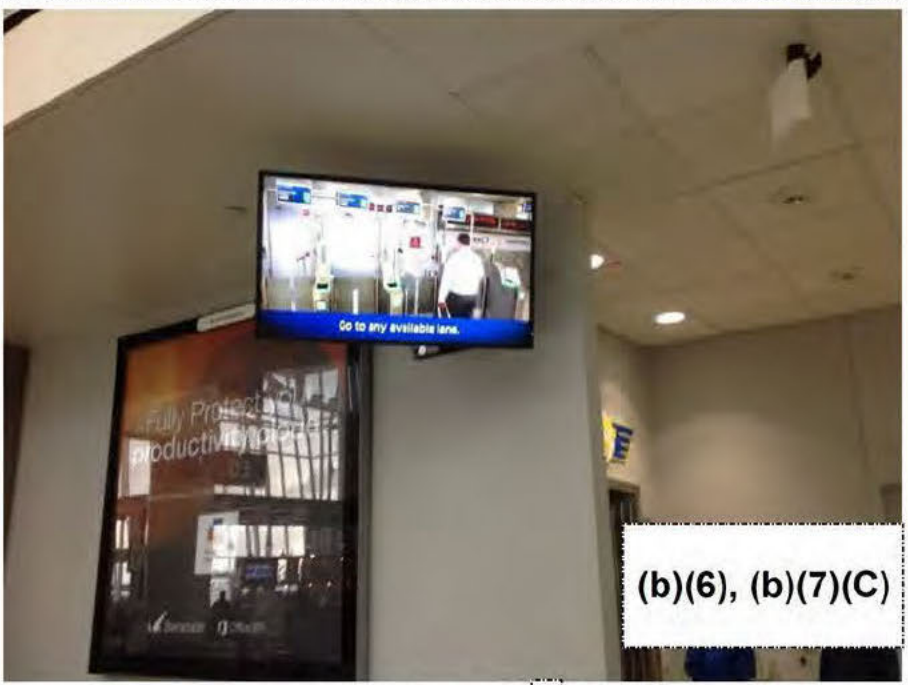


Figure 5. Animated video at gate at IAH Terminal E

(b)(7)(E)

Figure 6. Left: LED screens in the gate area; Right: UA digital screens above self-boarding gates

A UA agent in the gate area announced to all waiting passengers the time boarding would begin, as well as informed passengers that CBP would be "collecting biometrics". (b)(7)(E)

(b)(7)(E)

(b)(7)(E)

The order of UA flight boarding was conducted as follows:

1. Pre-boarding for military, passengers that required special assistance, including passengers in wheelchairs, and families with children under the age of two.
2. Group 1: First Class
3. Group 2: Premier
4. Groups 3 and 4: Economy

A UA agent was positioned at the head of queue and removed the stanchion in front of the appropriate group that was authorized to board. The UA agent reviewed each passenger's passport and directed one passenger to each of the three cameras. (b)(7)(E)

(b)(7)(E)

As shown in Figure 7, the NEC NeoFace® Express camera stood an estimated 5.5 feet high, and the system used a dual-camera design to capture the facial image. A floor mat was placed in front of the camera to stage the passenger to capture a photo to compare to the gallery for facial recognition. The bar code scanner was situated below the camera for passengers to scan boarding passes, which then subsequently activated the photo capture. While on site, all passengers in wheelchairs were required to approach a facial recognition station for processing. On occasion, CBP would tilt the equipment for passengers in wheelchairs to capture the photo.

At William P. Hobby Airport and Atlanta International Airport, (b)(7)(E)

(b)(7)(E)

Figure 7. Right: NeoFace® Express facial recognition; Left: Passenger processing

The facial recognition screen depicted an animation illustrating the procedure to scan the boarding pass (Figure 8). Passengers were expected to independently scan their own boarding passes, (b)(7)(E)

(b)(7)(E)

(b)(7)(E)

Figure 8. Boarding pass illustration on the facial recognition station

After the photo capture was complete, the system responded with three possible outcomes:

1) Green Screen - indicated a positive match between the current photo and a matching photo in the CBP photo gallery. The message "Thank you – enjoy your flight" was displayed.
2) Yellow Screen – indicated a quality issue with the passenger photo compared to the gallery photo. (b)(7)(E)

(b)(7)(E)

3) Blue Screen – There was no match with pictures in the CBP gallery.

(b)(7)(E)

After boarding authorization, passengers traversed through the gate and entered a sterile corridor, approximately 15-20 yards long, and turned right leading to the jet bridge (Figure 9). (b)(7)(E)

(b)(7)(E)

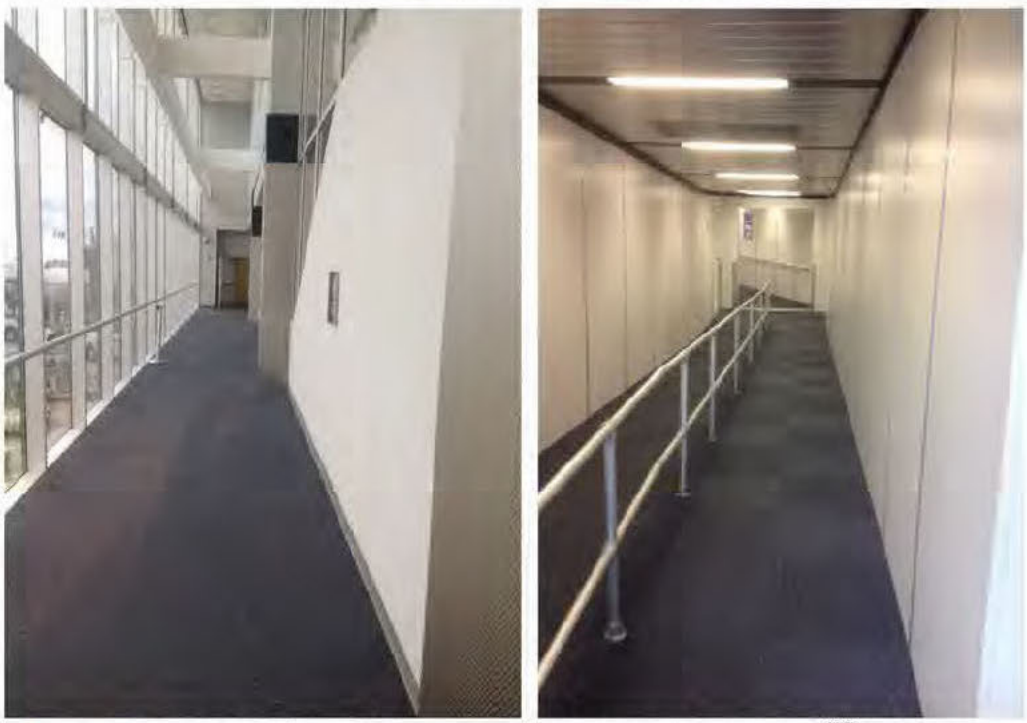


Figure 9. Right: Sterile corridor: Left: Path to jet bridge at gate Terminal E

Quantitative Analysis

Facial Recognition Station Metrics

A total of [redacted] passengers from three outbound flights to Tokyo, Japan were observed using the NEC NeoFace® Express camera during the post deployment site visit. Table 2 lists the number of passengers observed and recorded using the facial recognition station for each of the three flights.

Table 2. United Airlines International Boarding Metrics

Date	Flight #	Number of Passengers Observed at Facial Recognition	Total Number of Passengers on Flight
October 31, 2017	(b)(7)(E)		
November 1, 2017			
November 2, 2017			

Table 3 provides key metrics derived from the post deployment time and motion study. (b)(7)(E) (b)(7)(E) (b)(7)(E) Out of (b)(7)(E) passengers observed, (b)(7)(E) passengers' photos successfully matched the gallery on the first attempt, resulting in a green light response at the facial recognition station and an average process time of (b)(7)(E) seconds.

Table 3. Facial Recognition Metrics (time in seconds)

Metric Name	
Passenger Facial Recognition Walk-Up Time – All Passengers	(b)(7)(E)
Passenger Facial Recognition Process Time –All Passengers	
Passenger Facial Recognition Process Time –Green Light Response Only	
Passenger Facial Recognition Process Time – Blue/Yellow Light Response Only	

Figure 10 presents the breakout of the walk-up time per passenger and Figure 11, the facial recognition process time per passenger across all (b)(7)(E) passengers observed.

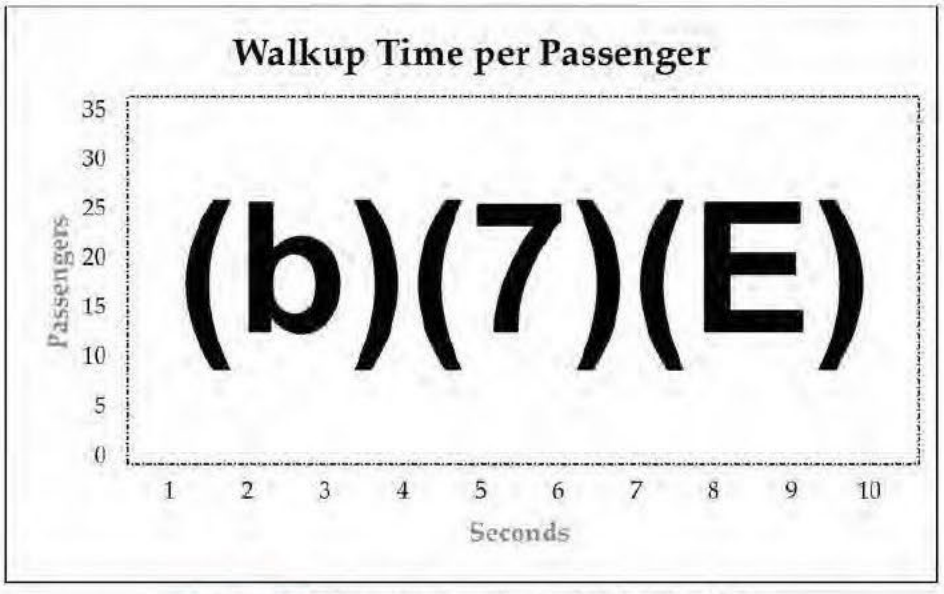


Figure 10. Average passenger walk-up time

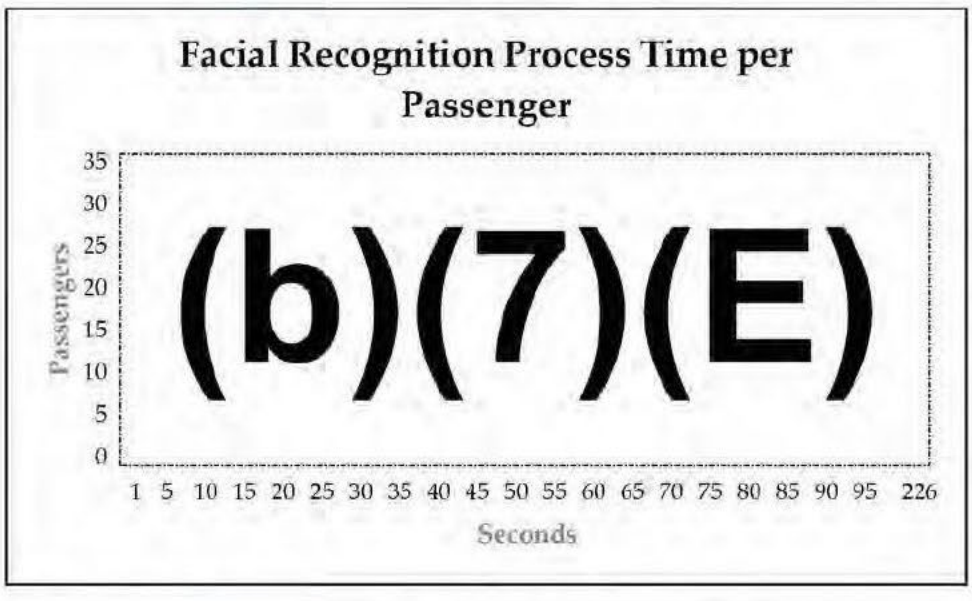


Figure 11. Average passenger process time

The average passenger process time of (b)(7)(E) seconds was derived by recording the following steps at the facial recognition station:

- Step 1 – Boarding pass scanned: Time passenger arrived at the facial recognition station and scanned the boarding pass until the photo capture process begins.
- Step 2 – Facial Recognition Complete: Time the photo capture and facial recognition was complete.
- Step 3 – Departure: Time the photo capture and facial recognition was complete until the passenger steps away from the facial recognition station.

Figure 12 presents a breakout, by percentage, of the average time spent by the passenger on each step of the process. Based on observations, total processing time was impacted for the following reasons:

(b)(7)(E)

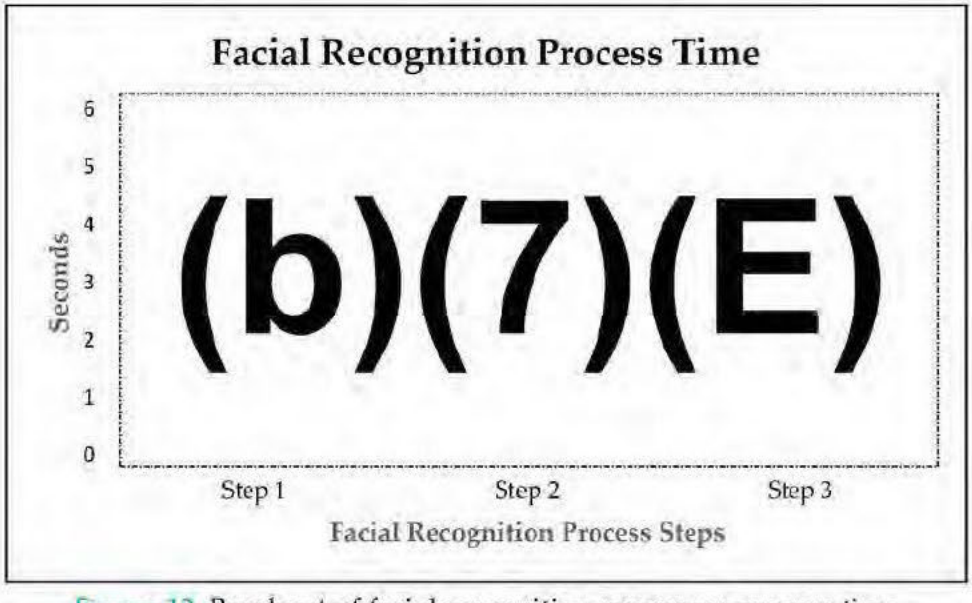


Figure 12. Breakout of facial recognition passenger process time

The sum of the average passenger walk-up time and the facial recognition boarding process time equals the average passenger cycle time. A calculated passenger throughput rate (average passengers processed per minute) is derived from the passenger cycle time. Given the average walk-up time of (b)(7)(E) seconds and average process time of (b)(7)(E) seconds, the cycle time at the facial recognition station is

(b)(7)(E) seconds per passenger. The result of the calculated throughput rate is (b)(7)(E) passengers per minute per facial recognition station.

By comparison, during the baseline study performed in June 2017, the observed average walk-up time was (b)(7)(E) seconds, plus (b)(7)(E) seconds passenger process time per self-boarding gate, resulting in a cycle time of (b)(7)(E) seconds or (b)(7)(E) passengers per minute per gate. Three self-boarding gates were operating in June for a total throughput of (b)(7)(E) passengers per minute. Table 4 compares the calculated cycle time and throughput from the baseline time and motion study at the self-boarding gates and post deployment time and motion study at the facial recognition stations.

Table 4. Derived Throughput: Self-Boarding Gates vs. FR Station

Metric Name and Definition	Baseline – Self Boarding Gates	Post Deployment – Facial Recognition Station
Average Passenger Cycle Time (seconds)	(b)(7)(E)	
Calculated Throughput (passengers per minute)		

(b)(7)(E)

(b)(7)(E) Table 5 lists the total boarding times for all general boarding passengers, including pre-boarding and first class. (b)(7)(E)

(b)(7)(E)

Table 5. General Passenger Boarding Times by Flight

Departure Date	Total Passengers Boarded	Total Flight Process Time (minutes)	Total General Passengers Boarded[4]	Total General Boarding Time (minutes)	Number of Passengers Boarded Per minute
June 1, 2017	(b)(7)(E)				
June 2, 2017					
June 3, 2017					
October 31, 2017					
November 1, 2017					
November 2, 2017					

While on site, there were four self-boarding gates in operation (b)(7)(E) (b)(7)(E) (Figure 13); (b)(7)(E) (b)(7)(E)

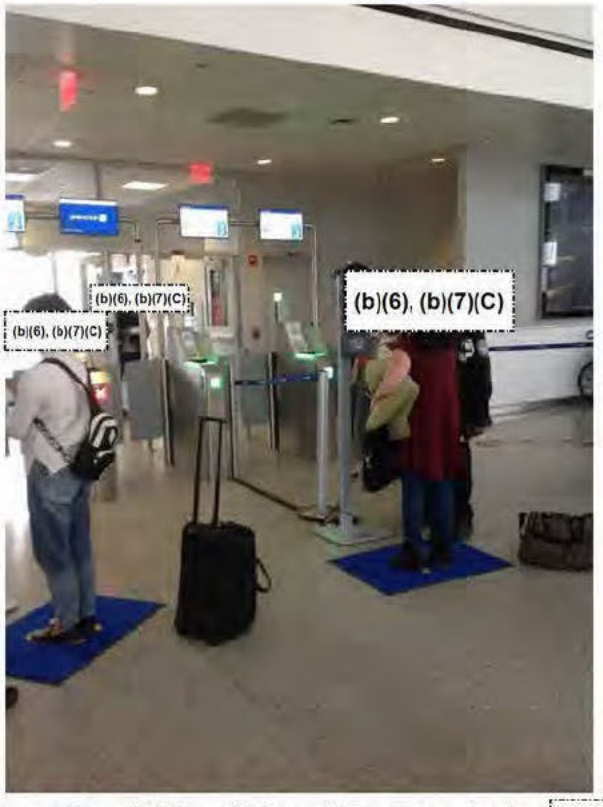


Figure 13. View of available self-boarding gates during (b)(7)(E) boarding

[4] Includes pre-boarding, first class and all general boarding. Passengers that arrived late are excluded

(b)(7)(E)

Table 6 lists the initial and follow up responses for the (b)(7)(E) passengers observed at the facial recognition station. Initial green light responses were received for (b)(7)(E) passengers (b)(7)(E) and initial yellow or blue light responses were received for (b)(7)(E) passengers (b)(7)(E)

(b)(7)(E)

Table 6. Passenger outcomes at Facial Recognition Station

FR Scan Response	Count	Percentage
Green	(b)(7)(E)	
Yellow / Green		
Yellow / Yellow *		
Yellow / Yellow / Green		
Yellow / Blue *		
Blue / Green		
Blue / Yellow		
Blue / Blue *		
Total Observed		

(b)(7)(E)

Table 7 lists the percentage of passengers, with selected attributes, observed at the facial recognition station. (b)(7)(E)

(b)(7)(E)

Table 7. Passenger Attributes

Attribute	Count	Percentage of Passengers Observed
(b)(7)(E)		

Flight Boarding Metrics

(b)(7)(E)

(b)(7)(E)

The metrics presented in Table 8 were calculated as follows:

- *Pre-boarding time* is defined as the time the first passenger eligible for pre-boarding is processed by an agent at the customer service counter or the facial recognition station until the time all pre-boarding passengers have been processed.
- *First class and General boarding time* is divided into four groups, Groups 1-4.
  - Groups 1 and 2 are first-class and UA premier passengers.
  - Groups 3 and 4 are economy passengers. (b)(7)(E)

(b)(7)(E)

Table 8. Total Boarding Time by Flight

Departure Date	Flight #	Pre/ Priority Boarding Time (mm:ss)	General Boarding Time (mm:ss)	General PAX Count	Late Arrival Boarding Time (mm:ss)	Late Arrival PAX Count	Total Flight Boarding Time (mm:ss)
October 31, 2017	(b)(7)(E)						
November 1, 2017							
November 2, 2017							

(b)(7)(E)

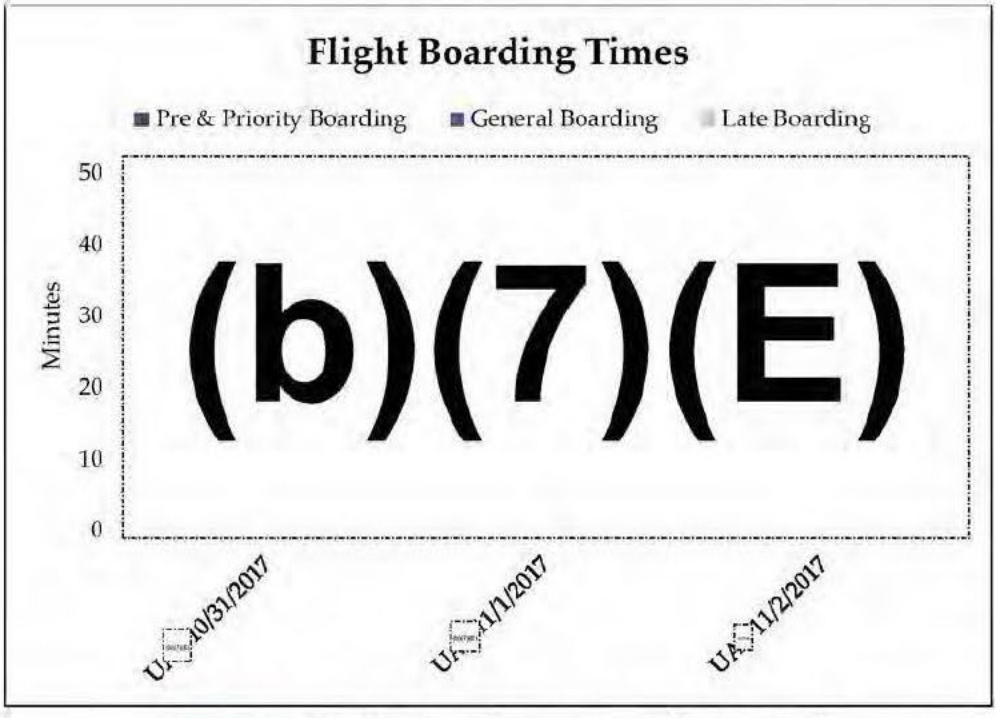


Figure 14. Boarding time by groups and late arrivals

(b)(7)(E)

Table 9. Key Flight Boarding Metrics

Departure Date	First Passenger Processed for Boarding	Time Last Passenger Processed at FR Station	Time Last Passenger Processed for Boarding	Last Passenger Enters Aircraft	Time Door to Jet Bridge Closed	Time Aircraft Pushed Back
October 31, 2017	(b)(7)(E)					
November 1, 2017						
November 2, 2017						

Conclusion

(b)(7)(E)

Message

From: (b)(6), (b)(7)(C)

Sent: 6/21/2021 4:48:16 PM

To: (b)(6), (b)(7)(C)

CC: (b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
(OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
(OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
DURST, CASEY OWEN
DAVIES, MATTHEW S

Subject: RE: CBP One (b)(5)

Good afternoon all,

(b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

Please let us know if you would like to discuss via call (b)(5), (b)(7)(E) (b)(5), (b)(7)(E) If you need more formal or senior level concurrence with this path forward, also let me know. Thank you.

Best,

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

(b)(6), (b)(7)(C) | U.S. Customs and Border Protection (b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Thursday, June 10, 2021 9:45 AM
To: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc: (b)(6), (b)(7)(C) DAVIES, MATTHEW S (b)(6), (b)(7)(C)
DURST, CASEY OWEN (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: RE: CBP One (b)(5)

Good morning,

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

Could we have a check-in on this on Monday or Tuesday? (b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

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

Thank you!

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

(b)(6), (b)(7)(C)
CBP Privacy Officer
Privacy and Diversity Office (PDO), Office of the Commissioner
U.S. Customs and Border Protection
1300 Pennsylvania Avenue NW, Room (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Tuesday, June 8, 2021 1:28 PM
To: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc: (b)(6), (b)(7)(C) DAVIES, MATTHEW S (b)(6), (b)(7)(C)
DURST, CASEY OWEN (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: RE: CBP One (b)(5)

(b)(5), (b)(7)(E)

(b)(6), (b)(7)(C) | U.S. Customs and Border Protection | (b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Tuesday, June 8, 2021 11:00 AM
To: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)

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

Subject: RE: CBP One (b)(5)

(b)(5), (b)(7)(E)

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade
U.S. Customs and Border Protection
(b)(6), (b)(7)(C)
Cell: (b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Tuesday, June 8, 2021 10:41 AM
To: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc: (b)(6), (b)(7)(C) DAVIES, MATTHEW S (b)(6), (b)(7)(C)
DURST, CASEY OWEN (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)

Subject: RE: CBP One (b)(5)

Good morning!

We are moving along with an update to the CBP One Appendix, (b)(5)
(b)(5)

(b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

Thanks!

(b)(6), (b)(7)(C)
CBP Privacy Officer
Privacy and Diversity Office (PDO), Office of the Commissioner
U.S. Customs and Border Protection
1300 Pennsylvania Avenue NW, Room (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (m)

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

From: (b)(6), (b)(7)(C)
Sent: Thursday, May 20, 2021 1:29 PM
To: (b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc (b)(6), (b)(7)(C) DAVIES, MATTHEW S (b)(6), (b)(7)(C)
DURST, CASEY OWEN (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: CBP One (b)(5)

Good afternoon. I'm writing to fill everyone in on our approach regarding this information collection. Short answer:

(b)(5), (b)(7)(E)

Please let me know if you have any questions.

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade
U.S. Customs and Border Protection
(b)(6), (b)(7)(C)
Cell: (b)(6), (b)(7)(C)

U.S. Department of Homeland Security

U.S. Customs and Border Protection

Entry/Exit Transformation

John F. Kennedy International Airport

Delta Air Lines Post Deployment Site Visit

August 1 – August 2, 2017

Introduction

U.S. Customs and Border Protection (CBP) intends to demonstrate the initial implementation of the Traveler Verification Service (TVS) through the expansion of air exit capabilities at select airports. The limited expansion will demonstrate to airlines and airports how biometrics can be integrated into current boarding processes, provide real-time, centralized biometric matching capabilities, and record biometrically verified outbound departures in CBP systems. Specifically, live photos of passengers will be compared against the photos stored in CBP systems utilizing the flight departure manifest. While completing analysis of existing biometric exit experiments, CBP began the implementation of a biometric air exit field trial 2016 at an airport in partnership with a large air carrier.

Purpose

Delta Air Lines (DL) recently collaborated with CBP and Vision-Box[1] to test facial recognition as part of ongoing trials to implement biometrics at air exit.

On behalf of CBP Headquarters Office of Field Operations, (b)(7)(E) was contracted to perform a time and motion study and record observations of three international DL departures from John F. Kennedy International Airport (JFK) to Amsterdam on August 1 – 2, 2017. The purpose of the study at JFK was to determine the total boarding time of all passengers on the selected DL flights and the individual passenger process time at the facial recognition station. Information obtained from the post deployment study will be compared to metrics derived during the baseline study performed at JFK on March 21-23, 2017 to include the total flight process time and individual passenger process time for the agent to review the passport and scan the boarding pass.

Approach

For the post deployment time and motion study, a team of (b)(7)(E) analysts, escorted by CBP, were stationed in the gate (b)(7)(E) area of Terminal 4 to observe three Amsterdam flights (Table 1):

Table 1. Flights Observed During Post Deployment Time and Motion Study

Date	Flight #	Destination	Gate	Number of Passengers	Scheduled Departure Time
August 1, 2017	(b)(7)(E)	Amsterdam	(b)(7)(E)	(b)(7)(E)	08:30PM
August 2, 2017		Amsterdam			04:21PM
August 2, 2017		Amsterdam			10:15PM

[1] www.vision-box.com/solutions/bordercontrol/

While on site, (b)(7)(E)

(b)(7)(E)

Key metrics from the post deployment time and motion study will be compared to metrics derived from the March 2017 baseline site visit, in which ten flights were observed, including two DL departures to Amsterdam (Table 2). Comparison of findings are addressed in the Quantitative section beginning on page 14.

Table 2. Flights Observed During Baseline Time and Motion Study

Date	Flight #	Destination	Gate	Number of Passengers	Scheduled Departure Time
March 21, 2017	(b)(7)(E)	**Amsterdam Netherlands**	(b)(7)(E)		**05:21PM**
March 21, 2017		Frankfurt Germany			06:52PM
March 22, 2017		**Amsterdam Netherlands**			**05:21PM**
March 22, 2017		Paris France			07:00PM
March 22, 2017		Sau Paulo Brazil			08:10PM
March 22, 2017		London Heathrow United Kingdom			09:30PM
March 22, 2017		Tel Aviv Israel			11:37PM
March 23, 2017		Accra Ghana			05:02PM
March 23, 2017		Frankfurt Germany			07:30PM
March 23, 2017		Reykjavik Iceland			08:45PM

The metrics captured include:

(b)(7)(E)

(b)(7)(E)

Qualitative Analysis

Figure 1 below is a diagram of the departure gates at JFK Terminal 4. While on site, facial recognition was only utilized as a pilot for the daily outbound flights to Amsterdam at gate [redacted].

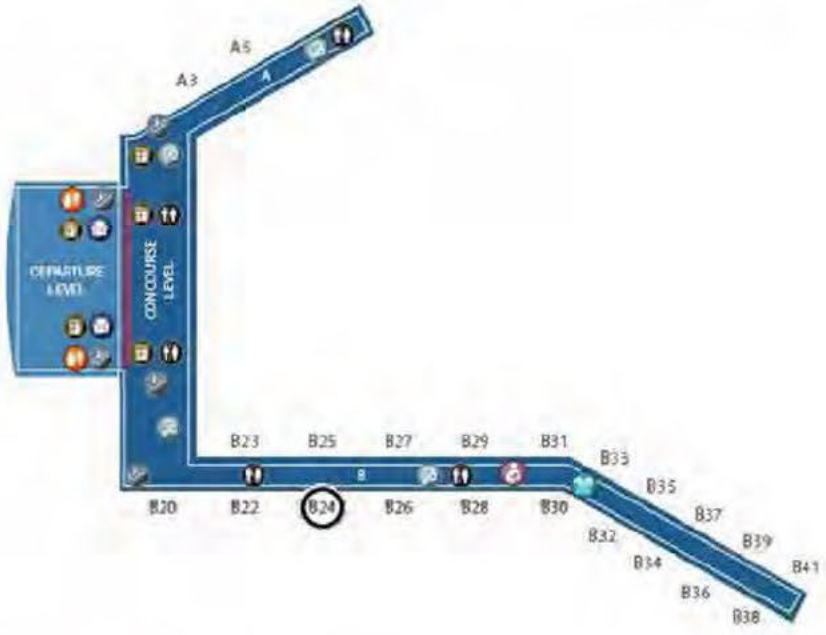


Figure 1. Layout of departure gates at JFK Terminal 4

Two "vb i-match™ eGates" were installed, and the facial recognition stations replaced one of the two stand-alone podiums adjacent to the customer service counter. Figure 2 represents the gate area before and after the installation of the facial recognition stations.

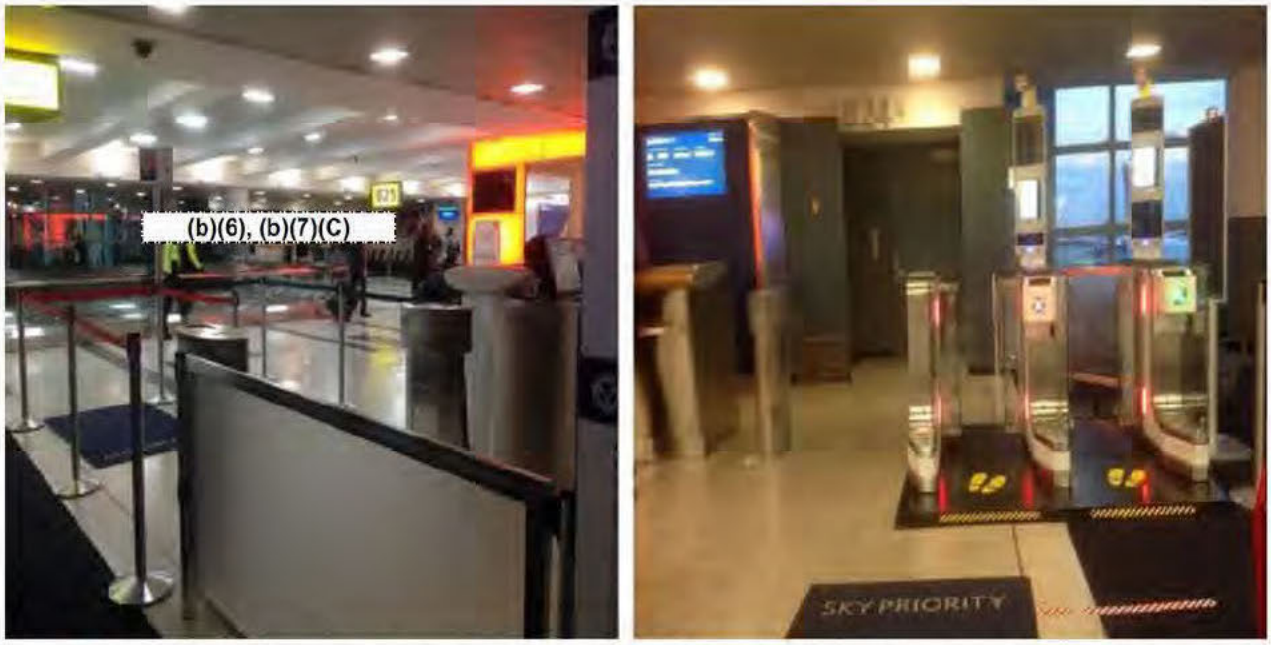


Figure 2. Left: View of two podiums baseline study; Right: Configuration of facial recognition station

According to a Vision-Box press release: "The vb i-match™ eGate ensures accurate ISO-compliant photo capture, assessed by built-in facial recognition analytical tools and assisted by dynamic height and light adjustments. The automated height feature adjusts to passengers of all heights, while the dynamic lighting system enables a high-quality image capture regardless ambient lighting within the terminal. The advanced telescopic doors ensure a smooth, secure and sequenced automated boarding process by managing a consistent passenger flow. The integration with Delta Air Line Inc.'s Departure Control Systems unleashes a cohesive boarding flow compliant with aviation industry standards, in order to optimize the on-boarding timing and allow the boarding agents to focus on the traveler experience[2]." Each facial recognition station contained a bar code scanner, adjustable camera, and eGate to board passengers (Figure 3).

[2]http://www.vision-box.com/news/vision-box-implements-a-facial-recognition-pilot-program-at-new-york-jfk-airport/

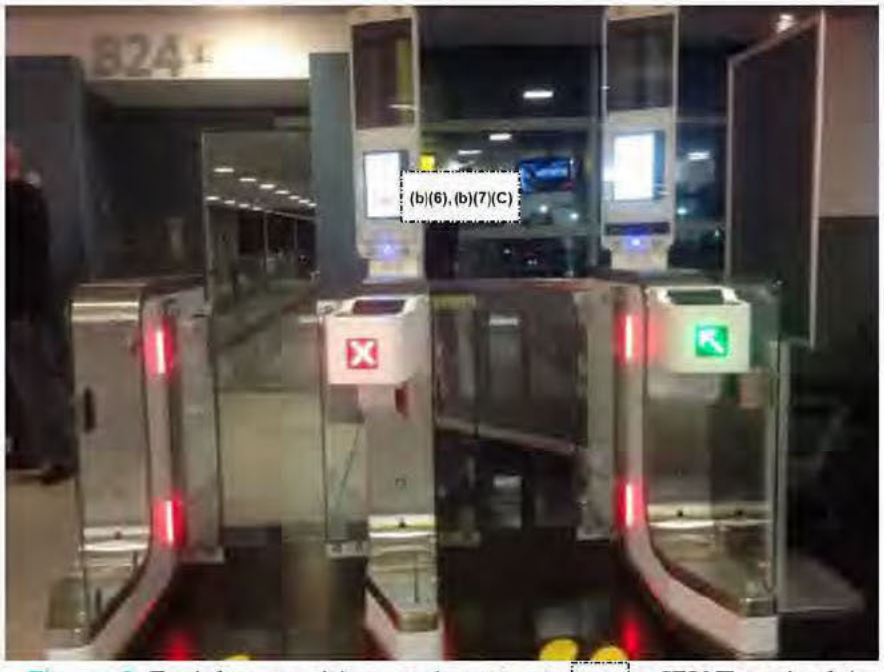


Figure 3. Facial recognition station at gate (b)(7)(E) at JFK Terminal 4

Presumably, the configuration of the podium and two facial recognition stations enabled three passengers to board simultaneously, rather than the two queues as observed during the baseline study.

(b)(7)(E)

For DL to operate the facial recognition stations, a CBP Officer was present at the gate while boarding outbound flights to Amsterdam. (b)(7)(E)

(b)(7)(E)

A CBP Officer was also stationed about 90 feet in the hallway of the sterile corridor to conduct and mitigate outbound operations (Figure 4). (b)(7)(E)

(b)(7)(E)

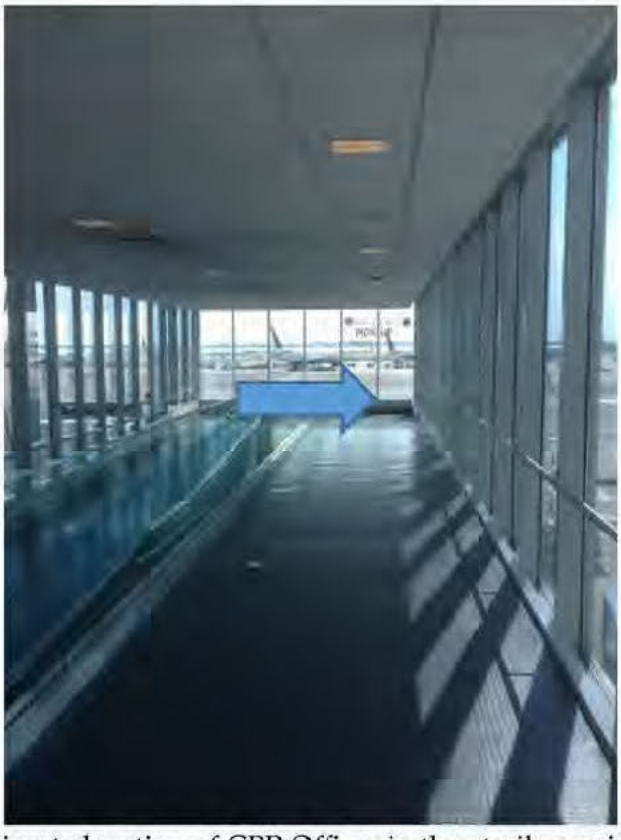


Figure 4. Approximate location of CBP Officer in the sterile corridor at gate (b)(7)(E) Terminal 4

Three to four agents were staffed at the customer service counter at least one hour prior to the Amsterdam flight departure to perform administrative tasks in preparation for boarding. A DL Supervisor was also on hand to operate the facial recognition stations during boarding.

A DL agent announced to all passengers waiting in the gate area the time boarding would begin (b)(7)(E)

(b)(7)(E)

To board, one agent was staffed at the podium, adjacent to the customer service counter, to process passengers with special assistance needs and general boarding. A DL Supervisor was also stationed between the two facial recognition stations. The order of Delta Air Lines boarding was conducted in the following manner.

1) Pre-boarding for passengers that required special assistance, including passengers in wheelchairs
2) Premium Zone
3) Sky Priority Zone
4) Groups 1, 2, and 3, respectively
5) All remaining passengers

Prior to official boarding, one of the agents walked to the head of the queue and requested premium and sky priority passengers to form a single line to the right and general boarding to the left of the 8′ free-standing queue sign (Figure 5). (b)(7)(E)

(b)(7)(E)

Figure 5. Passenger queue at gate (b)(7)(E)

(b)(7)(E)

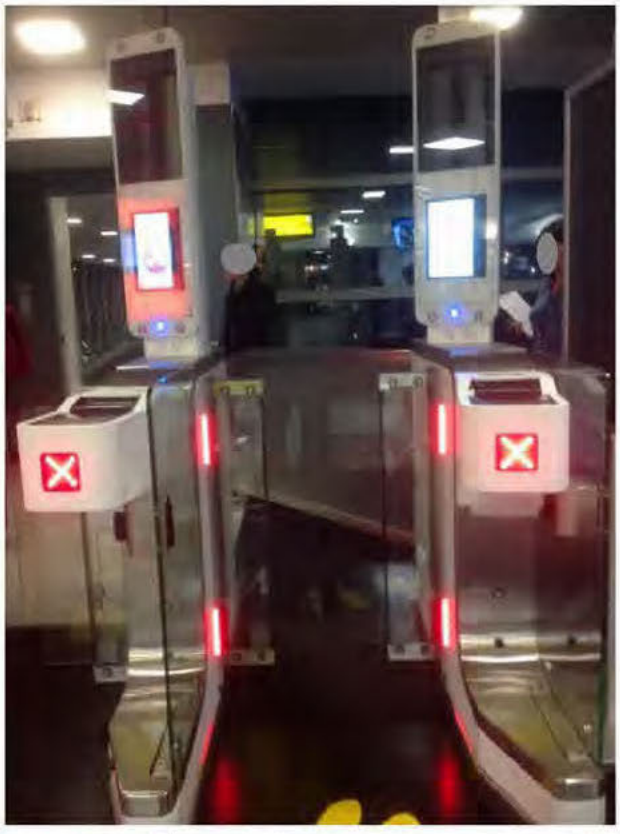


Figure 6. Facial recognition stations not operational

The DL agent posted at the facial recognition station motioned to the passenger at the head of queue to move forward and requested the passenger to place their feet on the symbols on the floor mat and position luggage outside the area of the facial recognition station (Figure 7).

(b)(7)(E)

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

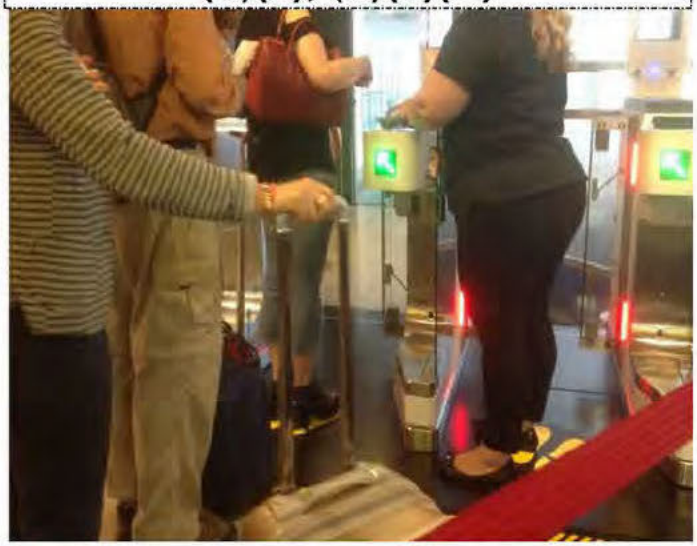


Figure 7. Left: Floor mat at facial recognition station; Right: DL agent processing passenger

(b)(7)(E)

Upon boarding, the facial recognition station contained a screen above the scanner that displayed an animation informing the passenger to position the boarding pass face down (Figure 8). The system then generated a green circle indicating the boarding pass was scanning.

Figure 8. Left: Display screen to illustrate boarding procedure; Right: Boarding scanner

As soon as the boarding pass was successfully read, the affixed camera automatically adjusted up and down to compensate for the passenger's height to capture the passenger's photo and compare it to CBP's gallery. However, the passenger's photo was captured whether the passenger was looking directly at the camera or not. Once the photo capture was complete, the gate automatically opened for boarding regardless of a match (Figure 9). After the eGate opened, passengers walked approximately 6' to access the sterile corridor and traversed down three ramps, approximately 270 ', before approaching the jet bridge.

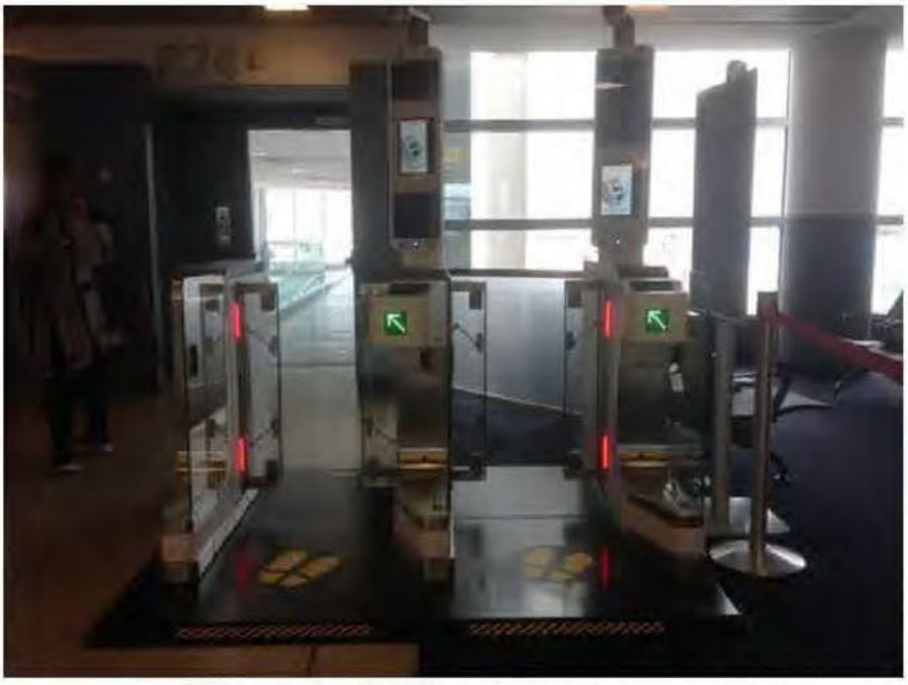


Figure 9. Facial recognition stations not operational

(b)(7)(E)

(b)(7)(E)

(b)(7)(E) When a referral was generated, a red X was displayed at the facial recognition station (Figure 10).

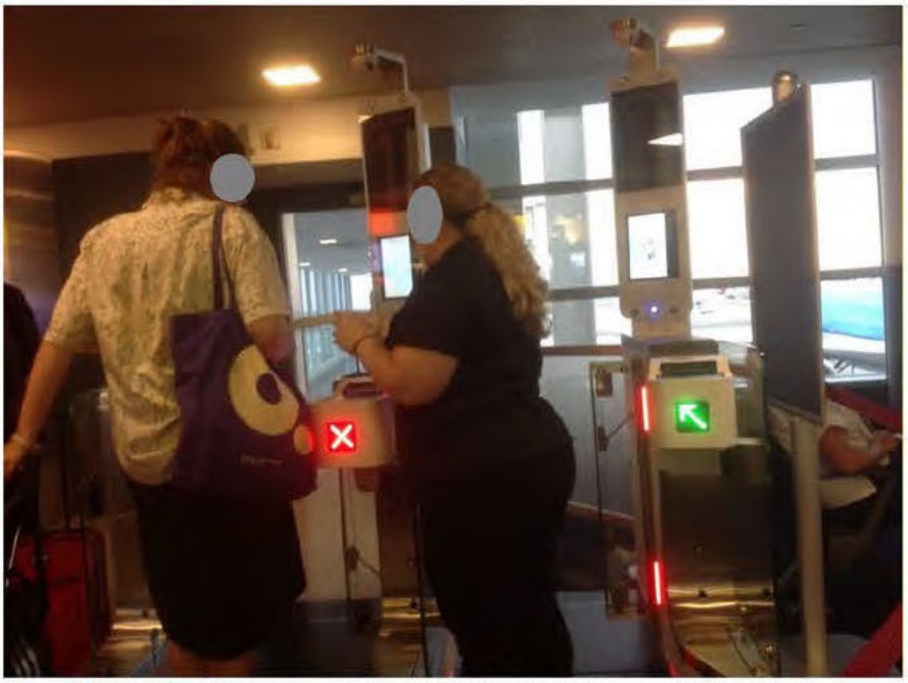


Figure 10. Passenger referral at the facial recognition station

Quantitative Analysis

Comparison of Baseline and Post Deployment Metrics

Data analysts were initially on-site March 21-23, 2017 to perform a baseline time and motion study for ten selected DL departures (Table 3). In this section, metrics from the baseline time and motion study are compared against metrics collected on-site August 1-2, 2017 during the post deployment facial recognition time and motion study of the three Amsterdam flights observed.

Table 3. Flights Observed During Baseline and Post Deployment Time and Motion Studies

Date	Flight #	Destination	Gate	Number of Passengers	Scheduled Departure Time
March 21, 2017	(b)(7)(E)	**Amsterdam**	(b)(7)(E)		05:21PM
March 21, 2017[3]		Frankfurt			06:52PM
March 22, 2017		**Amsterdam**			05:21PM
March 22, 2017		Paris			07:00PM
March 22, 2017		Sau Paulo			08:10PM
March 22, 2017		London			09:30PM
March 22, 2017		Tel Aviv			11:37PM
March 23, 2017		Accra			05:02PM
March 23, 2017		Frankfurt			07:30PM
March 23, 2017		Iceland			08:45PM
August 1, 2017		Amsterdam			08:30PM[4]
August 2, 2017		Amsterdam			04:21PM
August 2, 2017		Amsterdam			10:15PM

(b)(7)(E)

[3] Site team was unable to capture individual passenger process times due to procedural issue with Delta Air Lines.
[4] Baggage was loading at 08:30PM but site team did not remain on-site for actual departure, given available CBP resources.

A total of (b)(7)(E) passengers from three Amsterdam outbound flights were observed boarding using the facial recognition station during the two-day post deployment site visit. Of the (b)(7)(E) passengers observed, (b)(7)(E) passengers did not complete the process at the facial recognition station and were referred to a DL agent at the podium. The remaining (b)(7)(E) passengers were processed by a DL agent at the podium or customer service counter. *The passengers not processed at the facial recognition station are excluded from the individual post deployment metrics presented.* Table 4 lists the number of passengers observed that used the facial recognition station for each of the three flights.

Table 4. Delta International Boarding Metrics

Date	Flight #	Number of Passengers Processed at Facial Recognition[5]	Number of Passengers Processed at Podium or Counter	Total Number of Passengers
August 1, 2017	(b)(7)(E)			
August 2, 2017				
August 2, 2017				

The average passenger walk-up time to the facial recognition station was (b)(7)(E) seconds, which was similar to the average passenger walk-up time observed during the baseline study. The post deployment average passenger process time was (b)(7)(E) seconds, (b)(7)(E) seconds longer than the baseline average passenger process time of (b)(7)(E) seconds observed at the podium across all nine flights and (b)(7)(E) seconds higher than the two Amsterdam flights observed during the baseline study.

Table 5 compares passenger walk-up and boarding process times derived from the baseline and post deployment time and motion studies.

[5]The site team was unable to obtain the precise number of passengers that used the facial recognition stations but attempted to collect as many transactions as possible.

Table 5. Delta International Boarding Metrics

Metric Name	(b)(7)(E)
Passenger Boarding Walk Up Time – Baseline All Flights (seconds)	
Passenger Boarding Walk Up Time – Baseline Amsterdam Only (seconds)	
Passenger Boarding Walk Up Time – Post Deployment (seconds)	
Passenger Boarding Process Time – Baseline All Flights (seconds)	
Passenger Boarding Process Time – Baseline Amsterdam Only (seconds)	
Passenger Boarding Process Time - Post Deployment (seconds)	

The post deployment passenger process time of (b)(7)(E) seconds was derived by recording the following steps at the facial recognition station:

- Step 1 – Read Boarding Pass: Time passenger arrived at the facial recognition station until the boarding pass was scanned.
- Step 2 – Facial Recognition Complete: Time the photo capture and facial recognition was complete.
- Step 3 – Departure: Time the passenger departed after the gate was automatically opened to board.

Figure 11 presents a breakout, by percentage, of the average time spent by the passenger on each step of the boarding process. Two issues contributing to the amount of time to scan the boarding pass and successfully read the document were:

(b)(7)(E)

[6] Family of three required additional assistance at the podium after all general boarding passengers were processed.

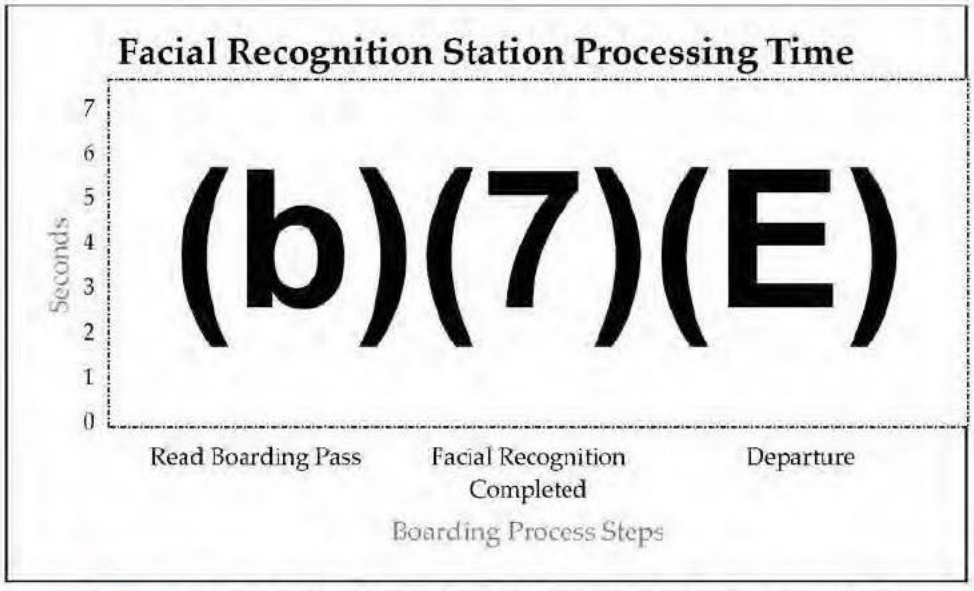


Figure 11. Breakout of post deployment passenger process time

(b)(7)(E)

(b)(7)(E) Table 6 compares the average cycle time and calculated throughput rate between the baseline and post deployment flights observed.

Table 6. Passenger Cycle Time and Throughput Rate

Metric Name and Definition	Baseline – All Flights	Baseline – Amsterdam Flights Only	Post Deployment – Amsterdam Flights Only
Average Passenger Boarding Cycle Time (seconds)	(b)(7)(E)		
Calculated Throughput (passengers per minute)			

The post deployment average passenger boarding cycle time at the facial recognition station was (b)(7)(E) seconds higher than the baseline average passenger process cycle time of (b)(7)(E) seconds for the two Amsterdam flights observed. Figure 12 is a comparison of the Amsterdam baseline and post deployment cycle time per passenger.

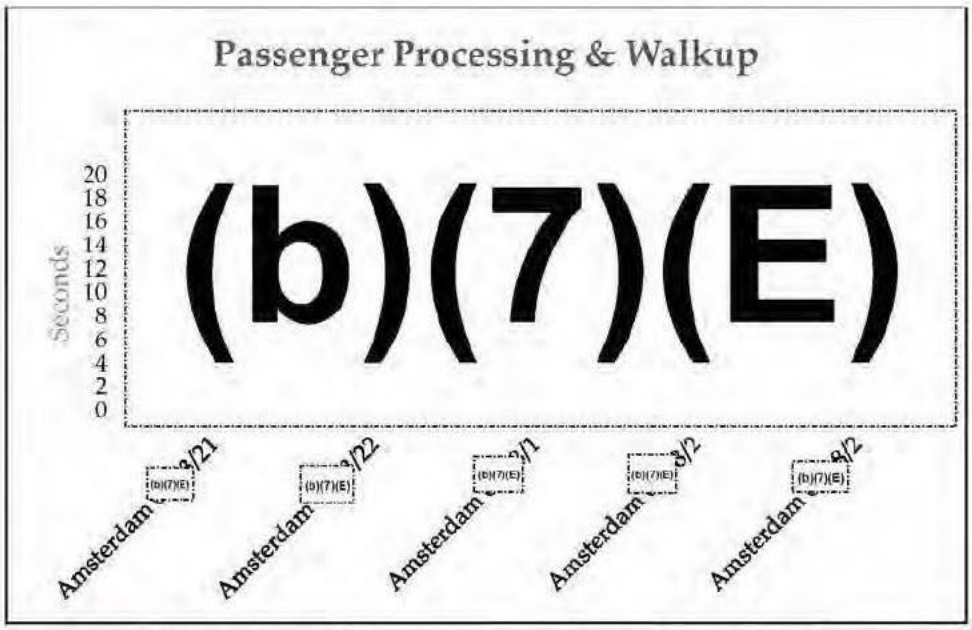


Figure 12. Comparison of passenger cycle time – Amsterdam departures

(b)(7)(E)

Figure 13 and Figure 14 illustrates the breakout of the walk-up time and boarding process time per passenger, based on the percentage of all passengers observed:

- (b)(7)(E) passengers boarded across the nine flights during the baseline site visit.
- (b)(7)(E) passengers boarded across the two Amsterdam flights during the baseline site visit.
- (b)(7)(E) passengers boarded across the three Amsterdam flights via the facial recognition station during the post deployment site visit.

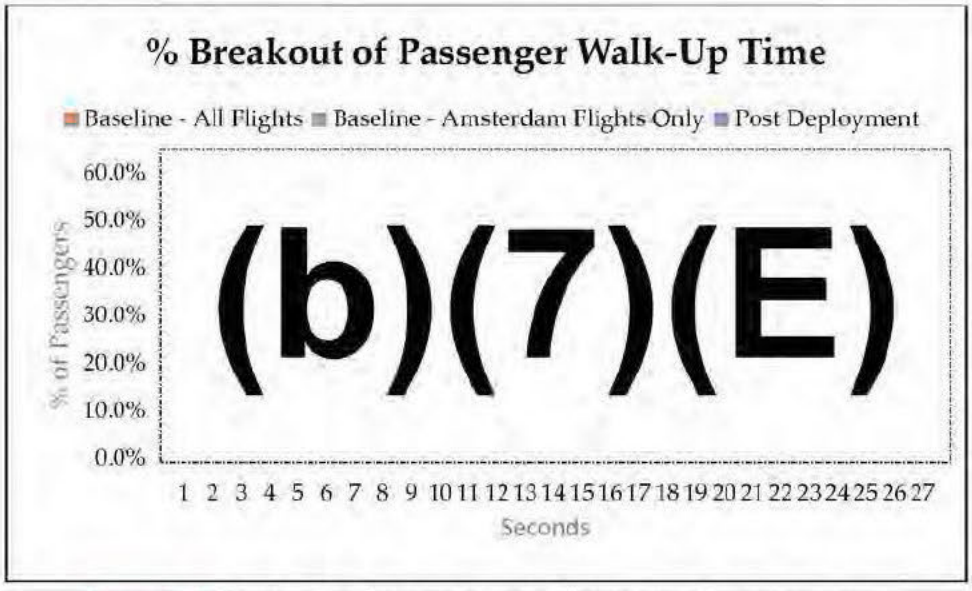


Figure 13. Breakout of passenger walk up time, by percentage

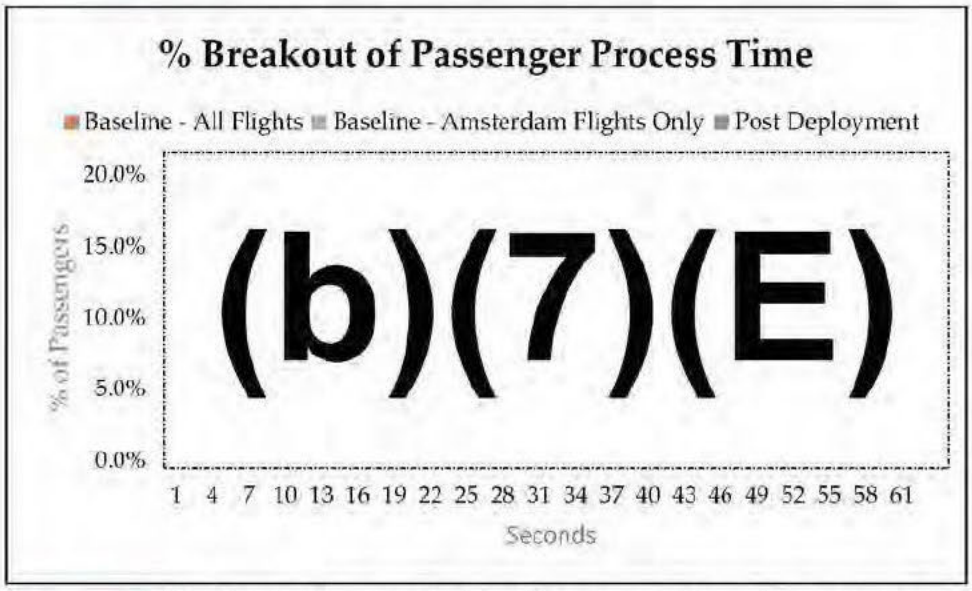


Figure 14. Breakout of passenger boarding process time, by percentage

Within the total flight boarding time, the site team also recorded the total amount of elapsed time between boarding groups, which included pre-boarding and general boarding for all groups and the time waiting for passengers that arrived late after general boarding (Table 7). The number of passengers confirmed on each flight was provided by a DL agent. Metrics were calculated as follows:

- Pre-boarding time is defined as the time the first passenger is processed for special assistance until the time all passengers eligible to pre-board have been processed at the customer service counter, agent podium (baseline) or facial recognition station (post deployment).

- General boarding time is defined as the time of the official DL announcement for the first general boarding Group 1 until the time all remaining passengers in the gate area through Group 3 have been processed at the customer service counter, agent podium, or facial recognition station.
- Late arrival boarding time is defined as time the last passenger waiting in the gate area in the general boarding group has been processed until the end time of the last passenger arriving late is processed.
- Total flight boarding time is defined as the time the first passenger was processed by the airline agent or at the facial recognition station until the last passenger was processed for each flight observed.

Table 7. Total Boarding Time by Flight

Date	Flight #	Destination	Priority/ General Boarding Time (mm:ss)	Priority/ General Boarding Passenger Count	Late Arrival Boarding Time (mm:ss)	Late Arrival Boarding Passenger Count	Total Flight Boarding Time (mm:ss)
March 21, 2017	(b)(7)(E)	**Amsterdam**	(b)(7)(E)				
March 21, 2017[7]		Frankfurt					
March 22, 2017		**Amsterdam**					
March 22, 2017		Paris					
March 22, 2017		Sau Paulo					
March 22, 2017		London					
March 22, 2017		Tel Aviv					
March 23, 2017		Accra					
March 23, 2017		Frankfurt					
March 23, 2017		Iceland					
August 1, 2017		Amsterdam					
August 2, 2017		Amsterdam					
August 2, 2017		Amsterdam					

[7] Site team was unable to capture individual passenger process times due to procedural issue with Delta Air Lines.

The recorded total flight boarding time of (b)(7)(E) for the Amsterdam flight observed March 21, 2017 during the baseline study is relatively the same as the total flight boarding time of (b)(7)(E) for the Amsterdam flight observed August 1, 2017. (b)(7)(E)

(b)(7)(E)

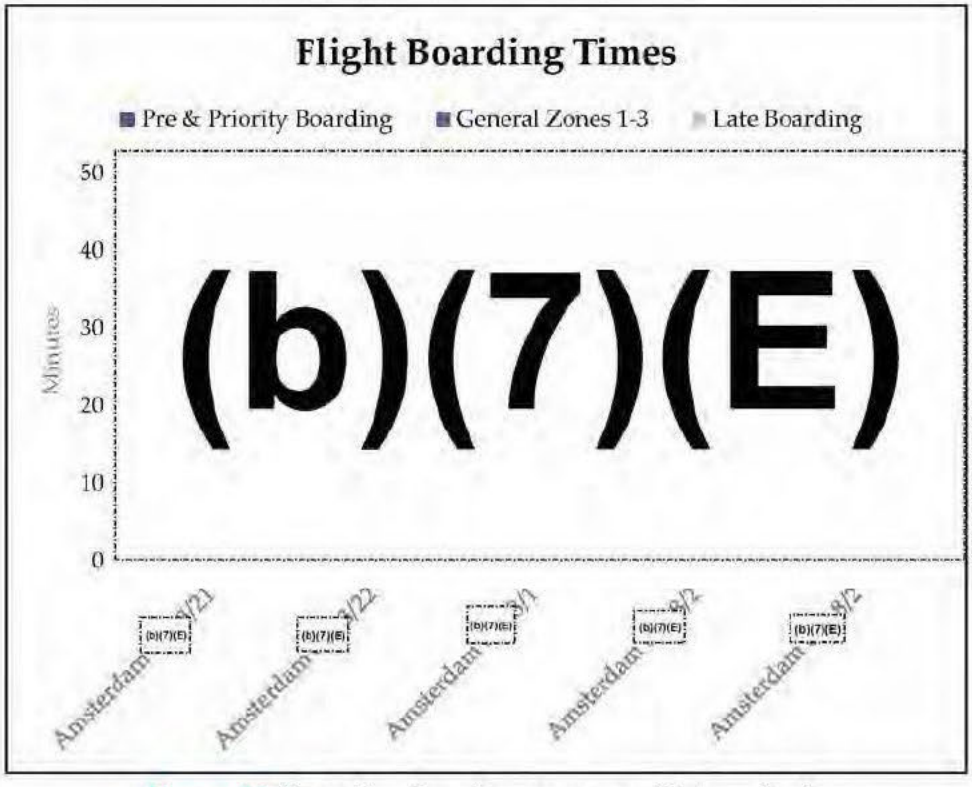


Figure 15. Boarding time by groups and late arrivals

In addition, the site team recorded the time the first and last passenger was processed, the time the jet bridge doorway was closed, and the time the last passenger stepped onto to the aircraft for boarding (Table 8). (b)(7)(E)

(b)(7)(E)

Table 8. Key Flight Boarding Metrics

Departure Date	Flight #	First Passenger Processed	Time Last Passenger Processed	Last Passenger Enters Aircraft	Time Door to Jet Bridge Closed	Time Aircraft Pushed Back
March 21, 2017	(b)(7)(E)					
March 22, 2017						
March 22, 2017						
March 22, 2017						
March 22, 2017						
March 22, 2017						
March 23, 2017						
March 23, 2017						
March 23, 2017						
August 1, 2017						
August 2, 2017						
August 2, 2017						

Table 9 lists the percentage of passengers, with selected attributes, observed during the baseline and post deployment time and motion studies. Passengers in wheelchairs were processed at the podium.

At the facial recognition station, the system captured the passenger's photo regardless if they were not looking directly at the camera. (b)(7)(E)

(b)(7)(E)

Table 9. Passenger Attributes

Attribute	Baseline – All Flights	Baseline – Amsterdam Flights Only	Post Deployment – Amsterdam Flights Only
(b)(7)(E)			

(b)(7)(E)

Post Deployment Metrics Only

Metrics by Flight Number

Figure 16 displays the individual walk-up time and processing time per passenger, exclusively at the facial recognition station, for each of the three DL Amsterdam flight departures observed during the post deployment site visit. (b)(7)(E)

(b)(7)(E)

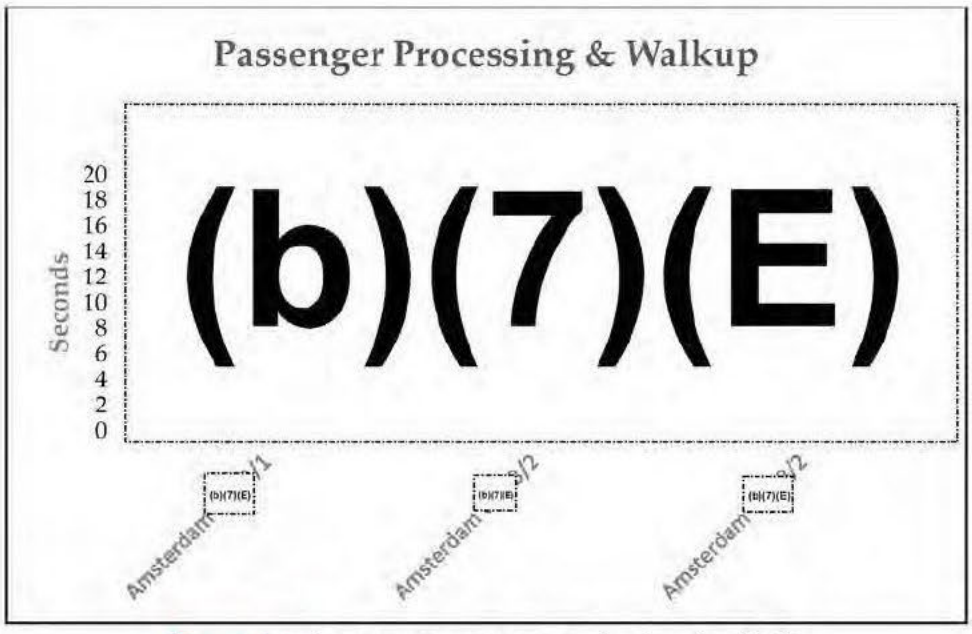


Figure 16. Average passenger cycle time by flight

(b)(7)(E)

Table 10. Total Flight Process Time by Boarding Group[8]

Date	Flight #	Destination	Pre-Boarding Time (minutes)	General Boarding Time (minutes)	General Passenger Count	Late Arrival Boarding Time (minutes)	Late Arrival Passenger Count
August 1, 2017	(b)(7)(E)	Amsterdam	(b)(7)(E)				
August 2, 2017		Amsterdam					
August 2, 2017		Amsterdam					

[8] See page 20 for metrics for total flight process time by boarding group.

Based on observations, total flight process time (Figure 17) (b)(7)(E)

(b)(7)(E)

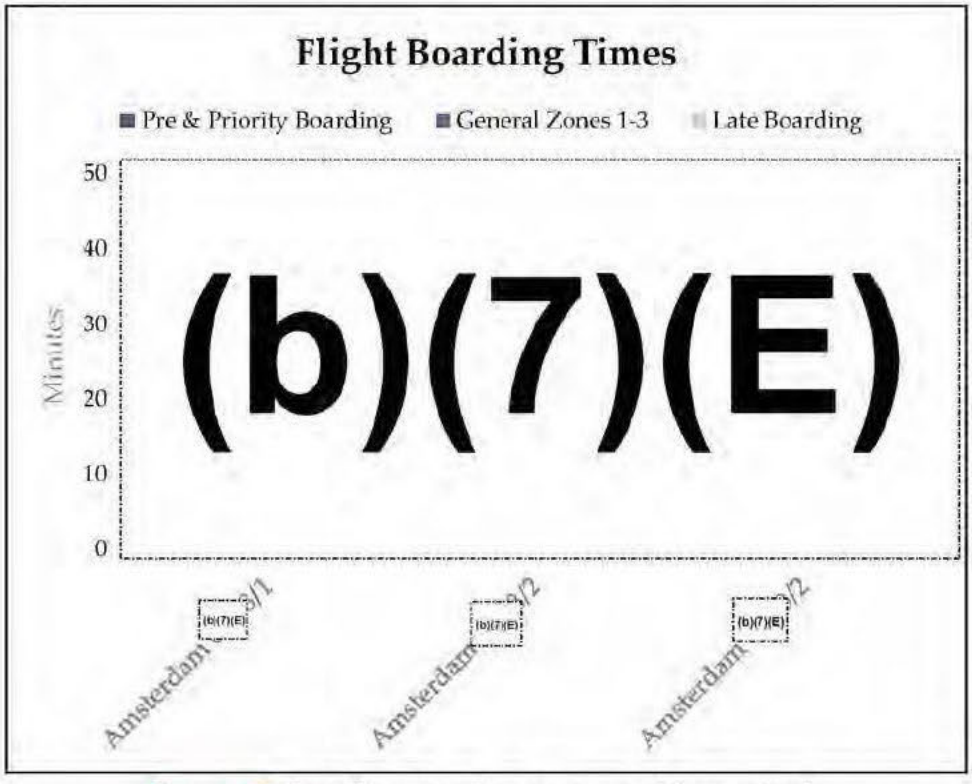


Figure 17. Boarding time by groups and late arrivals

Message

From: (b)(6), (b)(7)(C)

Sent: 6/10/2021 2:05:34 PM

To: (b)(6), (b)(7)(C)

Subject: RE: CBP One (b)(5)

(b)(5), (b)(7)(E)

Respectfully,

(b)(6), (b)(7)(C)
U.S. Customs and Border Protection Officer
(A) Branch Chief, Enforcement Programs Division
Office of Field Operations
(b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Thursday, June 10, 2021 9:53 AM
To (b)(6), (b)(7)(C)
Subject: FW: CBP One (b)(5)

(b)(5), (b)(7)(E)

Thank you.

(b)(6), (b)(7)(C)
Program Manager, Strategic Transformation Office
Planning, Program Analysis, and Evaluation
Office of Field Operations
U.S. Customs and Border Protection
(b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Thursday, June 10, 2021 9:45 AM
To: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc: (b)(6), (b)(7)(C) DAVIES, MATTHEW S (b)(6), (b)(7)(C)
DURST, CASEY OWEN (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: RE: CBP One (b)(5)

Good morning,

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

Could we have a check-in on this on Monday or Tuesday? (b)(5), (b)(7)(E)
(b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

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

Thank you!

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

(b)(6), (b)(7)(C)
CBP Privacy Officer
Privacy and Diversity Office (PDO), Office of the Commissioner
U.S. Customs and Border Protection
1300 Pennsylvania Avenue NW, Room (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (m)

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

From: (b)(6), (b)(7)(C)
Sent: Tuesday, June 8, 2021 1:28 PM
To: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc: (b)(6), (b)(7)(C) DAVIES, MATTHEW S (b)(6), (b)(7)(C)
DURST, CASEY OWEN (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: RE: CBP One (b)(5)

(b)(5), (b)(7)(E)

(b)(6), (b)(7)(C) | U.S. Customs and Border Protection (b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Tuesday, June 8, 2021 11:00 AM
To: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc: (b)(6), (b)(7)(C) DAVIES, MATTHEW S (b)(6), (b)(7)(C)
DURST, CASEY OWEN (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: RE: CBP One (b)(5)

(b)(5), (b)(7)(E)

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade
U.S. Customs and Border Protection
(b)(6), (b)(7)(C)

Cell: (b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Tuesday, June 8, 2021 10:41 AM
To: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc: (b)(6), (b)(7)(C) DAVIES, MATTHEW S (b)(6), (b)(7)(C)
DURST, CASEY OWEN (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C) (OCC)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: RE: CBP One (b)(5)

Good morning!

We are moving along with an update to the CBP One Appendix, and a standalone PIA for the Advanced Arrival of Undocumented Individuals process.

(b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

Thanks!

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

(b)(6), (b)(7)(C)
CBP Privacy Officer
Privacy and Diversity Office (PDO), Office of the Commissioner
U.S. Customs and Border Protection
1300 Pennsylvania Avenue NW, Room (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (m)

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

From: (b)(6), (b)(7)(C)
Sent: Thursday, May 20, 2021 1:29 PM
To: (b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Cc: (b)(6), (b)(7)(C) DAVIES, MATTHEW S (b)(6), (b)(7)(C)
DURST, CASEY OWEN (b)(6), (b)(7)(C)

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

Subject: CBP One (b)(5)

Good afternoon. I'm writing to fill everyone in on our approach regarding this information collection. Short answer:

(b)(5), (b)(7)(E)

Please let me know if you have any questions.

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade
U.S. Customs and Border Protection
(b)(6), (b)(7)(C)
Cell: (b)(6), (b)(7)(C)

CBP One™

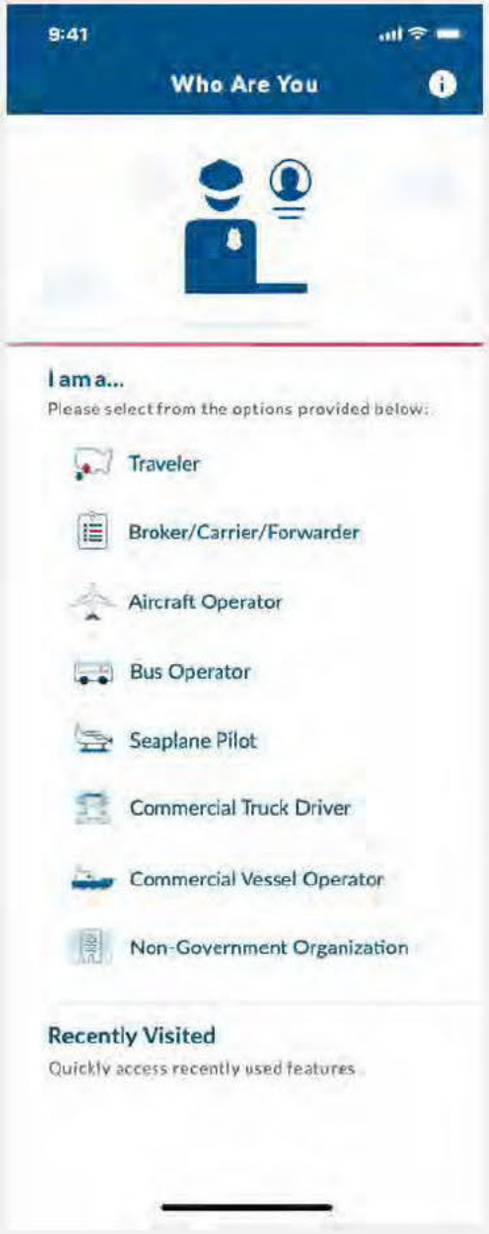
MPP Workflow – Check Case Status

February 9, 2021

U.S. Customs and Border Protection

Background

- U.S. Customs and Border Protection built a mobile application to serve as the single point of entry for travelers and stakeholders to access CBP mobile applications and services.
- Through a series of intuitive questions, the app will guide each type of user to the appropriate services based on their particular needs.
- CBP is currently available on the Apple App Store and Google Play Store with limited functionality

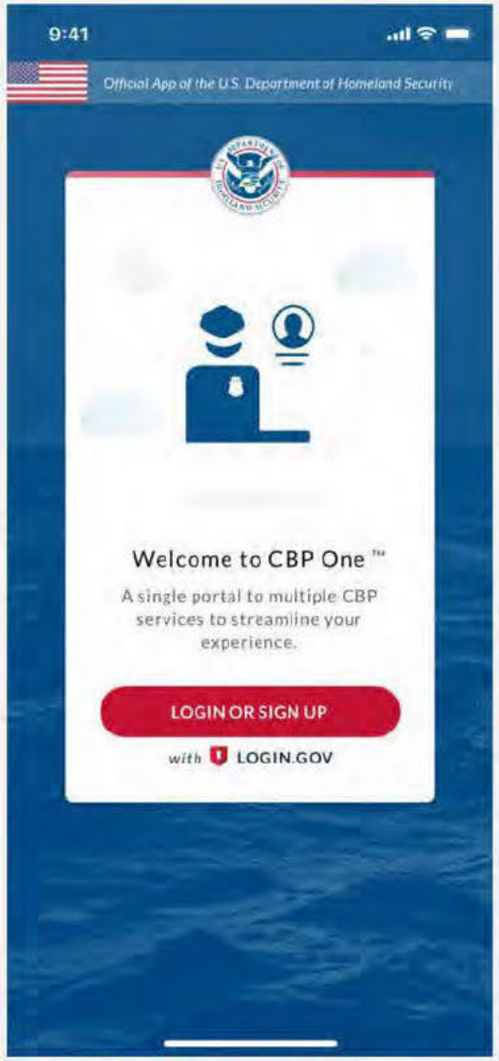


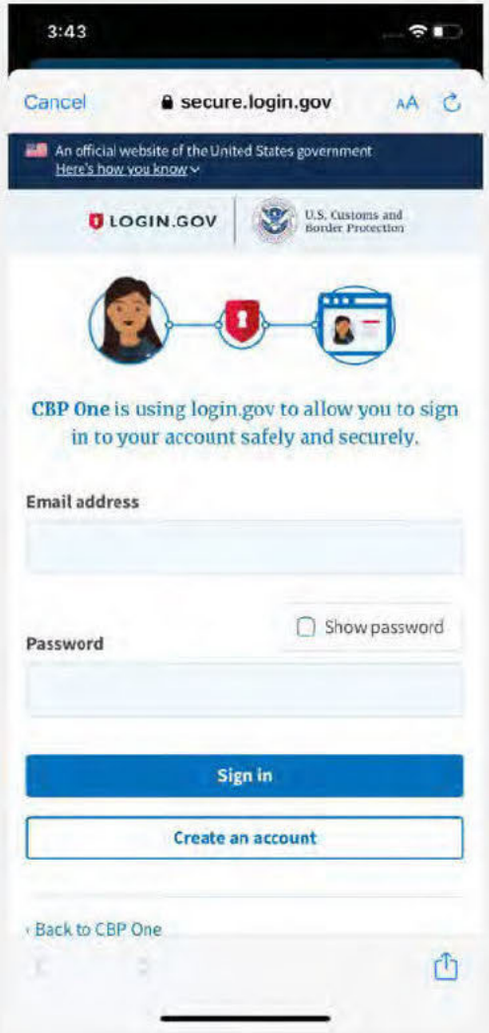
CBP One Screens – Login.gov

1. **Use your organization email.**
    - A personal email will not work for MPP

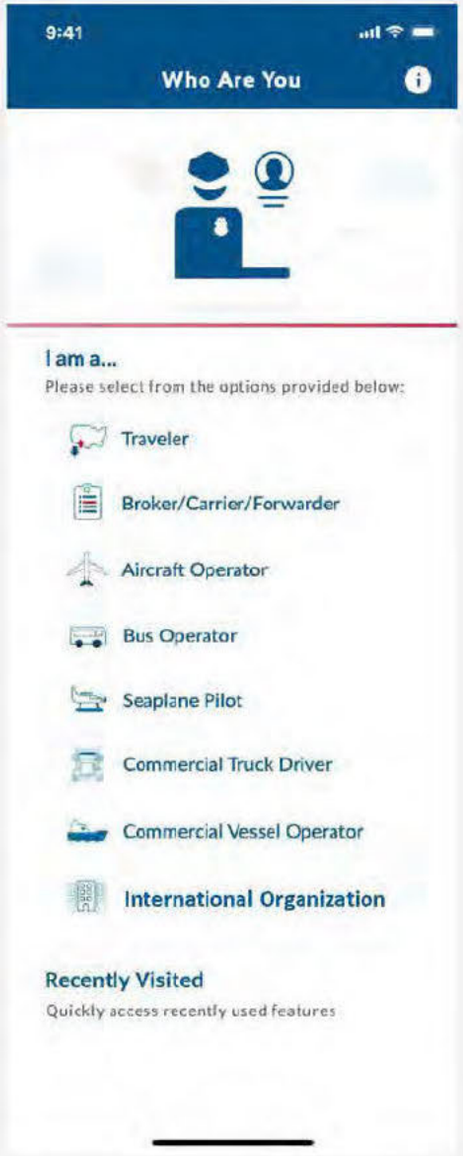
2. **Enter a password**

3. **Select one or more authentication methods such as:**
    - **More secure**
        - Security Key
        - Authentication application
    - **Less secure**
        - SMS/Text messages
        - Backup codes





CBP One - **Home Screen**



CBP One – **Check Case Status > Take Photo > Photo Capture – Best Practices**

(b)(7)(E)

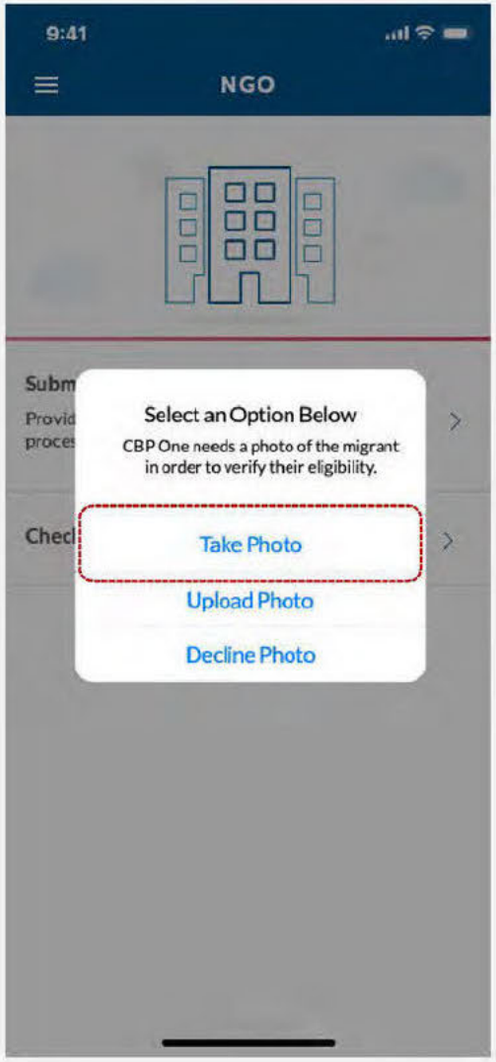
(b)(6), (b)(7)(C)

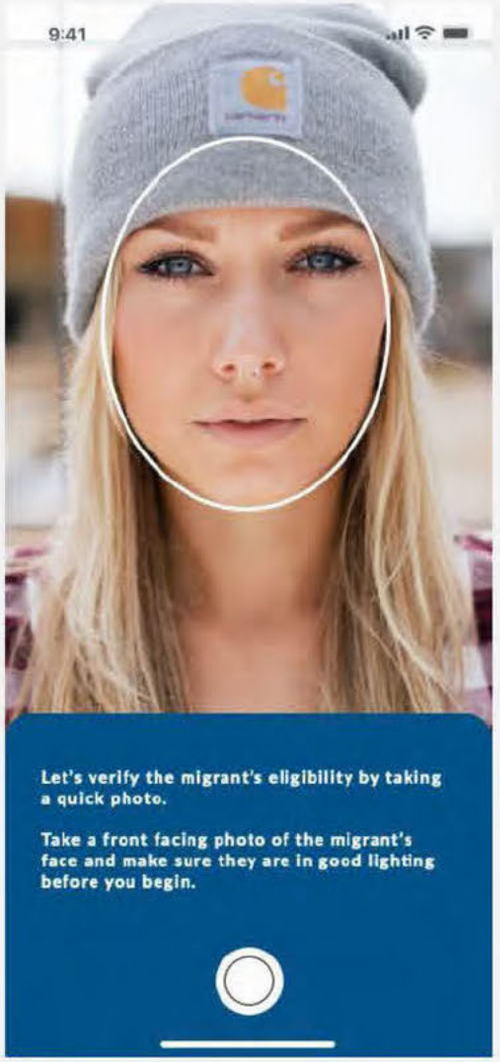
(b)(6), (b)(7)(C)

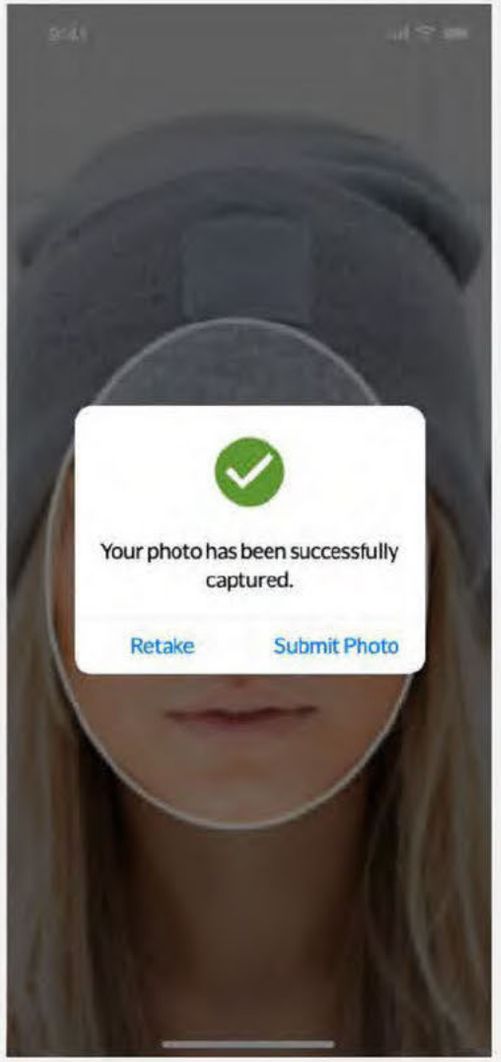
Ask travelers to **remove hats or glasses** when possible.

COVID Protections - If safe to do so, with sufficient safeguards and distancing (**use camera zoom**), you may ask the traveler to pull the face mask away to capture the photo and then reapply the covering.

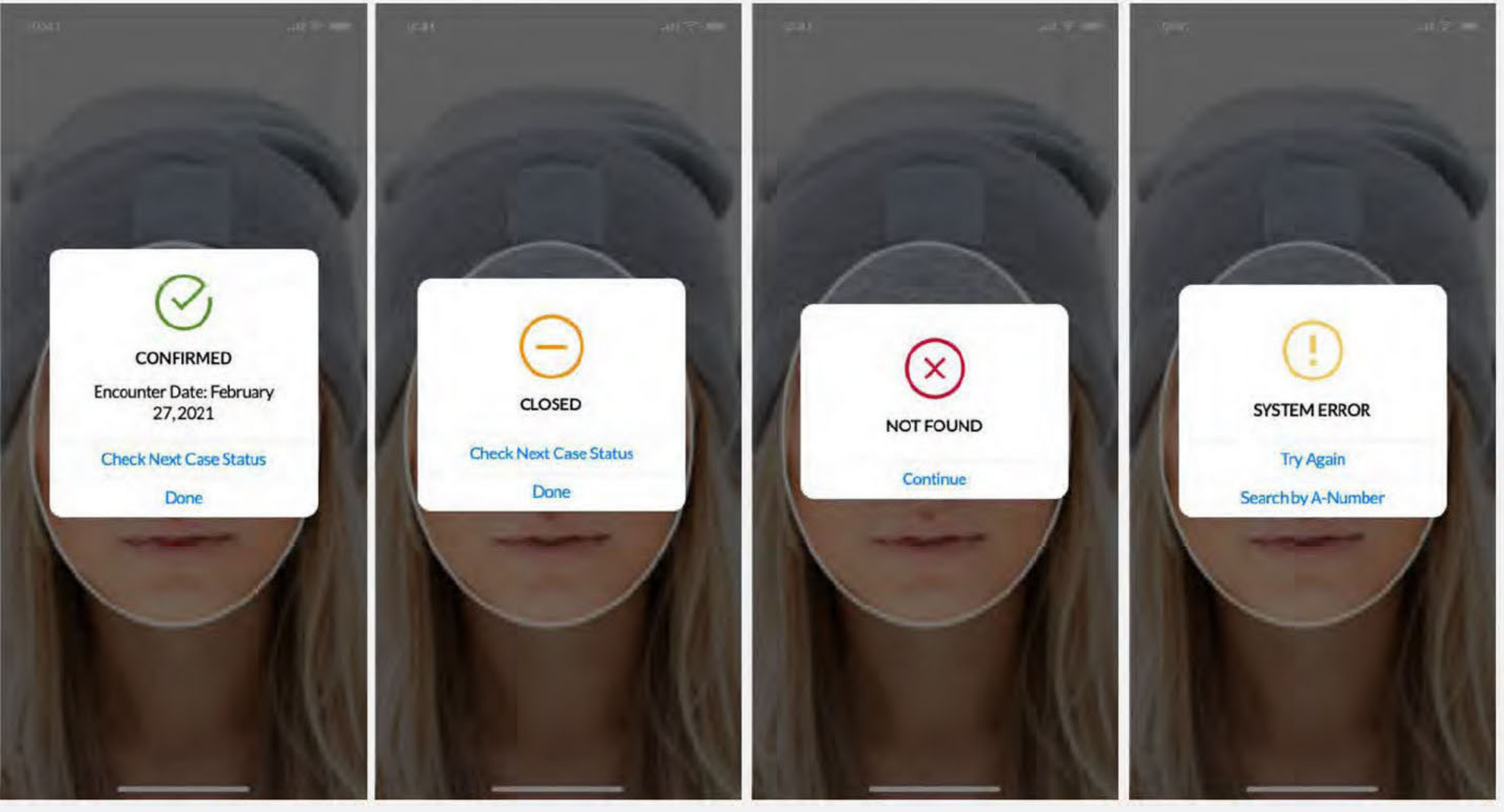
CBP One – **Check Case Status > Take Photo**







CBP One – **IO > Check Case Status > Photo Results**



If photo match <u>is found</u>:

- **Green light** message with **Encounter Date** will display;
- Select "done" and exit back to the IO home screen; or
- Select "Check Next Case Status" to go to the next case.

If photo match <u>is found but the case if closed on not found</u>:

- **Yellow Light** will display; and
- Select "Check Next Case or "Done"

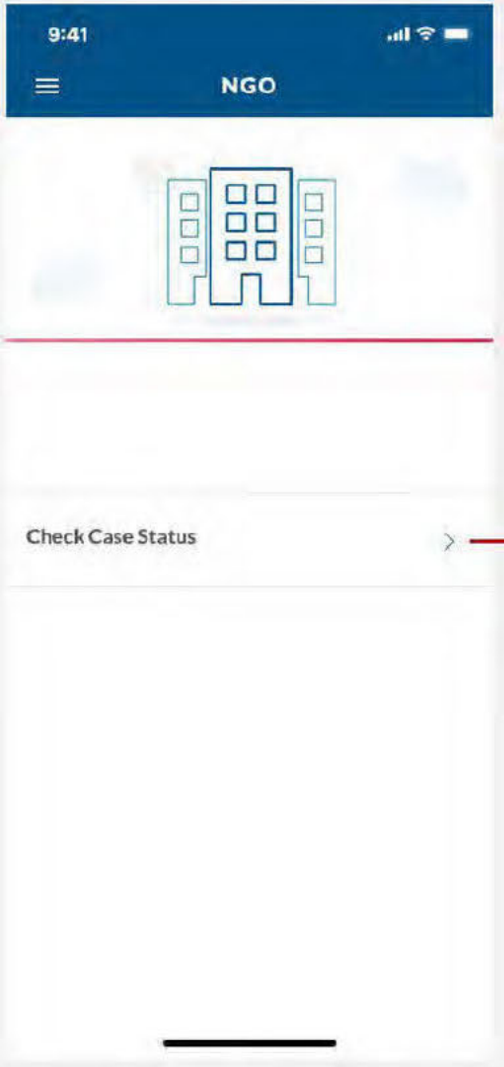
If photo match is <u>not found</u>:

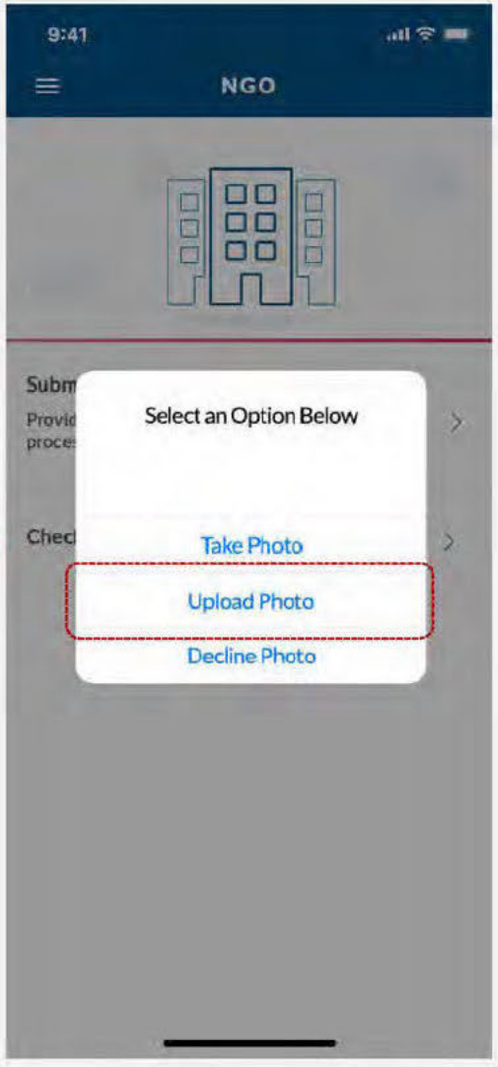
- **Red-light** message will display; and
- Select "Continue" to enter an A-Number.

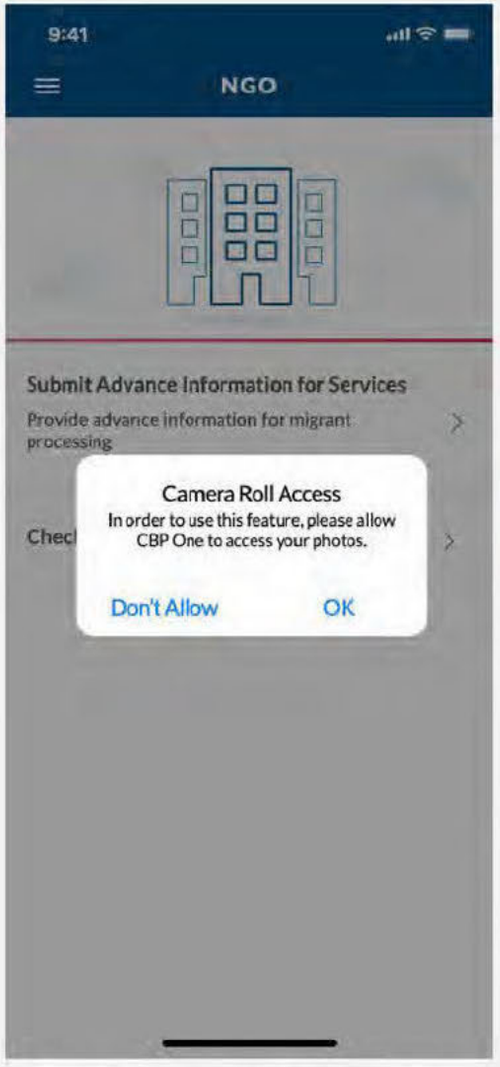
An <u>error message</u> will pop up if there is a system error:

- User can try again; or
- Search by A-number.

CBP One – **Check Case Status > Upload Photo**

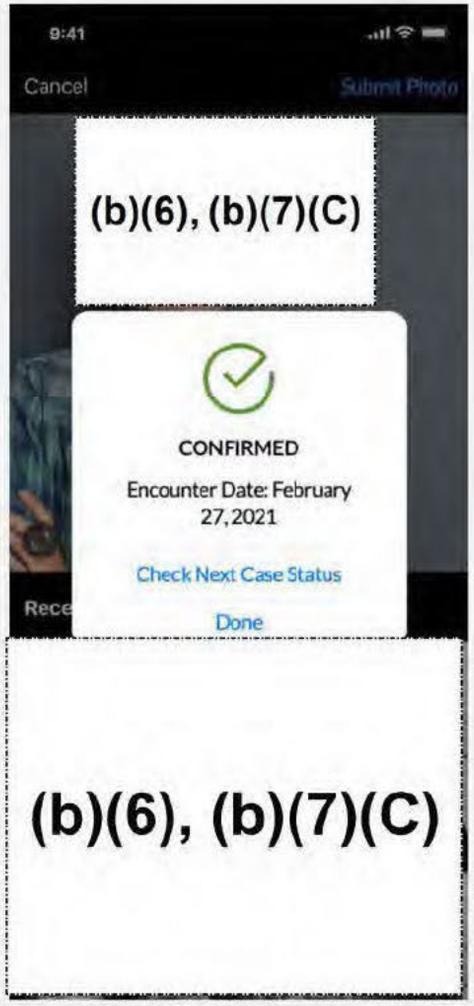




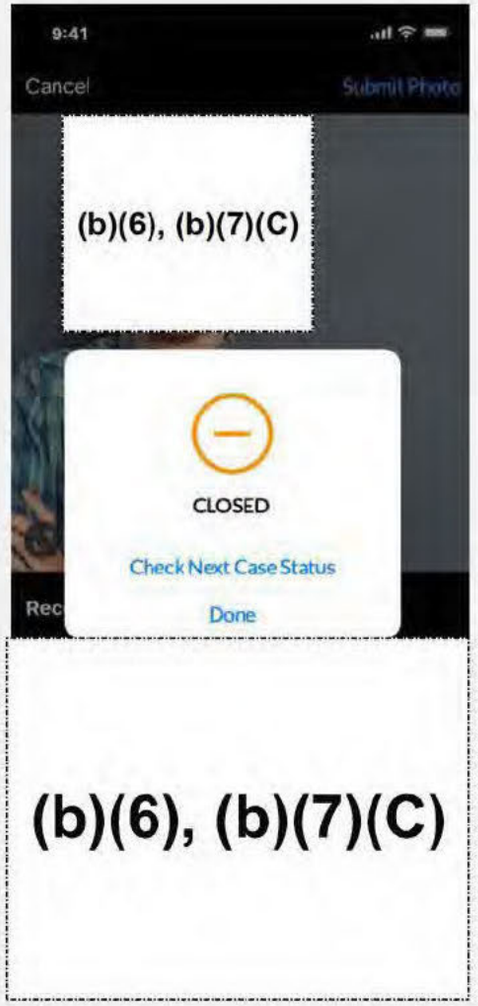


First time user would have to allow CBP One to access their camera roll

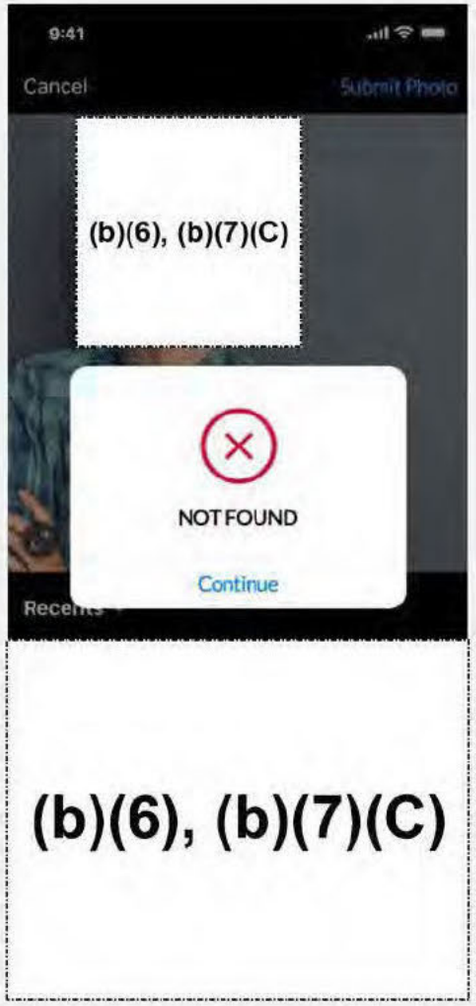
CBP One – **Check Case Status > Upload Photo**



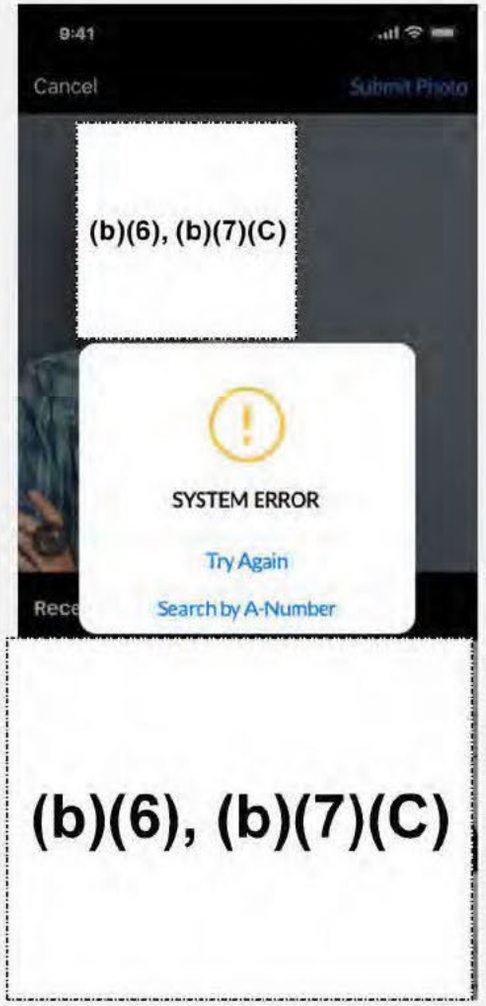
(b)(6), (b)(7)(C)



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

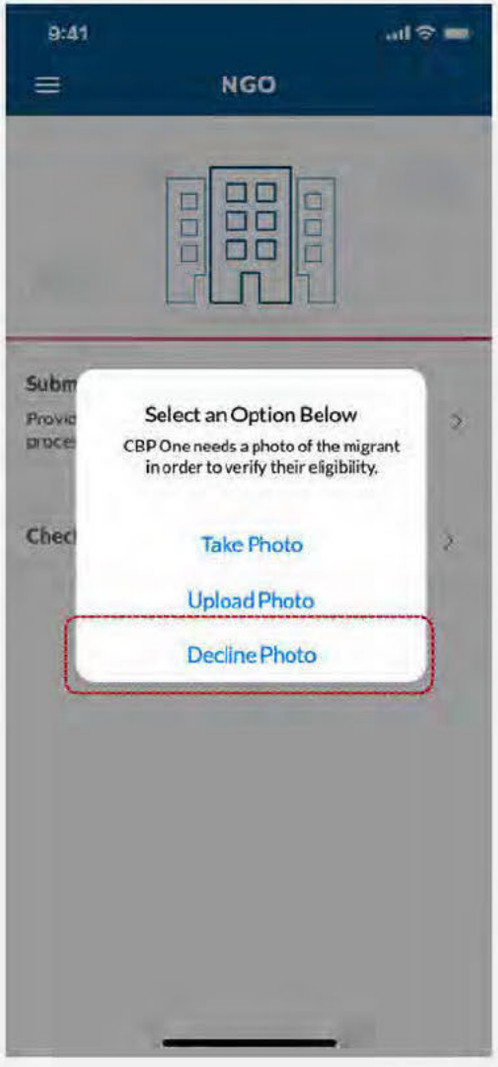


(b)(6), (b)(7)(C)



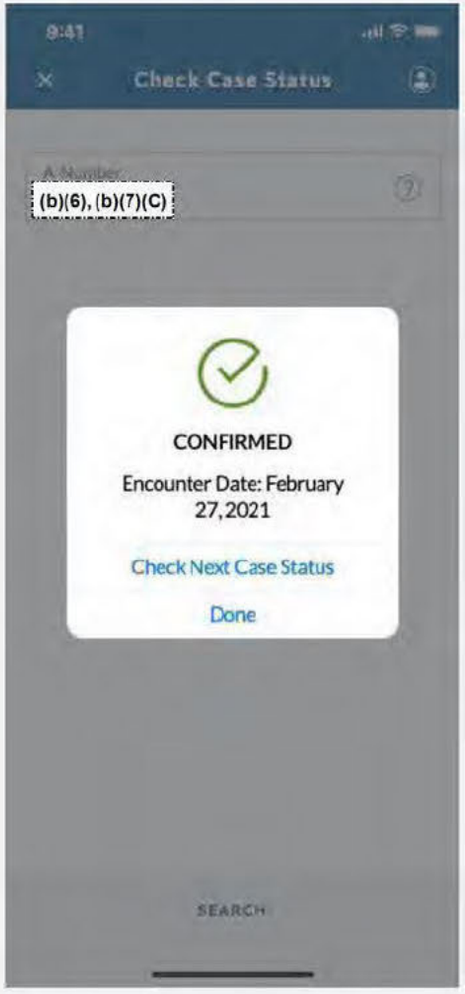
(b)(6), (b)(7)(C)

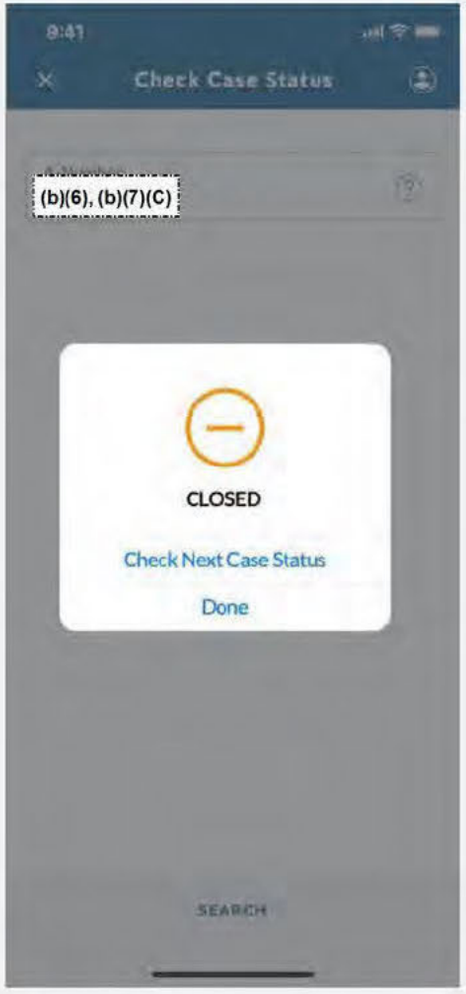
CBP One – **Check Case Status > Decline Photo**



If user selects "**Decline Photo**", then the app will take them directly **to search by their A-number.**

CBP One – **NGO > Check Case Status > Query Results after A-Number**

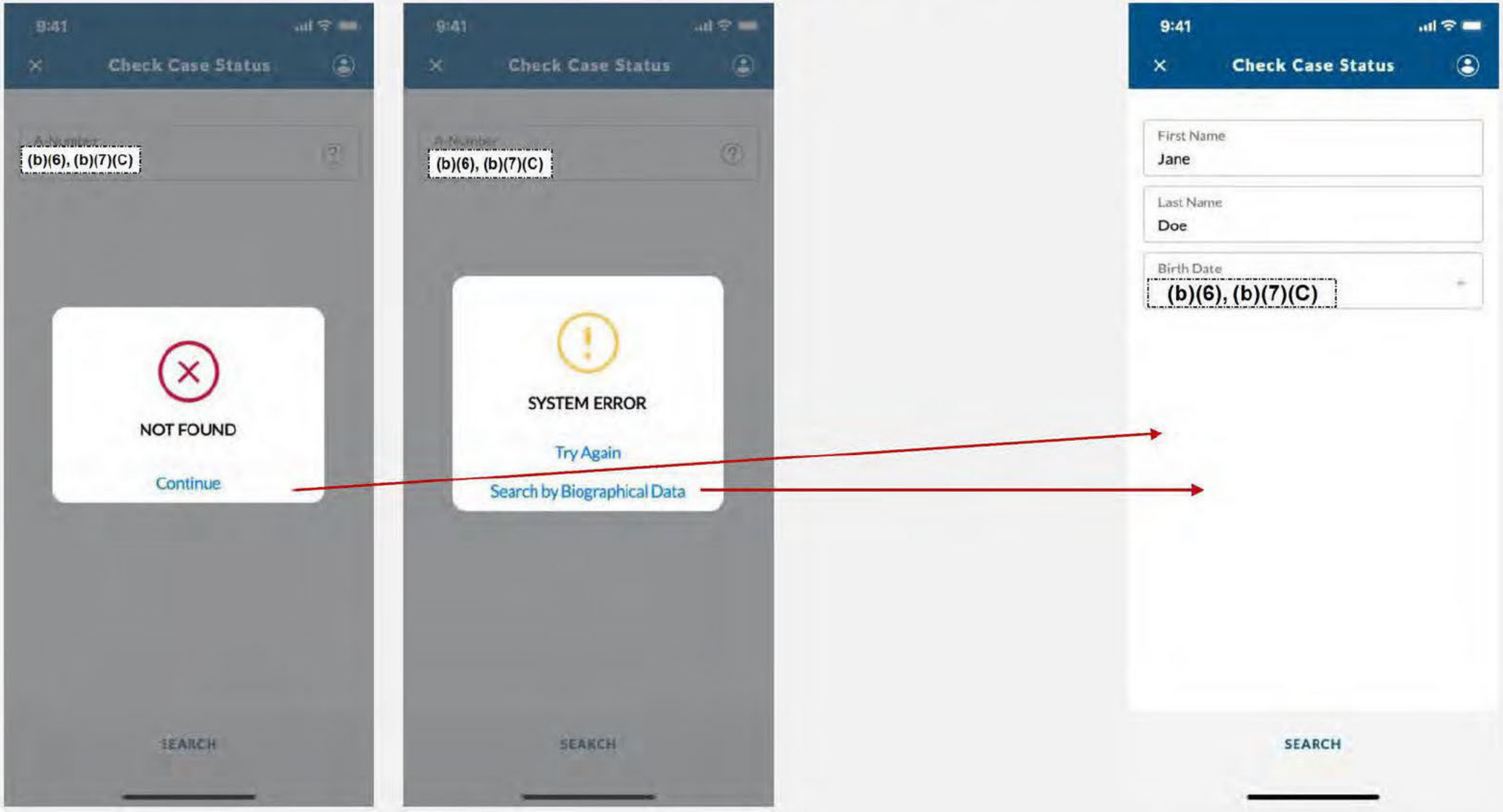




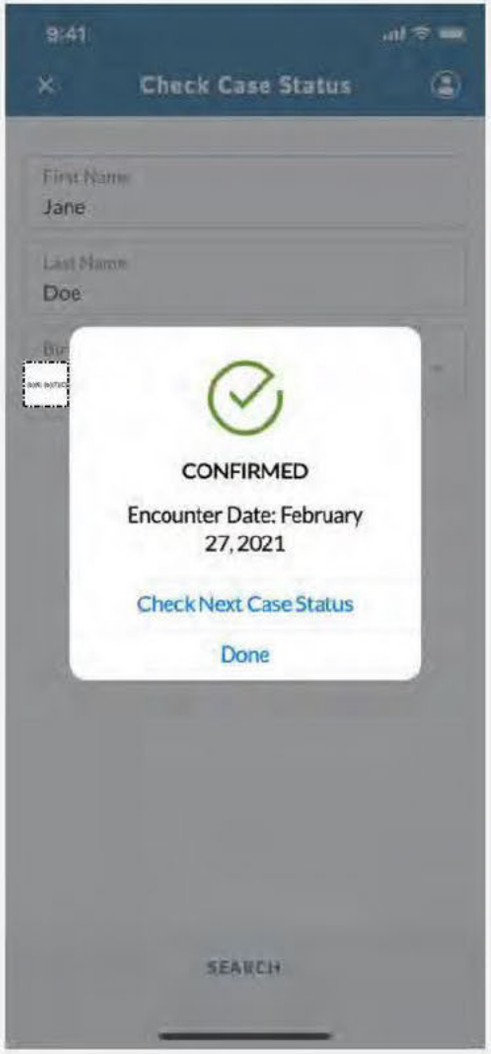
Potential Enhancement

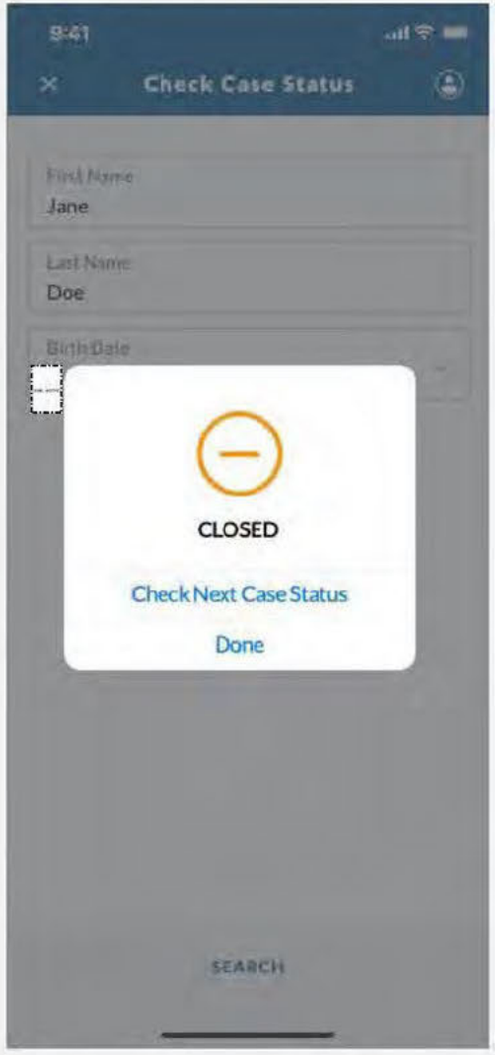
If photo capture and A-number do not pull a result,
user can do a third search using their first name, last name, and date of birth.

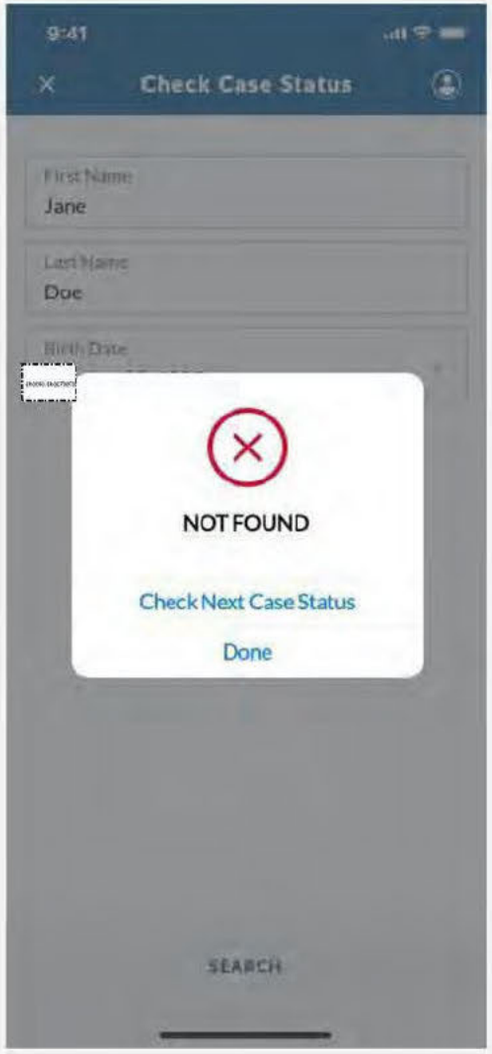
CBP One – **IO > Check Case Status > Search by Biographical Data**



CBP One – **NGO > Check Case Status > Query Results after Biographical Data**







October 20, 2020

U.S. Customs and Border Protection

MEMORANDUM FOR: Directors, Field Operations
Executive Directors
Office of Field Operations

FROM: William F. Ferrara (b)(6), (b)(7)(C)
Executive Assistant Commissioner
Office of Field Operations

SUBJECT: Implementation of CBP One

The Office of Field Operations (OFO) Innovation Center (IC) has formally launched the development of **CBP One**™, a mobile app intended to act as an intuitive single portal for travelers and stakeholders to access CBP mobile apps and services such as CBP ROAM, I-94 and Appointment features. Through a series of guided questions, the user is directed to the appropriate services based on their needs.

The CBP One app will be rolled out in phases, starting by offering stakeholders the ability to schedule agriculture inspections for perishable cargo and to apply and pay for an I-94 at land ports of entry (POEs). The second phase will allow (b)(5) (b)(5) with the new capability to apply for and update cruising licenses. (b)(5) (b)(5) Additional features such as landing rights applications and diversion notifications are planned for implementation in 2021.

The first phased will launch on October 28, 2020. It will offer be a mobile version of the current I-94 website (via CBP One) that will allow users to apply and pay for a provisional I-94. There will be no change to the current operating procedures at the POEs for issuance of I-94s. If the traveler has paid through the app or the current site, a pop-up will appear that indicates a provisional I-94 is on file. Once the inspection is completed and the traveler is admitted into the proper class of admission an electronic I-94 will be issued and will be immediately available in the TECS I-94 database and on I-94 website.

The mobile ability to request an inspection of perishable cargo will also be available. This capability was developed based on an idea from a Shark Tank innovation event hosted by the Miami Field Office. The CBP One feature allows stakeholders to schedule inspections during port designated hours. POE personnel manage these requests through a dashboard with the

ability to review details and assign Agriculture Specialists while offering interactive messaging and live status updates to users. This feature has been piloted in Miami since August 2020. A demo of the feature can be accessed here: CBP One - Appointment App

If you are interested in offering stakeholders the ability to coordinate perishable cargo examinations or have other scheduled examinations that you feel could benefit from this app, please provide a specific point of contact to (b)(6), (b)(7)(C) Program Manager at (b)(6), (b)(7)(C) by October 30, 2020.

If you would like to learn more or have any questions about the new CBP One app, please reach out to Strategic Transformation Office Director (b)(6), (b)(7)(C) for more information.

Withheld in full pursuant to (b)(5), (b)(7)(E)

Withheld in full pursuant to (b)(5), (b)(7)(E)

Withheld in full pursuant to (b)(5), (b)(7)(E)

Withheld in full pursuant to (b)(5), (b)(7)(E)

Estimated Time Savings for CBP One							
	CBP			Travelers/Stakeholder			
	Hours	Dollars (b)(5)		Hours	Dollars (b)(5)		
	(b)(5), (b)(7)(E)						

U.S. Customs and Border Protection
Office Field Operations
February 12, 2021
10:00 – 10:40 EST
MPP CBP IO One Application Overview

Hosts:
Office of Field Operations (OFO) Admissibility and Passenger Programs (APP) and Systems Enforcement Analysis & Review (SEAR)

Meeting Notes:

- APP and SEAR hosted a joint overview of the CBP One IO App showcasing the modified technology to the existing CBP One application which will allow the International Organizations (IOs) to interface with CBP systems regarding case status of those migrants enrolled in the Migrant Protection Protocol (MPP) process.

- CBP utilizes the facial recognition technology as the interactive platform for the IO's to work with the active MPP population. This streamlined process ensures data and identity of the MPP enrollee are validated.

- Validation on the front end allows for future increased application capacity.
  - (b)(7)(E) photo from gallery is used from a smartphone device, not stored on CBP's device and the IO can check the MPP enrollee's status.
  - Alien registration number (A#) can also be utilized, if known, instead of photo.

- CBP One IO app return indicators:
  - Green - MPP enrollee has an active case and cleared for processing at a POE.
  - Red - MPP enrollee's case may be closed or false negative.
    - If red X is returned, the IO or MPP enrollee will need to provide supporting documentation, call the Executive Office of Immigration Review (EOIR) hotline, or check the EOIR system for additional information.
  - Yellow - there is a system error. Begin verification process again or contact EOIR.

Comments and Issues addressed:

- The CBP One IO capability should go live today or no later than Monday February 15, 2021.
- Processing will be used with A# and biographical information if needed.
- (b)(5)
  - (b)(5)
- CBP's technology division continues to pursue opportunities for data batching and CBP One IO application will continue to transform and expand capabilities.
  - The expansion will take a while longer as CBP One was not initially designed for this particular process, but OFO is confident it can be accomplished.
- APP and SEAR will distribute the CBP One IO App Powerpoint presentation and one page write up.

Withheld in full pursuant to (b)(5), (b)(7)(E)

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Withheld in full pursuant to (b)(5), (b)(7)(E)

Message

From: (b)(6), (b)(7)(C)
Sent: 8/31/2022 5:50:35 PM
To: (b)(6), (b)(7)(C)
Subject: FW: (b)(5) for CBP One
Attachments: 60FRN 1651-0140 Collection of Advance Information from Certain Undocumented Individuals on the Land Border.pdf; (b)(5), (b)(7)(E)
(b)(5), (b)(7)(E)

(b)(6), (b)(7)(C)
Chief Economist
Office of Trade: Regulations & Rulings
U.S. Customs & Border Protection
(b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Wednesday, November 3, 2021 12:27 PM
To:
Cc: (b)(6), (b)(7)(C)
Subject: RE: (b)(5) for CBP One

Hi, (b)(6), (b)(7)(C) No, OMB has not approved that (b)(5)

(b)(5), (b)(7)(E)

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade
U.S. Customs and Border Protection
(b)(6), (b)(7)(C)
Cell: (b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Tuesday, November 2, 2021 5:17 PM
To: (b)(6), (b)(7)(C)
Subject: RE: (b)(5) for CBP One

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

Did this get approved? I did not see a final email on this.

Thank you,

(b)(6), (b)(7)(C)
Acting Director, Strategic Transformation Office
Planning, Program Analysis and Evaluation
Office of Field Operations
(b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Wednesday, July 28, 2021 9:04 AM
To: (b)(6)
(b)(6)
Cc: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: FW: (b)(5) for CBP One

Good morning. I reached out to our team here are CBP and have a response for OMB.

(b)(7)(E)

1. (b)(7)(E)
(b)(7)(E) Individuals can upload a photo and it does not need to be a live photo or a "passport" quality photo meeting specific requirements.

2. The photo is the most efficient source of identification to ensure the person presenting themselves at a limit line, with a paper copy of a confirmation email, is the person for whom the CBP On submission was made. (b)(7)(E)
(b)(7)(E)

3. CBP One is a voluntary program. It may not be feasible for all individuals. However the NGOs we have breifed acknowledge and seem ready and willing to support individuals. This is not NGOs submitting on their behalf, but NGOs providing support and access to the tools needed to utilize the application on a mobile device or desktop. If someone can not provide a photo, they can still present themselves to the POE directly.

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade
U.S. Customs and Border Protection
(b)(6), (b)(7)(C)
Cell: (b)(6), (b)(7)(C)

From: (b)(6)
Sent: Monday, July 19, 2021 5:32 PM
To: (b)(6), (b)(7)(C)
(b)(6)
Cc: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
(b)(6)
Subject: RE: (b)(5) for CBP One

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

OMB has one initial comment. It is related to the mandate of a photograph. Could CBP elaborate on what is the process if someone does not have access or the ability to provide a photograph? Does CBP feel that this requirement can be

fulfilled by any respondent to the collection? If someone can not provide a photograph, what is the process? Overall, OMB is looking to understand the requirement for the photograph and if this requirement could potential be an issue if someone can not provide a photograph due to limitation of resources.

Thanks.

(b)(6)

From: (b)(6), (b)(7)(C)
Sent: Friday, June 25, 2021 11:10 AM
To: (b)(6)
(b)(6)
Cc: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: (b)(5) for CBP One

Good morning. (b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

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

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade
U.S. Customs and Border Protection
(b)(6), (b)(7)(C)
Cell: (b)(6), (b)(7)(C)

Dated: September 22, 2021.

Victoria E. Townsend,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2021–21003 Filed 9–27–21; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute of Biomedical Imaging and Bioengineering; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of a meeting of the National Institute of Biomedical Imaging and Bioengineering Special Emphasis Panel.

The meetings will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Institute of Biomedical Imaging and Bioengineering Special Emphasis Panel; Career Development (Ks) and Conference support (R13).

Date: November 5, 2021.

Time: 10:00 a.m. to 5:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Democracy II, 6707 Democracy Blvd., Bethesda, MD 20892 (Virtual Meeting).

Contact Person: John P. Holden, Ph.D., Scientific Review Officer, National Institute of Biomedical Imaging and Bioengineering, National Institutes of Health, 6707 Democracy Blvd., Suite 920, Bethesda, MD 20892, (301) 496–8775, *john.holden@nih.gov.*

(Catalogue of Federal Domestic Assistance Program Nos. 93.866, National Institute of Biomedical Imaging and Bioengineering, National Institutes of Health, HHS)

Dated: September 22, 2021.

Victoria E. Townsend,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2021–21001 Filed 9–27–21; 8:45 am]

BILLING CODE 4140–01–P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

[1651–0140]

Collection of Advance Information From Certain Undocumented Individuals on the Land Border

AGENCY: U.S. Customs and Border Protection (CBP), Department of Homeland Security.

ACTION: 60-Day notice and request for comments; revision of an existing collection of information.

SUMMARY: The Department of Homeland Security, U.S. Customs and Border Protection will be submitting the following information collection request to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act of 1995 (PRA). The information collection is published in the **Federal Register** to obtain comments from the public and affected agencies.

DATES: Comments are encouraged and must be submitted (no later than November 29, 2021) to be assured of consideration.

ADDRESSES: Written comments and/or suggestions regarding the item(s) contained in this notice must include the OMB Control Number 1651–0140 in the subject line and the agency name. Please use the following method to submit comments:

Email. Submit comments to: *CBP_PRA@cbp.dhs.gov.*

Due to COVID–19-related restrictions, CBP has temporarily suspended its ability to receive public comments by mail.

FOR FURTHER INFORMATION CONTACT: Requests for additional PRA information should be directed to Seth Renkema, Chief, Economic Impact Analysis Branch, U.S. Customs and Border Protection, Office of Trade, Regulations and Rulings, 90 K Street NE, 10th Floor, Washington, DC 20229–1177, Telephone number 202–325–0056 or via email *CBP_PRA@cbp.dhs.gov.* Please note that the contact information provided here is solely for questions regarding this notice. Individuals seeking information about other CBP programs should contact the CBP National Customer Service Center at 877–227–5511, (TTY) 1–800–877–8339, or CBP website at *https://www.cbp.gov/.*

SUPPLEMENTARY INFORMATION: CBP invites the general public and other Federal agencies to comment on the proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*). This process is conducted in accordance with 5 CFR 1320.8. Written comments and suggestions from the public and affected agencies should address one or more of the following four points: (1) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (2) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (3) suggestions to enhance the quality, utility, and clarity of the information to be collected; and (4) suggestions to minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.,* permitting electronic submission of responses. The comments that are submitted will be summarized and included in the request for approval. All comments will become a matter of public record.

Overview of This Information Collection

Title: Collection of Advance Information from Certain Undocumented Individuals on the Land Border.

OMB Number: 1651–0140.

Form Number: N/A.

Current Actions: Revision.

Type of Review: Revision.

Affected Public: Individuals.

Abstract: The Department of Homeland Security (DHS), in consultation with U.S. Customs and Border Protection (CBP), has established a process to streamline the processing of undocumented noncitizens under Title 8 of the United States Code at certain ports of entry (POEs), as these individuals require secondary processing upon their arrival, which takes longer than when individuals arrive with sufficient travel documentation.

CBP is proposing extending and amending this data collection, which was established on an emergency basis on May 3, 2021. This data collection expands on the previous collection process for persons who may warrant an exception to the CDC's Order *Suspending the Right To Introduce Certain Persons from Countries Where a Quarantinable Communicable Disease Exists* ("CDC Order") (85 FR 65806), to include undocumented noncitizens who

will be processed under Title 8 at the time they arrive at the POE after the CDC Order is rescinded, in whole or in part. The purpose is to continue to achieve efficiencies to process undocumented noncitizens under Title 8 upon their arrival at the POE, consistent with public health protocols, space limitations, and other restrictions.

CBP collects certain biographic and biometric information from undocumented noncitizens prior to their arrival at a POE, to streamline their processing at the POE. The requested information is that which CBP would otherwise collect from these individuals during primary and/or secondary processing. This information is voluntarily provided by undocumented noncitizens, directly or through non-governmental organizations (NGOs) and international organizations (IOs). Providing this information is not a prerequisite for processing under Title 8, but reduces the amount of data entered by CBP Officers (CBPOs) and the length of time an undocumented noncitizen remains in CBP custody.

The biographic and biometric information being collected in advance, that would otherwise be collected during primary and/or secondary processing at the POEs includes, but is not limited to, descriptive information such as: Name, Data of birth, Country of Birth, City of Birth, Country of Residence, Contact Information, Addresses, Nationality, Employment history (optional), Travel history, Emergency Contact (optional), U.S. and foreign addresses, Familial Information (optional), Marital Status (optional), Identity Document (not a WHTI compliant document) (optional), Gender, Preferred Language, Height, Weight, Eye color and Photograph.

This information is submitted to CBP by undocumented noncitizens on a voluntary basis, for the purpose of facilitating and implementing CBP's mission. This collection is consistent with DHS' and CBP's authorities, including under 6 U.S.C. 202 and 211(c). Pursuant to these sections, DHS and CBP are generally charged with "[s]ecuring the borders, territorial waters, ports, terminals, waterways, and air, land, and sea transportation systems of the United States," and "implement[ing] screening and targeting capabilities, including the screening, reviewing, identifying, and prioritizing of passengers and cargo across all international modes of transportation, both inbound and outbound."

Proposed Changes: This information collection is being changed to require the submission of the photograph—previously optional—for all who choose to provide advance information. The submission of a photograph in advance will provide CBPOs with a mechanism to match a noncitizen who arrives at the POE with the photograph submitted in advance, therefore identifying those individuals, and verifying their identity. The photograph is particularly important for identity verification once NGOs/IOs are no longer facilitating the presentation of all individuals for CBP processing (NGOs/IOs will be able to continue assisting for some individuals but others will be able to participate on their own).

CBP will also allow individuals to request to present themselves for processing at a specific POE on a specific day and time, although such a request does not guarantee that an individual will be processed at a given time. Individuals will have the opportunity to modify their requests within the CBP One™ application to an alternate day or time. In all cases, CBP will inspect, and process individuals based on available capacity at the POE. This new functionality does not require the collection of new Personal Identifiable Information (PII) data elements.

Type of Information Collection: Advance Information on Undocumented Travelers.

Estimated Number of Respondents: 91,250.

Estimated Number of Annual Responses per Respondent: 1.

Estimated Number of Total Annual Responses: 91,250.

Estimated Time per Response: 16 minutes.

Estimated Total Annual Burden Hours: 24,333.

Dated: September 23, 2021.

Seth D. Renkema,

Branch Chief, Economic Impact Analysis Branch, U.S. Customs and Border Protection.

[FR Doc. 2021–20988 Filed 9–27–21; 8:45 am]

BILLING CODE P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID FEMA–2021–0002]

Final Flood Hazard Determinations

AGENCY: Federal Emergency Management Agency, Department of Homeland Security.

ACTION: Notice.

SUMMARY: Flood hazard determinations, which may include additions or modifications of Base Flood Elevations (BFEs), base flood depths, Special Flood Hazard Area (SFHA) boundaries or zone designations, or regulatory floodways on the Flood Insurance Rate Maps (FIRMs) and where applicable, in the supporting Flood Insurance Study (FIS) reports have been made final for the communities listed in the table below.

The FIRM and FIS report are the basis of the floodplain management measures that a community is required either to adopt or to show evidence of having in effect in order to qualify or remain qualified for participation in the Federal Emergency Management Agency's (FEMA's) National Flood Insurance Program (NFIP). In addition, the FIRM and FIS report are used by insurance agents and others to calculate appropriate flood insurance premium rates for buildings and the contents of those buildings.

DATES: The date of January 28, 2022 has been established for the FIRM and, where applicable, the supporting FIS report showing the new or modified flood hazard information for each community.

ADDRESSES: The FIRM, and if applicable, the FIS report containing the final flood hazard information for each community is available for inspection at the respective Community Map Repository address listed in the tables below and will be available online through the FEMA Map Service Center at *https://msc.fema.gov* by the date indicated above.

FOR FURTHER INFORMATION CONTACT: Rick Sacbibit, Chief, Engineering Services Branch, Federal Insurance and Mitigation Administration, FEMA, 400 C Street SW, Washington, DC 20472, (202) 646–7659, or (email) *patrick.sacbibit@fema.dhs.gov;* or visit the FEMA Mapping and Insurance eXchange (FMIX) online at *https://www.floodmaps.fema.gov/fhm/fmx_main.html.*

SUPPLEMENTARY INFORMATION: The Federal Emergency Management Agency (FEMA) makes the final determinations listed below for the new or modified flood hazard information for each community listed. Notification of these changes has been published in newspapers of local circulation and 90 days have elapsed since that publication. The Deputy Associate Administrator for Insurance and Mitigation has resolved any appeals resulting from this notification.

This final notice is issued in accordance with section 110 of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4104, and 44 CFR part 67.

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Message

From: (b)(6), (b)(7)(C)
Sent: 8/31/2022 5:50:40 PM
To: (b)(6), (b)(7)(C)
Subject: FW: (b)(7)(E) CBP One
Attachments: (b)(5), (b)(7)(E)

(b)(6), (b)(7)(C)
Chief Economist
Office of Trade: Regulations & Rulings
U.S. Customs & Border Protection
(b)(6), (b)(7)(C)

From: (b)(6), (b)(7)(C)
Sent: Friday, June 25, 2021 11:10 AM
To: (b)(6)
(b)(6)
Cc: (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C) (OCC) (b)(6), (b)(7)(C)
(b)(6), (b)(7)(C)
Subject: (b)(5) for CBP One

Good morning. (b)(5), (b)(7)(E)

(b)(5), (b)(7)(E)

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

(b)(6), (b)(7)(C)
Branch Chief, Economic Impact Analysis Branch
Regulations & Rulings, Office of Trade
U.S. Customs and Border Protection
(b)(6), (b)(7)(C)
Cell: (b)(6), (b)(7)(C)

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