Removal of Customs and Border Protection (CBP) Data

MEETING 26-02

Mark Wilson, FAA/AJV-A210, provided a presentation on the planned removal of Customs and Border Protection (CBP) data from FAA products. He explained that because CBP data originates outside the FAA, the agency is establishing a policy to exclude this data from the authoritative source database and charting products by Spring 2027, with formal Data Product Notices scheduled prior to implementation. Mark detailed the specific removals (Slides 4–7), which include deleting Airport of Entry (AOE), Landing Rights Airport (LRA), and User Fee Airport designations from Visual charts and the Chart Supplement. Pilots and planners will be directed to obtain official, up-to-date customs information directly from the CBP website (Slides 8–10).

Joshua Fenwick, Garmin, asked how the fields will be handled in CSV Subscriber Files. Tom Carrigan, FAA/AJV-A350, clarified that in the short term, the fields will remain but be populated with null values, with complete field removal planned for a later phase. John Johnson, FAA/AJV-A313, added that setting fields to blank/null is preferred for system compatibility.

Alex Rushton, FAA/AJV-A313, explained that CBP data is not updated according to the 56-day AIRAC cycle, and no formal data-sharing agreement exists between the agencies to support synchronized releases. Brian Murphy, FAA/AJV-A310, added that this policy aligns with recent changes to the U.S. Aeronautical Information Publication (AIP), which removed CBP lists and replaced them with direct web links. Alex noted that facility remarks submitted directly by airport managers will remain published.

Joshua Ivy, FAA/AAS-310, noted that the Office of Airports utilizes this data for Safety Management System (SMS) requirements and requested advance notification before data fields are modified, which Alex confirmed would be provided via Data Product Notices.

Rich Boll, NBAA, stated that while the data was convenient for initial flight planning, pilots frequently verify customs details directly with CBP. He noted NBAA has no objections to the change, though he suggested CBP's public files could be improved by adding direct telephone contact numbers. Jim McClay, Vertical Aviation International (VAI), concurred, stating that as long as EFB providers can ingest CBP's CSV data, the impact on pilots will be minimal.

Bill de Groh, Allied Pilots Association (APA), asked how this change might impact in-flight international diversions. Alex noted that crews rely on EFBs and official CBP resources during planning, with Rich adding that pilot training courses emphasize verifying international entry procedures through primary CBP sources.

Jennifer Hendi, FAA/AJV-A223, concluded the topic by stating that a follow-up briefing will be provided at the April ACM meeting.