§ 122.11 Designation as international airport.

(a) Procedure. International airports, as defined in §122.1(e), will be designated after due investigation to establish that sufficient need exists in any port to justify such designation and to determine the airport best suited for such purpose. In each case, a specific airport will be chosen. International airports will be publicly owned, unless circumstances require otherwise.

(b) Withdrawal of designation. The designation as an international airport may be withdrawn for any of the following reasons:

1. The amount of business clearing through the airport does not justify maintenance of inspection equipment and personnel;
2. Proper facilities are not provided or maintained by the airport;
3. The rules and regulations of the Federal Government are not followed; or
4. Some other location would be more useful.

(c) Providing office space to the Federal Government. Each international airport shall provide, without cost to the Federal Government, proper office and other space for the sole use of Federal officials working at the airport. A suitable paved loading area shall be supplied by each airport at a place convenient to the office space. The loading area shall be kept for the use of aircraft entering or clearing through the airport.

§ 122.12 Operation of international airports.

(a) Entry, clearance and charges. International airports are open to all aircraft for entry and clearance at no charge by Customs. However, charges may be assessed by the airport for commercial or private use of the airport.

(b) Servicing of aircraft. When an aircraft enters or clears through an international airport, it shall be promptly serviced by airport personnel solely on the basis of order of arrival or readiness for departure. Servicing charges imposed by the airport operators shall not be greater than the schedule of charges in effect at the airport in question.

(c) FAA rules; denial of permission to land—(1) Federal Aviation Administration. International airports must follow and enforce any requirements for airport operations, including airport rules that are set out by the Federal Aviation Administration in 14 CFR part 91.

(2) Customs and Border Protection. CBP, based on security or other risk assessments, may limit the locations where aircraft entering the United States from a foreign port or place may land. Consistent with §122.32(a) of this Title, CBP has the authority to deny aircraft permission to land in the United States, based upon security or other risk assessments.

(3) Commercial aircraft. Permission to land at an international airport may be denied to a commercial aircraft if advance electronic information for incoming foreign cargo aboard the aircraft has not been received as provided in §122.48a except in the case of emergency or forced landings.

(4) Private Aircraft. Permission to land at an international airport will be denied if the pilot of a private aircraft arriving from a foreign port or place fails to submit an electronic manifest and notice of arrival pursuant to §122.22, except in the case of emergency or forced landings.

(d) Additional requirements. Additional requirements may be put into effect at
§ 122.13 List of international airports.

The following is a list of international airports of entry designated by the Secretary of the Treasury.

**Location and Name**

- Albany, N.Y.—Albany County Airport
- Baudette, Minn.—Baudette International Airport
- Bellingham, Wash.—Bellingham International Airport
- Brownsville, Tex.—Brownsville International Airport
- Burlington, Vt.—Burlington International Airport
- Calexico, Calif.—Calexico International Airport
- Caribou, Maine—Caribou Municipal Airport
- Chicago, Ill.—Midway Airport
- Cleveland, Ohio—Cleveland Hopkins International Airport
- Cut Bank, Mont.—Cut Bank Airport
- Del Rio, Tex.—Del Rio International Airport
- Detroit, Mich.—Detroit City Airport
- Detroit, Mich.—Detroit Metropolitan Wayne County Airport
- Douglas, Ariz.—Bisbee-Douglas International Airport
- Duluth, Minn.—Duluth International Airport
- Duluth, Minn.—Sky Harbor Airport
- El Paso, Tex.—El Paso International Airport
- Fort Lauderdale, Fla.—Fort Lauderdale-Hollywood International Airport
- Friday Harbor, Wash.—Friday Harbor Seaplane Base
- Grand Forks, N. Dak.—Grand Forks International Airport
- Great Falls, Mont.—Great Falls International Airport
- Havre, Mont.—Havre City-County Airport
- Houlton, Maine—Houlton International Airport
- interns Falls, Minn.—Falls International Airport
- Juneau, Alaska—Juneau International Airport
- Juneau, Alaska—Juneau Harbor Seaplane Base
- Ketchikan, Alaska—Ketchikan Airport
- Key West, Fla.—Key West International Airport
- Laredo, Tex.—Laredo International Airport
- Massena, N.Y.—Richards Field
- Maverick, Tex.—Maverick County Airport
- McAllen, Tex.—McAllen International Airport
- Miami, Fla.—Miami International Airport
- Minot, N. Dak.—Minot International Airport
- Nogales, Ariz.—Nogales International Airport
- Ogden, N.Y.—Ogden International Airport
- Oroville, Wash.—Oroville Seaplane Base
- Pembina, N. Dak.—Pembina Municipal Airport
- Port Huron, Mich.—Port Huron City Airport
- Port Townsend, Wash.—Port Townsend International Airport
- Ranier, Minn.—Ranier International Seaplane Base
- Rochester, N. Y.—Rochester-Monroe County Airport
- Rouses Point, N.Y.—Rouses Point Seaplane Base
- San Diego, Calif.—San Diego International Airport
- Sandusky, Ohio—Griffing-Sandusky Airport
- Seattle, Wash.—Seattle-Sea International Airport
- Seattle, Wash.—Lake Union Air Service (Seaplanes)
- Tampa, Fla.—Tampa International Airport
- Tucson, Ariz.—Tucson International Airport
- Watertown, N. Y.—Watertown International Airport
- West Palm Beach, Fla.—Palm Beach International Airport
- Williston, N. Dak.—Sloulin Field International Airport
- Wrangell, Alaska—Wrangell Seaplane Base
- Yuma, Ariz.—Yuma International Airport


§ 122.14 Landing rights airport.

(a) Permission to land. Permission to land at a landing rights airport may be given as follows:

(1) Scheduled flight. The scheduled aircraft of a scheduled airline may be allowed to land at a landing rights airport. Permission is given by the director of the port, or his representative, at the port nearest to which first landing is made.

(ii) Additional flights, charters or changes in schedule—Scheduled aircraft. If a new carrier plans to set up a new flight schedule, or an established carrier makes changes in its approved schedule, landing rights may be granted by the port director.

(ii) Additional or charter flight. If a carrier or charter operator wants to