

§ 122.11

parties if the specified size, wording arrangement, style and size of type, and quality of paper are used.

(b) *Exceptions.* Port directors may accept privately printed copies of the General Declaration (Customs Form 7507) and air cargo manifest (Customs Form 7509) which are different from the official forms. The privately printed forms shall include all information required on the official forms. The differences allowed are:

(1) *General Declaration.* Customs Form 7507 may be printed in several languages, so long as the form includes an English version. The instructions on the reverse side of the official form may be omitted.

(2) *Air cargo manifest.* Customs Form 7509 may be changed to allow for additional information used by the airline.

Subpart B—Classes of Airports

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(b) *Withdrawal of designation.* The designation as an international airport may be withdrawn for any of the following reasons: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

19 CFR Ch. I (4–1–10 Edition)

plied 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

U.S. Customs and Border Protection, DHS; Treasury

§ 122.14

a particular airport as the needs of the Customs port served by the airport demand.

[T.D. 88-12, 53 FR 9292, Mar. 22, 1988, as amended by CBP Dec. 03-32, 68 FR 68170, Dec. 5, 2003; CBP Dec. 08-43, 73 FR 68309, Nov. 18, 2008]

§ 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
 International Falls, Minn.—Falls International Airport
 Juneau, Alaska—Juneau Municipal Airport
 Juneau, Alaska—Juneau Harbor Seaplane Base
 Ketchikan, Alaska—Ketchikan Harbor Seaplane Base
 Key West, Fla.—Key West International Airport
 Laredo, Tex.—Laredo International Airport
 Massena, N.Y.—Richards Field
 Maverick, Tex.—Maverick County Airport
 McAllen, Tex.—Miller International Airport
 Miami, Fla.—Chalk Seaplane Base
 Miami, Fla.—Miami International Airport

Minot, N.Dak.—Minot International Airport
 Nogales, Ariz.—Nogales International Airport
 Ogdensburg, N.Y.—Ogdensburg Harbor
 Ogdensburg, N.Y.—Ogdensburg International Airport
 Oroville, Wash.—Dorothy Scott Airport
 Oroville, Wash.—Dorothy Scott Seaplane Base
 Pembina, N.Dak.—Pembina Municipal Airport
 Port Huron, Mich.—St. Clair County International Airport
 Port Townsend, Wash.—Jefferson County 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 (Lindbergh Field)
 Sandusky, Ohio—Griffing-Sandusky Airport
 Sault Ste. Marie, Mich.—Sault Ste. Marie City-County Airport
 Seattle, Wash.—King County International Airport
 Seattle, Wash.—Lake Union Air Service (Seaplanes)
 Tampa, Fla.—Tampa International Airport
 Tucson, Ariz.—Tucson International Airport
 Watertown, N.Y.—Watertown New York 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

[T.D. 88-12, 53 FR 9292, Mar. 22, 1988, as amended by T.D. 96-44, 61 FR 25778, May 23, 1996; T.D. 99-40, 64 FR 18566, Apr. 15, 1999]

§ 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.

(i) *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