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


§ 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.—McAllen 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
- Ogdenburg, N.Y.—Ogdensburg International Airport
- Oroville, Wash.—Oroville International Airport
- Pembina, N.Dak.—Pembina Municipal Airport
- Port Huron, Mich.—St. Clair 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

785
§ 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 begin operating or to add flights, application must be made to the port director for landing rights. All requests must be made not less than 48 hours before the intended time of arrival, except in emergencies. If the request is oral, it must be put in writing before or at the time of arrival.

(2) Private aircraft. The pilots of private aircraft are required to secure permission to land from CBP following transmission of the advance notice of arrival via an electronic data interchange system approved by CBP, pursuant to §122.22. Prior to departure as defined in §122.22(a), from a foreign port or place, the pilot of a private aircraft must receive a message from CBP that landing rights have been granted for that aircraft at a particular airport.

(3) Other aircraft. Following advance notice of arrival pursuant to §122.31, all other aircraft may be allowed to land at a landing rights airport by the director of the port of entry or station nearest the first place of landing.

(4) Denial or withdrawal of landing rights. Permission to land at a landing rights airport may be denied or permanently or temporarily withdrawn for any of the following reasons:

(i) Appropriate and/or sufficient Federal Government personnel are not available;

(ii) Proper inspectional facilities or equipment are not available at, or maintained by, the requested airport;

(iii) The entity requesting the landing rights has a history of failing to abide by appropriate instructions given by a CBP officer;

(iv) Reasonable grounds exist to believe that applicable Federal rules and regulations pertaining to safety, including cargo safety and security, CBP, or other inspectional activities may not be adhered to; or

(v) CBP has deemed it necessary to deny landing rights to an aircraft.

(5) Appeal of denial or withdrawal of landing rights for commercial scheduled aircraft as defined in section 122.1(d). In the event landing rights are denied or subsequently permanently withdrawn by CBP, within 30 days of such decision, the affected party may file a written appeal with the Assistant Commissioner, Office of Field Operations, Headquarters.

(6) Emergency or forced landing. Permission to land is not required for an emergency or forced landing (covered under §122.35).

(b) Payment of expenses. In the case of an arrival at a location outside the limits of a port of entry, the owner, operator or person in charge of the aircraft must pay any added charges for inspecting the aircraft, passengers, employees and merchandise when landing rights are given (see §§24.17 and 24.22(e) of this chapter).

(c) Payment of expenses. In the case of an arrival at a location outside the limits of a port of entry, the owner, operator or person in charge of the aircraft shall pay any added charges for inspecting the aircraft, passengers, employees and merchandise when landing