

(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) *Federal Aviation Administration rules.* International airports shall 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.

(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

Akron, Ohio—Akron Municipal Airport
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 Inter-
 national Airport
 Williston, N. Dak.—Sloulin Field Inter-
 national 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]

§ 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.

(2) *Other aircraft.* 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.

(3) *Additional flights, charters or changes in schedule—(i) 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 shall be made to the port director for landing rights. All requests shall be made not less than 48 hours before the intended time of arrival, except in emergencies. If the request is oral, it shall be put in writing before or at the time of arrival.

(4) *Emergency or forced landing.* Permission to land is not required for an emergency or forced landing (see § 122.35).

(b) *Notice to Federal agencies.* If an aircraft is given permission to land at a landing rights airport, the Customs of-

ficer who granted the landing rights shall notify the Public Health Service, the Immigration and Naturalization Service, the Animal and Plant Health Inspection Service, and any other interested Federal agency at once.

(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 rights are given (see §§ 24.17 and 24.22(e) of this chapter).

(d) *Denial or withdrawal of landing rights.* Permission to land at a landing rights airport may be denied or withdrawn for any of the following reasons:

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

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

(3) The entity requesting services has failed to abide by appropriate instructions of a Customs officer;

(4) Reasonable grounds exist to believe that Federal rules and regulations pertaining to safety, Customs, or other inspectional activities have not been followed; or,

(5) The granting of the requested landing rights would not be in the best interests of the Government.

(e) *Appeal of denial or withdrawal.* In the event landing rights are denied or withdrawn by the port director, a written appeal of the decision may be made to the Assistant Commissioner, Office of Field Operations, Headquarters.

[T.D. 88-12, 53 FR 9292, Mar. 22, 1988. Redesignated and amended by T.D. 92-90, 57 FR 43397, Sept. 21, 1992; T.D. 95-77, 60 FR 50020, Sept. 27, 1995; T.D. 99-27, 64 FR 13675, Mar. 22, 1999]

§ 122.15 User fee airports.

(a) *Permission to land.* The procedures for obtaining permission to land at a user fee airport are the same procedures as those set forth in § 122.14 for landing rights airports.

(b) *List of user fee airports.* The following is a list of user fee airports designated by the Commissioner of Customs in accordance with 19 U.S.C. 58b. The list is subject to change without notice. Information concerning service