



## Permit Requirements for Onward Domestic Movements of General Aviation Aircraft Arriving in the United States

Certain, but not all General Aviation Aircraft arriving in the United States require a permit for onward domestic movements.

There are two categories of permits applicable to the onward domestic movement of certain General Aviation Aircraft; International Traffic Permits (ITP) and Permits to Proceed (PTP).

**International Traffic Permits (see 19 CFR Subpart F)** are permits issued to certain Commercial Aircraft operators allowing the movement of applicable aircraft through the United States. Once initiated, the International Traffic Permit remains in place for the entire trip within the U.S.

**Permits to Proceed (see 19 CFR Subpart I)** are permits issued to certain General Aviation Aircraft operators allowing the movement of aircraft arriving with residue cargo to proceed from the first arriving port on to other U.S. ports. The Permit to Proceed process ends at the last domestic airport of cargo discharge or outbound departure.

*\*Residue Cargo is defined as any cargo on board an aircraft arriving in the U.S. from a foreign area if the:*

- 1) *Final delivery airport in the U.S. is not the port of arrival; or*
- 2) *Cargo remains on board the aircraft and travels from port to port in the U.S., for final delivery in a foreign area.*

*\*\*19 CFR Part 122, Subpart I includes provisions for scheduled airline stopover passenger movements. Scheduled airline movements are out of the General Aviation scope and are, therefore, not addressed in this document.*



This document was created through partnership and collaboration with the CBP General Aviation National Team and industry partners. Included are two decision tables to help you work through the four scenarios where permits for onward domestic movement are applicable and required (highlighted in yellow).

For more information or questions or concerns regarding this document and/or General Aviation Processing, please contact one of the General Aviation Program Managers:






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## General Aviation Aircraft of **Domestic Origin Registered in the United States** Onward Domestic Movement Permits Decision Table

If the GA Aircraft is arriving in the United States as:	And:	And:	Then:	Summation Statement:
A GA aircraft of domestic origin registered in the U.S.			An ITP does not apply. (19 CFR § 122.51)	An ITP does not apply for a GA aircraft of domestic origin registered in the U.S. However, the PTP requirement may apply if residue cargo conditions exist.  (See 19 CFR §§ 122.21 and 122.51)
A GA aircraft of domestic origin registered in the U.S.	The aircraft is arriving <b><u>with residue cargo</u></b>	Is continuing to other U.S. airports	<b><u>PTP is required.</u></b> See 19 CFR § 122.81(a) and proceed to §§ 122.82-85, as applicable.	A PTP is applicable and required for a GA aircraft of domestic origin registered in the U.S., arriving with residue cargo for discharge at other airports in the U.S. or foreign areas.  (See 19 CFR § 122.81(a) and proceed to §§ 122.82-85, as applicable)
A GA aircraft of domestic origin registered in the U.S.	The aircraft is arriving <b><u>with cargo</u></b>	All cargo is discharged at the first airport of arrival	No PTP is required. See 19 CFR §§ 122.81-85.	No PTP is applicable or required for a GA aircraft of domestic origin registered in the United States arriving with cargo when all cargo is discharged at the first airport of arrival.  (See 19 CFR §§ 122.81-85)
A GA aircraft of domestic origin registered in the U.S.	The aircraft is arriving <b><u>with no cargo</u></b>		No PTP is required. See 19 CFR § 122.81(b).	No PTP is applicable or required for a GA aircraft of domestic origin registered in the United States with no cargo and continuing to other airports in the U.S.  (See 19 CFR § 122.81(b))

## General Aviation Aircraft of **Foreign Origin or Registry** Onward Domestic Movement Permits Decision Table

If the GA Aircraft is arriving in the United States as:	And:	And:	Then:	Summation Statement:
A commercial GA aircraft of foreign origin registered in the U.S.	The aircraft is entered as an imported article		No ITP is required. See 19 CFR § 122.52(b) for procedures.	No ITP is applicable or required for a commercial GA aircraft of foreign origin registered in the U.S. that is entered as an imported article.  (See 19 CFR § 122.52(b))
A commercial GA aircraft of foreign origin registered in the U.S.	The aircraft is <b>not</b> entered as an imported article		<b>ITP is required.</b> See 19 CFR § 122.52(c) for procedures.	An ITP is applicable and required for a commercial GA aircraft of foreign origin registered in the U.S. not entered as an imported article.  (See 19 CFR § 122.52(c))
A commercial GA aircraft of foreign registry chartered or leased to a U.S. air carrier			No ITP is required Treated as U.S. registered aircraft See 19 CFR § 122.53.	No ITP is applicable or required for a commercial GA aircraft of foreign registry chartered or leased to a U.S. air carrier.  (See 19 CFR § 122.53)
A commercial GA aircraft of foreign registry (Scenario 1)	The aircraft is <b>not</b> an imported article	Is ferried (proceeds carrying neither passengers nor cargo) from the airport of <b>first</b> arrival to one or more airports in the U.S.	<b>ITP is required.</b> See 19 CFR § 122.54(b) for procedures.	An ITP is applicable or required for a commercial GA aircraft of foreign registry not entered as an imported article and being ferried from the airport of first arrival to one or more airports in the U.S.  (See 19 CFR § 122.54(b))
A GA aircraft of foreign registry (Scenario 2)	The aircraft is arriving <b>with residue cargo</b>	Is continuing to other U.S. airports	<b>PTP is required.</b> See 19 CFR § 122.81(a) and proceed to §§ 122.82-85, as applicable.	A PTP is applicable and required for a GA aircraft of foreign registry arriving with residue cargo for discharge at other airports in the U.S. or foreign areas.  (See 19 CFR § 122.81(a) and proceed to §§ 122.82-85, as applicable)
A GA aircraft of foreign registry (Scenario 3)	The aircraft is arriving <b>with no cargo</b>		No PTP is required. See 19 CFR § 122.81(b).	No PTP is applicable or required for a GA aircraft of foreign registry arriving with no cargo and continuing to other airports in the U.S. but the ITP requirement may apply to a commercial aircraft ferry flight per Scenario 1.  (See 19 CFR § 122.81(b))
A GA aircraft of foreign registry (Scenario 4)	The aircraft is arriving with <b>passengers only</b>		No PTP is required. See 19 CFR § 122.81(b).	No PTP is applicable or required for a GA aircraft of foreign registry arriving with passengers only (no cargo) and continuing to other airports in the U.S. but the ITP requirement may apply to a commercial aircraft ferry flight per Scenario 1.  (See 19 CFR § 122.81(b))