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

Certain, but not all General Aviation Commercial Aircraft (as defined in 19 CFR § 122.1(d)) arriving in the United States require a permit for onward domestic movements. Permits for onward domestic movement do not apply to Private Aircraft (as defined in 19 CFR § 122.1(h)) or Public Aircraft (as defined in 19 CFR § 122.1(i)).

There are two categories of permits applicable to the onward domestic movement of certain General Aviation Commercial Aircraft under 19 CFR Part 122, Subparts F and I:

***International Traffic Permits (ITP)*** are permits issued to certain Commercial Aircraft operators allowing the movement of applicable aircraft through the United States. The ITP process is covered in 19 CFR Part 122, Subpart F. ITPs are not processed using a standalone form but rather through the listing of certain flight criteria filed on a CBP Form 7507 or CBP Form 7509.

***Permits to Proceed (PTP)*** are permits issued to certain Commercial Aircraft operators allowing the movement of residue cargo and aircraft arriving with cargo from the first arriving port on to other U.S. ports. The PTP process is covered in 19 CFR Part 122, Subpart I, which also 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.

On the next page is a decision table to help you work through eight (8) General Aviation Commercial Aircraft scenarios. There are three (3) scenarios where permits for onward domestic movement apply, which are highlighted in yellow.








This document was created through partnership and collaboration with the CBP General Aviation National Team and industry partners. 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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# Commercial General Aviation Onward Domestic Movement Permits Decision Table

If the Commercial GA Aircraft is arriving in the United States as:	And:	And:	Then:	Summation Statement:
A commercial GA aircraft of domestic origin registered in the U.S.			Free to move on domestically. No permits apply. (19 CFR § 122.51)	No permits apply for a commercial GA aircraft of domestic origin registered in the U.S. The aircraft operator is free to move on domestically. (See 19 CFR § 122.51)
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 commercial GA aircraft of foreign registry (Scenario 2)	The aircraft is arriving <b>with cargo</b> continuing to other airports		<b>PTP is required.</b> See 19 CFR § 122.81(a) and proceed to §§ 122.82-88, as applicable.	A PTP is applicable or required for a commercial GA aircraft of foreign registry arriving with cargo continuing to other airports in the U.S. (See 19 CFR § 122.81(a) and proceed to §§ 122.82-88, as applicable)
A commercial 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 commercial 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 ferry flight per Scenario 1. (See 19 CFR § 122.81(b))
A commercial 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 commercial 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 ferry flight per Scenario 1. (See 19 CFR § 122.81(b))