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| Instructions |
| When a traveler uses a non-U.S. flag air carrier for travel to be charged to federally sponsored awards, this form, along with supporting documentation comparing flights for U.S. carriers and non-U.S. carriers, must be completed and submitted with your reimbursement request. Questions regarding U.S. flag carrier status should be directed to the Office of Sponsored Programs. \*A list of U.S. carriers can be found below. |
| Required Information |
| Banner Encumbrance Number: |       |  Banner FOAPAL: |       |
| Travel Destination:  |       |  Foreign Carrier: |       |
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| Fly America Act Exceptions |
| All air travel on federal awards must comply with the Fly America Act, which requires a U.S. flag carrier. In some instances, you may use a non-U.S. flag air carrier if it meets one or more of the exception criteria listed in the Federal Travel Regulation (FTR) guidelines sections 301-10.135-138. **Please check all applicable boxes below where exception criteria are met.** Please note that lower cost and personal convenience are not acceptable criteria for justifying the non-availability of a U.S. flag air carrier.  |
| **I. If traveling to and from the United States, and a U.S. flag air carrier offers nonstop or direct service (no aircraft change) from your origin to your destination, you must use the U.S. flag air carrier service unless such use would:** [ ]  Extend travel time, including delays at origin, by 24 hours or more.**II. If a U.S. flag air carrier does not offer nonstop or direct service from your origin to your destination for travel between the U.S. and another country, or if travel is solely outside of the U.S. and results in one of the following:**  [ ]  Use of a U.S. flag air carrier increases the number of aircraft changes you must make outside of the U.S. by 2 or more. [ ]  Use of a U.S. flag air carrier extends your travel time by 6 hours or more. [ ]  Use of a U.S. flag air carrier requires a connecting time of 4 hours or more at an overseas interchange point. **III. Use of a Foreign air carrier is necessary if one of the following applies:** [ ]  U.S. Flag air carrier cannot provide the air transportation needed[ ]  For medical reasons or unreasonable risk to traveler’s safety [ ]  A U.S. flag air carrier involuntarily reroutes traveler on to a foreign air carrier [ ]  Seat on U.S. flag air carrier in authorized class of service (lowest economy fare) is unavailable; seat on foreign air carrier in authorized class of service is available[ ]  Short-distance travel on a foreign carrier is three hours or less, **and** use of U.S. flag air carrier doubles the enroute travel time[ ]  No U.S. flag air carrier service available on a particular leg of the travel itinerary at the time of booking, but only to or from the nearest interchange point**IV. Travel meets U.S. Open Skies Agreements with the European Union (EU), Switzerland, Australia, or Japan (Does not apply to DoD funds) :**[ ]  Travel on a EU air carrier and Point of origin/destination or a layover is one of the 29 EU Countries [ ]  Switzerland, Australia or Japan: Point of origin/destination was Switzerland, Australia or Japan and there was no city pair contract fare in effect (<http://apps.fas.gsa.gov/citypairs/search/>)  |
| ***Certification:*** *I hereby certify that no U.S. flag air carriers met the Fly America Act criteria at the time of my trip and that traveling on the foreign air carrier was a matter of necessity. The air travel expense is in compliance with the Federal Travel Regulations and University policies. I have attached required documentation to support this exception request.*  |

Reimbursee Signature Date

The following airlines are considered a U.S. flag carrier: • Airtran Airways (FL) • Alaska Airlines (AS) • America West Airlines (HP) • American Airlines (AA) • American Trans Air (TZ) • Delta Airlines (DL) • Frontier Airlines (F9) • Hawaiian Airlines (HA) • Jet Blue (B6) • Midwest Express (YX) • Southwest Airlines (WN) • Spirit Airlines (NK) • United Airlines (UA) • US Airways (US) • Virgin America (VX)