**Exception to Fly America Act**

This form is a statement executed by the traveler and the Principal Investigator (PI) justifying the use of a foreign flag air carrier for travel charged to a federally sponsored project.

**1. Check the appropriate allowable exception:**

Use of a foreign air carrier is a matter of necessity due to medical reasons

Use of foreign air carrier is required to avoid unreasonable risk to safety

Seat on U.S. flag air carrier in authorized class of service is unavailable

Use of U.S. flag air carrier will not accomplish the sponsoring agency's mission

Code sharing agreement exists. U.S. is a party to code sharing and the Department of Transportation determines agreement meets requirements of the Fly America Act

No U.S. flag air carrier provides service on a particular leg of the route *(documentation must be provided)*

A U.S. flag air carrier involuntarily rerouted travel via on a foreign air carrier

Service on a foreign air carrier is three hours or less, and use of U.S. flag air carrier doubles en route travel time

Air travel is between the U.S. and another country and use of a U.S. flag air carrier on a nonstop flight extends travel time by 24 hours or more

Use of a U.S. flag air carrier increases the number of aircraft changes outside the U.S. by two or more

Use of a U.S. flag air carrier extends travel time by six hours or more

Use of a U.S. flag air carrier requires a connecting layover time of four hours or more at an overseas interchange point

Travel met [GSA's Open Skies Agreement](https://www.gsa.gov/portal/content/103191) because: *(in accordance with FAR 47.403-2 and FTR 301-10.135(b))*

Travel is between a point in the U.S. and a member country in the European Union (EU), Norway or Iceland; or between a point in the U.S. and points outside the EU with a touchdown in the EU; or between two points outside the U.S. **and** the airline carrier is from a member country in the European Union open skies agreement with the U.S.

Travel is between a point in the U.S. and Switzerland; U.S. and Australia; or U.S. and Japan; or between two points outside the U.S. **and** the airline carrier is from the respective country that has an open skies agreement with the U.S. (e.g. Swiss airline from SFO to Geneva; Qantas from SFO to Adelaide; or JAL from SFO to Hiroshima); **and** a city pair contract does not exist for origin city to destination city. ([Verify this by entering your origin and destination cities](http://cpsearch.fas.gsa.gov/cpsearch/search.do?method=enter))

**2. Complete the following:**

Traveler Name: Click here to enter text. Foreign Flag Carrier: Click here to enter text.

Origin Point: Click here to enter text. Touchdown Point: Click here to enter text.

Destination Point: Click here to enter text.  Round Trip (check if yes)

Date if Travel: Click here to enter text.

By signing below, I attest that the exception criteria noted is true and accurate.

Traveler Signature Date

PI Signature Date