

## UNR Certification of Exception to the Fly America Act

The Fly America Act ("FAA") is applicable to all travel funded by United States federal government funds and requires the use of a U.S. flag air carrier service, with a few exceptions.

This form is to be completed when a non-U.S. flag air carrier service is used for air travel as a result of one of the exceptions listed below. Expenses for a non-U.S. flag air carrier that do not meet one of the exceptions below cannot be charged to a federally-funded account without written authorization from the federal agency. Please check the exception(s) used for your trip. *Submit this form to the Travel Office with your travel claim.*

### For flights between the United States and another country:

- (a) A U.S. flag air carrier offers nonstop or direct service (no aircraft change) but would extend travel time by 24 hours or more than travel by the foreign air carrier.
- (b) U.S. flag air carrier does not offer nonstop or direct service between the origin and destination. I have used the U.S. flag air carrier for all portions of the route except those for which use of the U.S. flag air carrier would:
  - (1) Increase the number of aircraft changes made outside the U.S. by 2 or more.
  - (2) Extend travel time by 6 hours or more.
  - (3) Require a connecting time of 4 hours or more at an overseas interchange point.

### For flights solely outside the U.S. when a U.S. flag air carrier provides service between origin and destination:

- (a) Use of a U.S. flag air carrier would increase the number of aircraft changes en route by 2 or more.
- (b) Use of a U.S. flag air carrier would extend travel time by 6 hours or more.
- (c) Use of a U.S. flag air carrier would require a connecting time of 4 hours or more at an overseas interchange point.

### Other authorized exceptions:

- (a) No U.S. flag air carrier provides service on a particular leg of the route. *In this case, a foreign air carrier service may be used, but only to or from the nearest interchange point on a usually traveled route to connect with a U.S. flag air carrier service.*
- (b) Use of a foreign air carrier is a matter of necessity due to medical reasons, in accordance with the FAA.
- (c) Use of a foreign air carrier is required to avoid unreasonable risk to safety. *(e.g., terrorist threats. Use of a foreign air carrier for reasons of safety must be approved by federal agency.)*
- (d) Seat in authorized class of service is unavailable on U.S. flag air carrier but available on a foreign air carrier.
- (e) A U.S. flag air carrier involuntarily rerouted travel via a foreign air carrier.
- (f) Service on a foreign carrier would be three hours or less, and use of the U.S. flag air carrier would at least double en route travel time.
- (g) Costs of transportation will be reimbursed in full by a third party, such as a foreign government, international agency, or other organization.
- (h) Travel met one of GSA's four Open Skies Agreements (European Union, Switzerland, Japan, or Australia) and is not funded by the Department of Defense.

### Complete the following:

Foreign Carrier(s) Utilized:

Travel Dates:

Final Destination:

\_\_\_\_\_  
Signature of Traveler

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature of Travel Agent, if applicable

\_\_\_\_\_  
Date