**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