



Certification of Exception to Fly America Act

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

Instructions: Complete this form and include it with back-up documentation submitted with your Expense Report.

1. Check the appropriate allowable exception:

- Use of a foreign air carrier is a matter of necessity due to medical reason
- 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
- 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 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, Norway or Iceland, 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 at <http://apps.fas.gsa.gov/citypairs/search/index.cfm?ft>)

2. Complete the following:

Traveler Name:

The use of Name of Foreign Flag Air Carrier(s) between Airport or City Designations and on Date of Travel is/was necessary as indicated above.

I attest that the exception criteria noted is true and accurate and understand that I may be required to provide supporting evidence in the case of audit.

Signature of Traveler Date