

Fly America Act Waiver Checklist

(To assist in determining qualification for a waiver of the restrictions of Fly America Act under 41 CFR Part 301-10, check the applicable statement (s) below)

Foreign air travel is being funded by the U.S. Government. (If you do not check this block, the restrictions of the Fly America Act do not apply). If you do check this block a waiver may be considered if any of the following blocks apply and the University Travel Office approves of the waiver condition.

Remember; you must use a **U. S. flag air carrier on every portion of the route where a U.S flag carrier provides service** unless you qualify for a waiver:

To and from the United States.

A foreign air carrier has a code sharing agreement with a U.S. air carrier. To comply with this type of waiver the ticket stock does not have to be from a U.S carrier, however the ticket stock or documentation for electronic tickets must identify the U.S airlines designator code and flight number to be in compliance with this waiver.

Short distance travel. For all short distance travel, U.S flag air carrier service will not be considered available when the elapsed travel time on a scheduled flight from origin to destination airport by foreign air carrier is 3 hours or less and service by U.S flag carrier would involve twice the travel time.

A U.S flag air carrier involuntarily reroutes traveler on a foreign air carrier.

Use of a foreign air carrier is required to avoid unreasonable risk to the traveler's safety. To comply with this waiver a specific U.S. Government travel advisory notice must be issued that specifically warns travelers to avoid a U.S carrier on the intended travel destinations of the trip in question.

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

To comply with this waiver the traveler must provide a detailed justification. This waiver is specifically not to be used for, more convenient travel, scheduling principles, meeting dates and or department cost considerations. This waiver may be considered for very rare technical reasons only.

Air travel is between a Gateway airport in the U.S and a Gateway airport overseas and use of a U.S. carrier extends travel time between these Gateway airports by 24 hours or more.

The application of the Fly America Act often requires traveler's to transit to Gateway airports that often are less direct, add travel time and also travel cost but are still mandated to be used for compliance with the Fly America Acts provisions to fly on American Carriers into and out of the United States when using Federal Funding.

Waivers for travel between destinations outside of the United States.

No U.S flag carrier provides service on a particular leg of your route. U.S. carriers should be used on all legs of a trip where service is provided.

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

Use of a U.S carrier will extend travel time by six hours or more from a Gateway city abroad to the traveler's final destination abroad.

Use of a U.S carrier requires a connecting time of four hours or more at an overseas Gateway airport to the traveler's final destination abroad.

Air travel is totally foreign with no parts of the trip into or out of the United States. This applies to travelers with a home duty station or place of work that is considered to be a foreign location.