

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 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
- 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](#))

2. Complete the following:

Traveler Name:

Stanford Travel Card or Expense Report Transaction # (if known):

The use of between and
Name of Foreign Flag Air Carrier(s) Airport or City Designations

on , is/was necessary as indicated above.
Date of Travel

- 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 or Authorizing Officer

Date