

# Fly America Act

<b>Transaction</b>	Purchasing Air Travel on a Federally-Funded Project
<b>Key Message</b>	All flights charged to federally-funded projects must use U.S. flag air carriers or foreign air carriers that code share with a U.S. flag carrier. This includes flights within the U.S., flights between the U.S. and an international destination or between international destinations. There are exceptions to this requirement, and the following resources can assist in making travel arrangements. <b>Any individual planning to charge international travel to a federal award is responsible for knowing and adhering to the Fly America Act requirements.</b>
<b>Related GAPs</b>	<a href="#">200.320 Direct Costing</a> ; <a href="#">200.022 Travel Expenses -- Employees and Students</a>
<b>External Resources</b>	<a href="#">List of U.S. Airline Codes</a> Provides U.S. air carrier codes and foreign carriers that code-share with U.S. flag air carriers. If your electronic ticket carries a two-letter U.S. flag carrier code, the flight is compliant with the Fly America Act.
<b>Exceptions</b>	<p>If any of the following situations occur, a traveler is permitted an exception to the Fly America Act, as detailed in <a href="#">41 CFR 301-10</a>:</p> <ul style="list-style-type: none"> <li>• A U.S. flag carrier does not provide service on a particular leg of your trip</li> <li>• The use of a U.S. flag air carrier would:             <ul style="list-style-type: none"> <li>○ Increase the number of aircraft changes outside the U.S. by two or more;</li> <li>○ Extend travel time, including delay at origin, by 24 hours or more;</li> <li>○ Require a lay-over of four or more hours at an international destination;</li> <li>○ Double the time spent en route when the flight path between an international origin and destination would take three hours or less.</li> </ul> </li> <li>• When a traveler is involuntarily rerouted, or;</li> <li>• Medical or safety reasons.</li> </ul> <p><i>In complying with the Fly America Act, matters of convenience, cost, or preference are not allowable exceptions. The existence of exceptional conditions must be documented in the travel transaction.</i></p>
<b>Open Skies Agreements</b>	Where Open Skies Agreements are in place, qualified travelers are allowed to use foreign air carriers. Currently, Open Skies Agreements are in place between the U.S. and the European Union (plus Norway and Iceland), Australia, Switzerland, and Japan. This diagram will help you determine if you are able to take advantage of an Open Skies Agreement or if you MUST fly on a U.S. flag carrier or code-shared flight. <i>The Open Skies Agreements do not apply if travel is funded by the Department of Defense or by a department of the U.S. Military; such travel must be on a U.S. flag air carrier.</i>
<b>City Pair Program (CPP) Search Tool</b>	If you are traveling to Australia, Switzerland, or Japan, you must use the <a href="#">City Pair Program (CPP) Search Tool</a> to verify that there is NOT a U.S. government published fare. If a search result exists, you MUST fly on a U.S. flag carrier or code-shared flight, and cannot take advantage of an Open Skies Agreement exception.
<b>American Express Executive Service</b>	Agents with the American Express Executive Service are well-versed in the Fly America Act. If you advise them that your trip is federally-funded, they will work with you to provide flight options that comply with the Fly America Act. Contact information is available on Duke's <a href="#">International Travel</a> page. <i>If you are required to use a small business vendor due to the terms and conditions of a federal contract, please note that Duke has a preferred partnership with <a href="#">Cardinal Travel Service</a>.</i>