



Fly America Act

Summary: A federal regulation requiring any foreign air travel that is financed by federal funds must be booked on U.S. Flag Air Carriers **regardless of cost or convenience.**

BYU Grants Affected: Direct Federal or Federal Pass-Through

Exceptions

When using an exception please contact Grants and Contracts Accounting

No US-Flag Carrier serves an interchange point: A foreign-flag air carrier shall be used only to the nearest interchange point on a usually traveled route to connect with a US-flag carrier.

Travel To and From the US: Travel on a foreign carrier is permissible if use of US-flag carrier service would -

- extend the time in a travel status between the origin and destination airport at least 24 hours.

Travel between Points outside the US: Travel on a foreign carrier is permissible if use of US-flag carrier service would -

- increase the number of aircraft changes the traveler must make outside of the US by two or more,
- require the traveler to wait four hours or more to make connections at an overseas interchange point, or
- extend the time in a travel status by at least six hours for interchange points.



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Short Distance Travel: Use of a foreign-flag air carrier is permissible if the elapsed travel time on a scheduled flight from origin to destination airport is three hours or less and service by a US-flag air carrier would double the travel time.

Code Share Flight: A ticket that is issued by a U.S. Air Carrier that states "U.S. Air Carrier flight XXXX operated by Foreign Air Carrier."

- Allowable: American Airlines 1234 Operated by Qantas Airlines 4321
- Unallowable: Qantas Airlines 4321 Operated by American Airlines 1234



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Open Skies Agreement: Updated information on the Open Skies Agreements can be found at <http://www.gsa.gov/openskies>

