

Fly America Act: Using U.S. air carriers for travel being paid for with federal 144 funds

COE summary of official policy

See official policy and related info at <http://www.tvlon.com/resources/FlyAct.html>

General Info: U.S. air carriers are to be used for travel to the destination city or the farthest interchange point that U.S. carriers service. This regulation is mandated by the federal government and is to be **applied regardless of any additional costs involved.**

Foreign air carriers can only be used when one of the following situations applies. Travelers must document why foreign carriers were used in the comments area for the airfare expense type when submitting claims in the UW's e-Reimbursement system.

For travel to or from the U.S. Foreign air carriers can only be used when:

- 1) **Availability** A U.S. air carrier does not service the destination city with inbound or outbound flights, then a foreign air carrier can be used to fly to the nearest city served by a U.S. carrier.
- 2) **Rerouted** A U.S. carrier involuntarily reroutes the traveler on a foreign carrier because of problems.
- 3) **Time Extension** Using a U.S. carrier would result in a total travel time of 24 hours or more.

For travel between points outside of the U.S. Foreign air carriers can only be used when:

- 1) **Eliminate Stops** Using a foreign carrier would eliminate 2 or more aircraft changes en route.
- 2) **Extend Time** Using a U.S. carrier would extend the total travel time at least 6 hours. Or waiting for a U.S. carrier at an airport abroad to make a connection would result in an extended travel time of at least 6 hours.

Claims on expense reports or airfare payment transactions submitted missing the documentation required will most likely be returned for completion.

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