

The University of Oklahoma Health Sciences Center
FLY AMERICA ACT AFFIDAVIT

This form pertains to international air travel using a foreign air carrier to be paid with federal funds.

First enacted in 1974, and subsequently amended in 1979, 1996 and 1998, the "Fly America Act" originally intended to encourage travel to and from the U.S. on U.S. carriers. It ultimately requires that any foreign air travel funded with federal dollars be performed on U.S. flag air carriers when service provided by a U.S. carrier is available unless "acceptable reasons" determine the unavailability of U.S. air carrier.

Traveler: _____	Trip Dates: _____
Trip Origin: _____	Trip Destination: _____
ATA # (if applicable): _____	
By signing this form I certify that it was necessary to use a foreign flag carrier for reason(s) listed below.	
Signature: _____	Date: _____

Exceptions to U.S. Carrier Requirement

- U.S. flag carrier* cannot provide transportation needed
- No business class available on a U.S. flag carrier*
- Use of foreign carrier is 3 hours or less and the use of a U.S. carrier would double the en route travel time
- U.S. flag carrier* will not accomplish agency's mission (must explain below)

- Medical reasons to include, reducing number of connections and possible delays in the transportation of persons in need of medical treatment
- Avoid unreasonable risk to safety (must be preapproved by Grants & Contracts Accounting and supported by a travel advisory notice of a threat against government employees or other travelers issued by the Federal Aviation Administration and the Department of State).

Applicable Exception for U.S. to Foreign destination/return (check one that applies):

- U.S. flag carrier* offers non-stop, but such use would extend travel time, including delay at origin, by 24 hours or more.
- U.S. flag carrier* does not offer non-stop, but using U.S. carrier for every portion of the route would (check one):
 - Increase the number of aircraft changes outside of the U.S. by 2 or more
 - Extend travel time by 6 or more hours
 - Require a layover time of 4 or more hours at an overseas exchange point

Applicable Exception for Foreign to Foreign destination/return (check one that applies):

- U.S. flag carrier* does offer services between origin and destination, but using U.S. carrier would (check one):
 - Increase the number of aircraft changes outside of the U.S. by 2 or more
 - Extend travel time by 6 or more hours
 - Require a layover time of 4 or more hours at an overseas exchange point

*U.S. Flag Carrier: An air carrier which holds a certificate under 49 U.S.C. 41102 and which service is authorized either by the carrier's certificate or by an exemption or regulation. U.S. flag air carrier service also includes service provided under a code share agreement with a foreign air carrier in accordance with Title 14, Code of Federal Regulations when the ticket, or documentation for an electronic ticket, identifies the U.S. flag air carrier's designator code and flight number. A list of U.S. Flag Carriers is available at: <http://www.kls2.com/airlines/n-america.html#us>.

This form must be attached to airfare reimbursements. If being purchased directly by the University (via the ATA process), you must fax a copy of this completed form to Service Unit Accounting at (405) 271-2367 or email to suaux@ouhsc.edu.