

Fly America Act

Policies

[UM System Policy 22602 – Methods of Transportation and Allowances](#)

Forms None

Overview

The Fly America Act is a United States law, 49 U.S.C. 40118, that applies to travel funded by the U.S. Federal Government, including University of Missouri federally funded sponsored projects. The Act requires the use of U.S. flag carriers, or foreign air carriers that code share with a U.S. flag carrier, for all air travel and cargo transportation services funded by the U.S. Government, unless specific exceptions apply. By law, additional cost for U.S. carrier flights is not sufficient justification to fly on foreign carriers.

Flights that comply with the Fly America Act will have the U.S. flag air carrier's designator code and flight number on tickets or associated documentation (e.g., boarding pass or e-ticket itinerary for all legs of a trip for which the U.S. carrier flights are available).

Risk

If not compliant, travel costs could be deemed unallowable and any money reimbursed would be returned to the Federal Government.

Responsibilities

Principal Investigator:

Prior to booking any air travel to be charged to a federal prime or federally funded sponsored project, including pass-through funding, ensure that the travel is in compliance with this regulation.

Fiscal Reviewer/Officer:

Assist the Principal Investigator with ensuring their expense reports are in compliance with this regulation.

If an exception to the Act is necessary, the Fiscal Reviewer and PI should review the [U.S. Department of State Fly America Act Waiver Checklist](#) prior to the purchase of any airline tickets to alleviate concerns related to allowability of flights on a federal grant award. The waiver checklist and confirmation of meeting such requirements should be retained by the PI and Fiscal Reviewer with travel records for any expense to be charged to the federally funded sponsored project and attached to the Expense Report submitted for reimbursement.

Fly America Act Exceptions

In cases where a U.S. flag carrier does not provide acceptable service for a particular leg of a trip, foreign air carrier service may be used, but only to or from the nearest interchange point of a travel route to connect with U.S. flag service. The primary exceptions include:

- a U.S. flag carrier does not provide service on a particular leg of your trip,
- the use of a U.S. carrier will unreasonably delay your travel time
- you are involuntarily rerouted, or

- medical or safety reasons.

Open Skies Agreement

An additional primary exception to the Fly America Act are Open Skies Agreements. These agreements are bilateral or multilateral transport agreements between the United States Government and select foreign countries which allow the federally funded use of foreign air carriers in certain circumstances. Rights afforded to travel under Open Skies Agreements do not apply to travel funded by the Secretary of Defense or the Secretary of a military department such as the Air Force, Army or Navy.

Codeshare Agreement

A codeshare agreement is a business arrangement where two or more airlines share the same flight. In a codeshare, each airline publishes and markets the flight under its airline designator and flight number as part of its published timetable or schedule. All airlines are obligated to inform the traveler of code share flights. All travelers must confirm a U.S. carrier code and flight number is documented on a codeshare flight or it cannot be charged to a federally funded project.

Resources:

- Fly America Act: [49 U.S.C. 40118](#)
- [Open Skies Agreements](#)
- [The City Pair Program \(CPP\)](#)
- [Airline City Pair Program Search Tool](#)
- [NIH Grants Policy Statement](#)
- [NSF's Award & Administration Guide](#)
- [List of U.S. Flag Carriers with their Airline Codes](#)
- [List of Airlines as part of Open Skies Partners](#)

Need Help?

If you have questions or comments related to this procedure, contact OSPA at muresearchospa@missouri.edu or at (573)-882-7560.

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