September 2012

**NOAA’s Certification of Exception   
to Fly America Act**

**Description:** This form is a statement executed by the traveler justifying the use of a foreign flag air carrier when airfare is paid by federal funds.

**Instructions:** Complete the ‘Fly America Act Waiver Checklist’ along with this certification and include them with your travel voucher as back-up documentation. In addition, you will have to fax a copy of this signed certification to ADTRAV for ticketing.

**Complete the following:**

The use of \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_   
 (Name of foreign flag air carrier(s))

Between\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  
  
\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_   
 (Airport of city designations)

On\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  
 (Date)

Is/was necessary for the following reasons:

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  
 (Include exception from ‘Fly America Act Waiver Checklist’)

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Signature of Traveler or Authorizing Official Date

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**Fly America Act Waiver Checklist**

This form is used to determine if a waiver of the Fly America Act is allowable under the Federal Travel Regulation (FTR), Chapter 301-10.

\_\_\_\_\_1. Use of a foreign air carrier is a matter of necessity because:  
 \_\_\_\_\_Use of foreign air carrier is necessary for medical reasons.  
 \_\_\_\_\_Use of foreign air carrier is required to avoid unreasonable risk to traveler’s   
 safety.   
 \_\_\_\_\_Seat on U.S. flag air carrier in authorized class of service is unavailable;   
 seat on foreign air carrier in authorized class of service is available.  
 \_\_\_\_\_Use of U.S. flag air carrier will not accomplish the Department’s mission.   
  
\_\_\_\_\_ 2. Code sharing agreement exists. U.S. is a party and the Department of   
 Transportation determines agreement meets requirements of the Fly America Act.

\_\_\_\_\_ 3. No U.S. flag air carrier provides service on a particular leg of your route.   
  
\_\_\_\_\_ 4. A U.S. flag air carrier involuntarily reroutes traveler on a foreign air carrier.   
  
\_\_\_\_\_ 5. Service on a foreign air carrier is three hours or less, and use of U.S. flag air   
 carrier doubles en route travel time.   
  
\_\_\_\_\_ 6. Air travel is between the U.S. and another country and use of a U.S. flag air   
 carrier on a nonstop flight extends travel time by 24 hours or more.   
  
\_\_\_\_\_ 7. Other:

\_\_\_\_\_Use of a U.S. flag air carrier increases the number of aircraft changes   
outside the U.S. by two or more.  
\_\_\_\_\_Use of a U.S. flag air carrier extends travel time by six hours or more.  
\_\_\_\_\_Use of a U.S. flag air carrier requires a connecting time of four hours or   
more at an overseas interchange point.

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