Fly America Act & NYU Policies

NYU Research Training
Objectives

- Fly America Act Basics
- Fly America Act Exceptions and Documentation
- Case Studies
“Fly America Act”

Requires **all** foreign air travel funded by Federal dollars **be performed on US air carriers**

- 41 CFR Parts 301-10.131
- Public Law 1975
- Amended 1980
How to approach Fly America Act regulations

Always attempt to find a US air carrier

If not possible...

- Review Code Share and Open Skies Agreements

NYU Business Expense Policy

Traveler expected to choose the lowest priced, most feasible airfare

Travel on sponsored projects must be approved by PI, or if PI traveling, by person having fiscal oversight

Federally funded travel must use US airline unless destination point is not serviced by US airline
Expense Reimbursement Policy

- Credit card statement not sufficient
- Paper ticket: original passenger receipt coupon
- Electronic Ticket: passenger should request receipt coupon
- Retain documentation in accordance with Sponsor terms
- Use of per diem and actual expense during same trip is NOT allowed
- Expenses must be stated in US dollars with foreign expenses converted using Wall Street journal exchange rate
- Contact Insurance Department prior to foreign travel
Exceptions and Documentation
Coach Class

US carrier seat in coach class is unavailable, seat in foreign air carrier in coach class
US air carrier not available for a “leg” of the route
Ticket or documentation for an electronic ticket identifies the US flag carrier designator’s code and flight number

- Essential because it shows how the money flows
Direct Flights

Service on foreign air carrier is three hours or less, and use of US carrier would double the travel time.
Connecting Flights

- Increases the number of aircraft changes by 2 or more
- Extends travel time by 6 hours or more
- A connecting time of 4 hours or more at an overseas interchange point
Open Skies Agreement

International treaty between US and Foreign government which allows a traveler to use a foreign airline if a General Services Administration (GSA) City Pair does not exist
Conclusion

Traveler must abide by the Fly America Act regulations when using Federal dollars received directly or through a subaward.

Traveler must use a US flag air carrier on every portion of the flight unless he/she DOCUMENT that the travel arrangements qualify for an exception.
When in doubt

Contact Federal agency grant specialist BEFORE booking the flight!
# Resources

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Questions