

## 2015 Summer Institute in Algebraic Geometry

### Fly America Act and Open Skies Agreements

*This information is provided as a guide to those individuals who are traveling from outside the United States to attend the 2015 Summer Institute in Algebraic Geometry and whose travel expenses will be partially or fully reimbursed by either a grant from the National Science Foundation (NSF) or the National Security Agency (NSA). Please send your questions to [meet@ams.org](mailto:meet@ams.org).*

#### Fly America Act

Generally, if a traveler is traveling on funds provided by the federal government, he/she must use a U.S. flag carrier (an airline owned by an American company), **regardless of cost or convenience**.

If you are scheduling international travel that is federally funded, you must ensure that all flights, where possible, are scheduled on U.S. flag carriers or on foreign air carriers that code share with a U.S. flag carrier. Code sharing occurs when two or more airlines “code” the same flight as if it were their own. In other words, a U.S. airline may sell a seat on the plane of a foreign air carrier; this seat is considered the same as one on a plane operated by a U.S. flag carrier. Compliance with the Fly America Act is satisfied when the U.S. flag air carrier’s designator code is present in the area next to the flight numbers on the airline ticket, boarding pass, or on the documentation for an electronic ticket (passenger receipt).

For example, Delta has a code share agreement with Air France to Paris, France. If the boarding pass or e-ticket identifies a flight as DL##, the requirements of the Federal Travel Regulations would be met, even if the flight was on an Air France airplane. If however, the boarding pass or e-ticket identifies the flight as an AF##, then the requirements of the Federal Travel Regulations would not be met.

It is highly recommended that when booking international travel to check the requirements before you purchase your ticket to make sure that the trip will be reimbursable under federal guidelines.

#### Exceptions to the Fly America Act

1. **The Open Skies Agreement** is the biggest exception to the Fly America Act. ***(Please note that Summer Institute participants whose travel is funded by an NSA grant are not permitted to take advantage of Open Skies agreements. Travelers using NSA funds must use an American carrier, unless they qualify for exceptions 2-5 below).***

On October 6, 2010, the United States and the European Union (EU) “Open Skies Air Transport Agreement” was published by the U.S. General Services Administration providing full explanation of the multilateral agreement in place so that qualifying travelers, whose travel is supported by federal funds, may travel on European Union airlines as well as U.S. flag air carriers. There are also Open Skies agreements with Australia, Switzerland and Japan.

#### What do these Open Skies Agreements mean to you?

- **European Union:** When traveling to a destination serviced by a European Union airline, Summer Institute participants whose travel is funded by an NSF grant can fly on either a U.S. flag carrier or a EU (European Union) airline.

- **Australia:** Summer Institute participants whose travel is funded by an NSF grant can use an Australian airline only if point of origin/destination is either in the US or Australia.
- **Switzerland:** Summer Institute participants whose travel is funded by an NSF grant can use a Swiss airline only if point of origin/destination is either in the US or Switzerland.
- **Japan:** Summer Institute participants whose travel is funded by an NSF grant can use a Japanese airline only if point of origin/destination is either in the US or Japan.

## 2. **Involuntary Rerouting**

Travel on a foreign-flag carrier is permitted if a U.S. flag carrier involuntarily reroutes the traveler via a foreign-flag air carrier, notwithstanding the availability of alternative U.S. flag air carrier service.

3. **Travel To and From the U.S.** - Use of a non U.S. flag air carrier is permissible if the airport abroad is:
  - a. The traveler's origin or destination airport, and use of U.S. flag air carrier service would extend the time in a travel status by at least 24 hours more than travel by a foreign flag air carrier; or
  - b. An interchange point, and use of U.S. flag air carrier service would increase the number of aircraft changes the traveler must make outside of the U.S. by two or more, would require the traveler to wait four hours or more to make connections at the point, or would extend the time in a travel status by at least six hours more than travel by a foreign-flag air carrier.
4. **Travel Between Points Outside the U.S.** - Use of a non U.S. flag air carrier is permissible if:
  - a. Travel by a foreign-flag air carrier would eliminate two or more aircraft changes en route
  - b. Travel by a U.S. flag air carrier would require a connecting time of four hours or more at an overseas interchange point
  - c. The travel is not part of the trip to or from the U.S. and use of a U.S. flag air carrier would extend the time in a travel status by at least six hours more than travel by a foreign flag air carrier.
5. **Short Distance Travel**  
 For all short distance travel, regardless of origin and destination, use of a foreign flag air carrier is permissible if the elapsed time on a scheduled flight from origin to destination airport by a foreign-flag air carrier is three hours or less and services by a U.S. flag air carrier would double the travel time.