

## Fulbright U.S. Scholar Program - Fly America Act Guidance

The Fly America Act requires that all travelers funded by the U.S. Government use a U.S. flag carrier (including U.S. flag carrier code-shares), or a carrier that is compliant under an Open Skies Agreement

(<https://www.gsa.gov/portal/content/103191>), to the final destination or to the furthest point possible.

**Fulbright Scholar grantees to Post countries must comply with the Fly America Act and submit an itinerary to IIE/CIES for review and response before purchasing their airline ticket.** Subsequent changes to the itinerary must also be sent to IIE/CIES for review and response before purchase. Scholars traveling to Commission countries should contact the Commission prior to booking their travel.

Fly America Act compliance must be observed even in instances where foreign carriers are more convenient, cheaper, or provide a preferred routing. When a grantee's final destination is not serviced by a U.S. air carrier or Open Skies carrier, grantees are required to fly on a compliant carrier *to the furthest point possible*.

### Common Exceptions

- **Code Sharing:** Grantees may use 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 was their own. Compliance with the Fly America Act is satisfied when the U.S. flag carrier's designator code is present in the flight number of the airline ticket, boarding pass, or on the documentation for an electronic ticket.
- **Open Skies Agreements:** There are four Open Skies Agreements – Australia, the European Union, Japan, and Switzerland – that meet the requirements of the Fly America Act.
  - **Australia:** Grantees may use an Australian airline only if a point of origin/destination is either the U.S. or Australia.
  - **EU:** Grantees can use an EU airline to travel from the U.S. to an EU country or another country outside of EU, when the flight originates in, arrives in, or stops in any of the EU countries prior to landing in the destination country. An EU airline is defined as, “an airline where substantial ownership and effective control of that airline are vested in a Member State or States, nationals of such a state or states, or both, and the airline is licensed as a Community airline and has its principal place of business in the territory of the European Community.” Please be aware that Aeroflot and Turkish Airlines are not considered compliant. You can find a list of the 28 EU member states [here](#). The EU Open Skies Agreement also includes airlines from Iceland and Norway
  - **Japan:** Grantees may use a Japanese airline only if a point of origin/destination is either the U.S. or Japan.
  - **Switzerland:** Grantees may use a Swiss airline only if a point of origin/destination is either the U.S. or Switzerland.

**If you have questions regarding the Fly America Act, or are seeking an exception beyond what is outlined in this document, please contact your IIE/CIES Program Officer for guidance.**

You can view the complete Fly America Act [here](#).