

## **Fulbright U.S. Student Programs Fly America Act Guidance**

The Fly America Act states that all travel funded by the U.S. government requires the use of a U.S. carrier (including U.S. carrier code-shares), or a carrier that is compliant under an Open Skies Agreement, to the final destination or to the furthest point possible. In line with this, all Fulbright U.S. Student grant recipients are required to ensure that they are Fly America compliant when purchasing airline tickets that are covered as part of their grant award.

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 farthest point possible.

Please see the following definitions of compliant airlines:

**U.S. Flag Carrier:** An airline owned by an American Company.

**U.S. Flag Carrier code share:** A grantee 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. 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 if the flight is part of a code share agreement. Compliance with the Fly America Act is satisfied when the U.S. flag air 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 Agreement:** The exception to the Fly America act is the use of "Open Skies Agreements." There are 4 Open Skies agreements - Switzerland, Australian, Japan, and the European Union (28 countries, plus Norway and Iceland) that meet the requirements of the Fly America Act.

### **EU \*:**

In line with these agreements, grantees can use any EU airline to travel from the U.S. to an EU country or another country outside of EU **as long as the flight lands in an EU country prior to landing in the destination country.** The Open Skies agreement has now been updated to include airlines from Norway and Iceland. 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 Turkish Airlines and Aeroflot are **not** considered compliant. For your reference, the following are member states of the EU:

- Austria
- Belgium
- Bulgaria
- Croatia
- Cyprus
- Czech Republic
- Denmark
- Estonia

## Fulbright U.S. Student Programs Fly America Act Guidance

Finland  
France  
Germany  
Greece  
Hungary  
Ireland  
Italy  
Latvia  
Lithuania  
Luxembourg  
Malta  
Netherlands  
Poland  
Portugal  
Romania  
Slovakia  
Slovenia  
Spain  
Sweden  
United Kingdom

\*The EU Open Skies agreement has been extended to also include airlines from Iceland and Norway.

### **Switzerland:**

Grantees may use a Swiss airline only if a point of origin/destination is either the U.S. or Switzerland.

### **Australia:**

Grantees may use an Australian airline only if a point of origin/destination is either the U.S. or Australia.

### **Japan:**

Grantees may use a Japanese airline only if a point of origin/destination is either the U.S. or Japan.

If you are unsure if your flights are Fly America compliant, please contact the Fulbright Commission in your host country and for non-Commission grantees, please contact your IIE Program Manager.

To view the Fly America Act in full, click [here](#)