

**CERTIFICATE OF NON-AVAILABILITY OF U.S.
FLAG AIR CARRIER SERVICE FOR U.S.
GOVERNMENT – FINANCED INTERNATIONAL
AIR TRAVEL**

<i>Copy this form as needed. Complete form, attach to Travel Expense Voucher, and send to campus Accounting Office</i>			
I used foreign-flag air carrier (name)		for international air travel financed by U.S.	
Government contract/grant title		UC Davis account/fund number	
for travel from	date	to	date
A U.S.-flag air carrier service was not used for this transportation for the reason(s) checked below.			
The origin or interchange point was not served by a U.S.-flag air carrier. A foreign-flag air carrier service was used only to the nearest interchange point on a usually traveled route to connect with U.S.-flag air carrier service.			
I was involuntarily rerouted via a foreign-flag air carrier by a U.S. - flag air carrier.			
Passenger service by U.S.-flag air carrier between a U.S. gateway airport and the gateway airport abroad was not considered available because the gateway airport abroad was my origin or destination airport and the use of U.S.-flag air carrier service would extend the time in a travel status, including delay at origin and accelerated arrival at destination, by at least 24 hours more than travel by a foreign-flag air carrier.			
Passenger service by U.S.-flag air carrier between a U.S. gateway airport and the gateway airport abroad was not considered available because the gateway airport abroad is an interchange point and the use of U.S.-flag air carrier service would have required me to wait 6 hours or more to make connections at that point, or would have delayed my departure from, or accelerated my arrival at, the U.S. gateway airport and extended my time in a travel status by at least 6 hours more than travel by a foreign-flag air carrier.			
Passenger service by U.S.-flag air carrier for travel between two points outside the U.S. was not considered to be reasonably available because travel by foreign-flag air carrier eliminated two or more aircraft changes en route.			
Passenger service by U.S.-flag air carrier for travel between two points outside the U.S. was not considered to be reasonably available because one of the two points was the gateway airport en route to or from the U.S. and the use of a U.S.-flag air carrier would have extended my time in travel status by at least 6 hours more than travel by a foreign-flag air carrier, including accelerated arrival at the overseas destination or delayed departure from the overseas origin, as well as delay at the gateway airport or other interchange point abroad			
Passenger service by U.S.-flag air carrier for travel between two points outside the U.S. was not considered to be reasonably available because the travel was not part of the trip to or from the United States and the use of a U.S.-flag air carrier would have extended my time in a travel status by at least 6 hours more than travel by a foreign-flag air carrier including delay at origin, delay en route, and accelerated arrival at destination.			
Passenger service by U.S.-flag air carrier was not considered available because the travel was short distance and the elapsed travel time on a scheduled flight from origin to destination airport by foreign-flag air carrier was 3 hours or less and service by a U.S.-flag air carrier would have involved twice such travel time.			
I certify the above is a true statement.			
Traveler's Signature:		Date:	
Type or Print Traveler's Name:			
Reference: FLY AMERICA ACT. Section 5 of the International Air Transportation Fair Competitive Practices Act of 1974 (49 U.S.C. 1517) (Fly America Act) requires that Federal employees and their dependents, consultants, contractors, grantees, and others use U.S.-flag air carriers for U.S. Government-financed international air travel and transportation of their personal effects or property, to the extent service by these carriers is available.			
Definitions: International air transportation means transportation by air between a place in the United States and a place outside the United States or between two places both of which are outside the United States. U.S. gateway airport means the last U.S. airport from which the traveler's flight departs or the first U.S. airport at which the traveler's flight arrives. Gateway airport abroad means the airport from which the traveler last embarks en route to the United States or at which the traveler first debarks incident to travel from the United States.			