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Department of the Army  
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\*Army Regulation 600-105

Effective 1 January 1984

Personnel—General

Aviation Service of Rated Army Officers

**Summary.** This regulation has been revised. Major changes apply to aeronautical award requirements, application for aeronautical rating, qualifications for aviation service, aviation service authority, temporary suspension (medical and nonmedical), nonmedical disqualification, operational flying duty for flight surgeons, operational flying duty orders, membership and overview of the Flying Evaluation Board, distribution of flying evaluation proceedings, and responsibilities of Commander, US Army Aeromedical Center, Aeromedical Consultation Service.

**Applicability.** This regulation applies to the Active Army including Reserve Components ordered into aviation service by the Secretary of the Army. It also applies to all commissioned and warrant officers who are in training for or have Army aeronautical ratings.

**Impact on New Manning System.** This regulation does not contain information that affects the New Manning System.

**Supplementation.** Commanding General, US Army Reserve Components Personnel and Administration Center, and Chief, National Guard Bureau, may publish necessary supplements to administer aviation service for Reserve Component personnel. Supplementation by other elements is prohibited except upon approval of HQDA(DAPC-OPA-V), ALEX VA 22332.

**Interim changes.** Interim changes to this regulation are not official unless they are authenticated by The Adjutant General. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

**Suggested improvements.** The proponent agency of this regulation is the US Army Military Personnel Center. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to HQDA(DAPC-OPA-V), ALEX VA 22332.

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✓ This regulation supersedes AR 600-105, 1 May 1981.

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## Chapter 1 Introduction

### 1-1. Purpose

This regulation—

- a. Sets policies, responsibilities, and procedures for—
  - (1) Awarding Army aeronautical ratings.
  - (2) Qualifying, disqualifying, and requalifying officers for aviation service.
  - (3) Review of flight and personnel records of Army aviators to determine their qualifications to continue in aviation service.
- b. Describes Army aeronautical ratings.
- c. Describes conditions for disqualification (or termination) and requalification for aviation service.
- d. Contains additional procedures for convening and conducting a Flying Evaluation Board (FEB) as outlined in AR 15-6.

e. Contains procedures for an aeromedical consultation and in-flight evaluation.

### 1-2. References

Required and related publications are listed in appendix A.

### 1-3. Explanation of abbreviations and terms

Abbreviations and special terms used in this regulation are listed in the glossary.

### 1-4. Responsibilities

a. The Deputy Chief of Staff for Operations and Plans, Headquarters, Department of the Army (HQDA), has staff responsibility for Army aviation.

b. The Commanding General, US Army Military Personnel Center (CG, MILPERCEN), in coordination with other Army agencies and proponents, develops and recommends the personnel policies, requirements, and organization of Army aviation elements.

## Chapter 2 Aeronautical Ratings

### 2-1. General

*a.* Army aeronautical ratings are awarded by the Secretary of the Army (SA) to—

(1) Commissioned and warrant officers (WOs) on extended active duty.

(2) Active commissioned and WO of the Reserve Components (RCs) of the US Army.

*b.* Eligibility requirements must be met before awarding the rating. The only exception to this requirement is for RC officers. (See para 2-3 for these exceptions.)

*c.* After the rating is awarded, it becomes a part of the officer's credentials. A rating can be removed by the following:

(1) Commanders having general court-martial (GCM) convening authority in taking final action on a Flying Evaluation Board (FEB) and as stated in AR 672-5-1, paragraph 1-29.

(2) The awarding headquarters or HQDA for fraud or administrative error.

*d.* Army aeronautical ratings will not be awarded to members of other military services or foreign armed forces. (Section 2008, title 10, United States Code, authorizes US Army aeronautical ratings for US Army officers only.) (See AR 672-5-1 for award of aviation badges and certificates to persons who are not US Army officers.)

### 2-2. Publishing the aeronautical order

Ratings are awarded by publishing an aeronautical order (AR 310-10, format 331).

*a.* Awarding an aeronautical rating does not, in itself, require or authorize a person to participate in flying duties or entitle a member to incentive pay. A rating certifies that a person has successfully completed prescribed aviation or aviation-medicine-related training or equivalent experience. Before an officer can fly and be entitled to Aviation Career Incentive Pay (ACIP), he or she must be qualified for aviation service. This may or may not be authorized in the same aeronautical order that awards the rating (para 3-21).

*b.* The aeronautical order that awards the rating of Army aviator or flight surgeon (table 2-1), as well as other awards of advanced ratings, also authorizes wearing the proper aviation badge (AR 672-5-1).

### 2-3. Aeronautical rating eligibility requirements

US Army aeronautical ratings are awarded to Army officers only when the requirements in table 2-2 are met.

RC officers not previously awarded a military aeronautical rating as a pilot or aviator may be eligible if recommended by an FEB (para 4-6). However, all conditions below must be met.

*a.* The applicant must have—

(1) A Federal Aviation Administration (FAA) commercial pilot certificate.

(2) Current FAA instrument qualifications.

(3) A minimum of 700 hours of pilot time.

(4) Current US Army class 2 medical qualifications approved by Commander (Cdr), US Army Aeromedical Center (USAAMC), including adaptability rating for military aeronautics (ARMA).

*b.* The applicant must be assigned to and operate in a currently valid but vacant modification table of organization and equipment (MTOE) or modification table of distribution and allowances (MTDA) aviation position, which, if left vacant, would adversely affect the readiness of the unit.

*c.* No other rated aviators are available to fill the position.

*d.* The applicant must agree to attend the Army Rotary Wing Qualification Course (RWQC) or Fixed Wing Multi-Engine Qualification Course (FWQC), as appropriate. The CG, US Army Aviation Center (USAAVNC), can approve an abbreviated or specially constructed course of instruction based on the applicant's experience level and demonstrated performance. The final phase or end of course checkride should be conducted by the Directorate of Evaluation and Standardization, USAAVNC.

*e.* The Chief, National Guard Bureau, or the Chief, Army Reserve (CAR), and CG, US Army Forces Command, will insure that the MTOE or MTDA authorized level of aviators is not exceeded.

*f.* RC members may apply for an Army aviator rating at the same time they apply for commission or a WO rating in the proper RC. However, the rating will not be awarded until the commission or appointment is accepted and the training prescribed in *d* above is completed.

*g.* CG, USAAVNC, will publish an aeronautical order (aviation service—AR 310-10, format 331) to direct each officer to receive flight training. When the officer has successfully completed training, a new order will be published. (See AR 310-10, format 331, for information on awarding the aeronautical rating and aviation badge.)

### 2-4. Applying for an aeronautical rating

To apply for an aeronautical rating, follow procedures in table 2-3. CG, USAAVNC, will award the initial rating when the training has been successfully completed.

**2-5. Format and distribution**

a. Only HQDA or CG, USAAVNC, will issue an initial rating of aviator or flight surgeon. (AR 310-10, para 3-19, format 331, will be used for issuing all orders.)

b. CG, USAAVNC, will combine the aeronautical rating and aviation service in one aeronautical order for warrant officer candidates (WOCs) once they complete flight training and are appointed as WOs (chap 3). ARNG personnel must apply for aviation service orders according to paragraph 3-2.

c. A copy of the aeronautical order will become a permanent part of the Official Military Personnel File (OMPF) and Individual Flight Records Folder (IFRF).

d. Rating orders of officers will be distributed as follows:

For extended active duty . . . . . HQDA(DAPC-MSR), ALEX VA 22332. If Army Medical Department (AMEDD), HQDA(SGPE-MS), WASH DC 20324 (one copy).  
Individual's unit of assignment (one copy).  
Individual (five copies).

Army Reserve . . . . . Appropriate CONUS Army or major oversea commander. Cdr, RCPAC, ATTN: AGUZ-OPC-AV, St. Louis, MO 63132.  
Individual's unit of assignment (one copy).  
Individual (five copies).

Army National Guard (ARNG) . . . . . ARNG Personnel Center, 5600 Columbia Pike, Falls Church, VA 22041. Chief, NGB, ATTN: NGB-AVN-OC, Bldg. E6810, Aberdeen Proving Ground, MD 21010.  
Individual's unit of assignment (one copy).  
Individual (five copies).

**Table 2-1  
Awarding aeronautical ratings**

Rating	Awarded by	Given to
1. Army aviators or flight surgeons	a. CG, USAAVNC.	Officers who have never held an aeronautical rating from a US military service, after the officer completes flight training, posthumously, or after the officer completes aviation medicine training. (This applies to the commissioned Medical Corps only. It does not apply to aeromedical physician assistants (table 2-2).)
	b. HQDA(DAPC-OPA-V)	Interservice transfers who previously held an aeronautical rating in another Service and officers recalled to Army active duty or appointed in an RC who previously held an aeronautical rating in another Service.
2. Senior Army aviator and master Army aviator	a. Commanders who have general court-martial convening authority.	Officers on extended active duty.
	b. Major oversea commanders, Continental United States Army (CONUSA) commanders, and CG, US Army Reserve Component Personnel and Administration Center (RCPAC).	US Army Reserve Personnel not on extended active duty.
	c. Chief, NGB.	ARNG personnel not on extended active duty.
3. Senior flight surgeon and master flight surgeon	a. The Surgeon General (TSG)	All personnel, except those in b below.
	b. Chief, NGB.	ARNG personnel not on extended active duty.

**Table 2-2**  
**Eligibility requirements for aeronautical ratings**

Rating	Rated service <sup>1</sup> Formal training	Flying time <sup>2</sup> and		Application required	Other requirements or remarks
		TOFDC <sup>3</sup>			
Initial Entry Rotary Wing Army aviator	Army officer, warrant officer, or Warrant Officer Candidate Rotary Wing Aviator Course (WORWAC).	Completion of course requirements.		No	Medically qualified, class 2.
	RWQC or FWQC (for RC officers with civilian acquired skills (para 2-3a)	Completion of course requirements.		No	Medically qualified, class 2.
	Graduate of FW or RW pilot training by another US service.			Yes	Medically qualified, class 2. MILPERCEN will determine other training required according to AR 95-1 when accepting the officer into the US Army.
Senior Army aviator	At least 7 years of rated aviation service; 4 years must be as Army aviator.	At least 1,500 hours of flying time; or at least 72 months' total operational flying duty credit (TOFDC) and 1,000 hours of flying time.		Yes	Medically qualified, class 2 (current); military instrument qualified (whether or not current).
Master Army aviator	At least 15 years of rated aviation service; 12 years must be as an Army aviator or senior Army aviator.	At least 3,000 hours of flying time; or at least 108 months' TOFDC and 2,000 hours of flying time.		Yes	Medically qualified, class 2 (current); military instrument qualified (whether or not current).
Flight surgeon	US Army commissioned Medical Corps officer; graduate of the Army Aviation Medicine (Basic) Course.	None		No	Medically qualified, class 2. Medical students who complete the basic course are not awarded the rating until appointment in the Medical Corps.
	Graduate of like training by another US military service, plus the Army Aviation Medicine Orientation Course.	None		Yes	Same as above.
Senior flight surgeon	At least 5 years as a flight surgeon qualified for aviation service.	At least 400 hours flying time in military aircraft or 300 hours in military aircraft and 100 hours civilian pilot time.		Yes	Medically qualified, class 2.
	At least 2 years' operational flying duty as a flight surgeon, plus residency training and board certification as a specialist in aerospace medicine.	At least 300 hours flying time in military aircraft or 250 hours military and 50 hours civilian pilot time.		Yes	Same as above.
	At least 3 years' operational duty as a flight surgeon, plus 2 years as an Army aviator.	At least 350 hours total flying time in military aircraft.		Yes	Same as above.

**Table 2-2**  
**Eligibility requirements for aeronautical ratings—Continued**

Rating	Rated service <sup>1</sup> Formal training	Flying time <sup>2</sup> and		Other requirements or remarks
		TOFDC <sup>3</sup>	Application required	
Master flight surgeon	At least 10 years operational flying duty.	At least 850 hours total flying time in military aircraft or 700 hours flying time in military aircraft and 150 hours as a civilian pilot.	Yes	Medically qualified, class 2; certified by American Board of Preventive Medicine as a specialist in aerospace medicine or comparable credentials as determined by TSG.

<sup>1</sup>Rated service is computed from the date the officer was awarded US military aeronautical rating.

<sup>2</sup>Time logged in military or civilian aircraft as student pilot, pilot, copilot, or instructor pilot (AR 95-1). Time logged in a synthetic flight training system (SFTS) may not be included.

<sup>3</sup>Total Operational Flying Duty Credit. The cumulative number of months an aviator is assigned to operational (not proficiency or nonoperational) flying duty positions. Seventy-two months TOFDC credit and 1000 hours may be substituted for 1,500 hours for Senior Army aviator rating, and 108 months TOFDC credit and 2,000 hours may be substituted for 3,000 hours for master Army aviator rating, whether or not aviation gate was passed on time. See AR 570-1 for classification of operational flying duty positions. The TOFDC of each aviator is published each year in a DA Circular (600-series).

**Table 2-3**  
**How to apply for an aeronautical rating**

Aeronautical rating	Application will include—	Comments
Army aviator (with a rating from another US military service).	<p>A copy of the original aeronautical rating (US Air Force) or undergraduate flight training completion certificate (US Navy (USN), US Marine Corps (USMC), US Coast Guard (USCG)).</p> <p>An official certification of total military flying time by category (fixed or rotary wing), skill qualifications, and hours flown in past 12 months.</p> <p>A current class 2 flight physical completed within the last 12 months, approved by the US Army Aeromedical Center (ATZQ-AAMC-AA-ER), Fort Rucker, AL 36362.</p> <p>The signed statement below—                      "I understand that a service member who knowingly makes a false official statement may be punished under the Uniform Code of Military Justice (UCMJ), article 107. With this understanding, I make the official statement below, excluding medical suspensions of less than 30 days. I have never been restricted or suspended from flight duty or involved in an aircraft accident other than (if none, so state)—</p> <ul style="list-style-type: none"> <li>a. Restrictions from flight duty.</li> <li>b. Suspensions from flight duty.</li> <li>c. Military aircraft accidents.</li> <li>d. Any other aircraft accidents."</li> </ul>	Include application as part of an interservice transfer (AR 614-120), a recall request (AR 135-210), or a direct appointment request (AR 135-100).
Army aviator (with civilian acquired skills)	See paragraph 2-4.	Forward letter to proper CONUSA aviation division: 1st Army, 5th Army, or 6th Army.
Army aviators other than above	.....	CG, USAAVNC, will make awards without application.
Flight surgeons	.....	CG, USAAVNC, or HQDA(SGPE-MC) will award all basic ratings.
Senior or master Army aviator	<p>The original aeronautical rating order if applying for the senior award, plus the Senior Army Aviator rating order if applying for the master award.</p> <p>A current class 2 flight physical completed within the last 12 months. It must be approved by the USAAMC.</p> <p>The latest DA Form 759 (Individual Flight Record and Flight Certificate—Army) showing enough flying time; or HQDA(DAPC-OPA-V), NGB, RCPAC, or CONUSA documents of the Aviation Career Incentive Act of 1974 (ACIA) status for members under their control.</p>	To apply, complete DA Form 4187 (Personnel Action), and send through channels to the proper headquarters (table 2-1).
Army National Guard aviators	For ARNG personnel, an application will be submitted in the format in NGR 600-105.	

**Table 2-3**  
**How to apply for an aeronautical rating—Continued**

Aeronautical rating	Application will include—	Comments
Senior or master flight surgeon	<p>The schools of aviation medicine attended and date of graduation.</p> <p>A copy of basic flight surgeon aeronautical rating, plus the senior flight surgeon rating for the master award.</p> <p>A copy of original and other (if any) aviation service qualification orders.</p> <p>A copy of latest DA Form 759 and certified or notarized civilian time, if applicable, that shows enough flight time to qualify for award.</p> <p>A current class 2 flight physical completed within the last 12 months approved by USAAMC, ATTN: HSXY-AER.</p> <p>Certificate from the American Board of Preventive Medicine as a specialist in aerospace medicine for master flight surgeon or comparable credentials as determined by TSG.</p>	<p>Apply through HQDA(DASG-PSP), WASH DC 20310, to HQDA(SGPE-MC), WASH DC 20324. NGB flight surgeons apply to Chief, NGB, ATTN: NGB-AVN-OC, Bldg. E6810, Aberdeen Proving Ground, MD 21010.</p>

## Chapter 3 Aviation Service for Rated Officers

### Section I Qualification for Career Aviation Service

#### 3-1. Authorized rated inventory

a. Training for aviation service is voluntary. Army officers who enter aviation service must continually maintain medical and professional standards. (See AR 40-501, AR 95-1, DA Pam 600-3, DA Pam 600-11, and proper Aircrew Training Manual.) The officers below are in aviation service and are counted as the peacetime Army authorized rated inventory.

(1) All WO aviators on extended active duty who maintain pilot status code (PSC) 1 and a 100-series military occupational specialty (MOS).

(2) All commissioned officer aviators on extended active duty who maintain PSC 1 and an aviation specialty code (15, 71, or 67J).

(3) All commissioned or WO aviators not on extended active duty who maintain PSC 1 and have an aviation specialty code (15, 71, or 67J) or MOS (100-series) and are—

(a) Assigned to and performing operational flying duty (except Individual Ready Reserve (IRR)).

(b) Assigned to a rated position in an RC or considered by components (active or reserve) as part of their rated inventory and each of whom within the preceding 24 months were rated officers on active duty or assigned to rated positions. (See para 3-2 for CONUSA and major overseas commanders.)

(4) All aviators, regardless of component or status, meeting the criteria above must maintain current class 2 flight physical standards.

b. Rated officers remain in aviation service until disqualified (sec III) or terminated (sec IV).

c. The following does not disrupt the career aviation service of a rated officer:

(1) Failure to qualify for continuous incentive pay at the 12th- or 18th-year gate.

(2) Assignment to a nonaviation duty position, except for ARNG and Reserve aviators.

d. Flight surgeons are rated officers but are not included in the rated inventory.

#### 3-2. Aviation service authority

a. The SA authorizes the commanders listed below to enter officers into aviation service.

CG, US Army Aviation Center Student aviators enrolled in the Officer/Warrant Officer Rotary Wing Aviator Course (ORWAC), leading to the award of any Army aviator aeronautical rating, upon entry into flight training.

Student aviators who complete the WORWAC upon appointment as a WO and concurrently awarded the Army aviator aeronautical rating.

RC officers who complete the requirements in paragraph 2-3a and have an approved waiver from their component (para 2-3a, table 2-1, and table 2-2).

Medical Corps officers when they are enrolled in the US Army Aviation Medicine Basic Course.

CG, US Army Military Personnel Center Rated interservice transfers and aviator recalls on acceptance for extended active duty except National Guard personnel not on extended active duty.

CONUSA and major overseas commanders Rated officers who leave active duty and become active members of US Army Reserve troop units (TPU). The following limits apply:

a. Active duty under the Active Guard/Reserve (AGR) in USAR aviation positions.

b. CONUSA commanders are authorized to terminate aviation service orders of personnel not on active duty when appropriate except in cases where personnel are recommended for disqualification from aviation service following an FEB action.

**Chief, NGB** Rated officers who have left active duty or other RCs and become active members of ARNG units. ARNG rated officers whose aviation service has been terminated because of medical or nonmedical reasons; requalification must be verified. Officers on active duty under the AGR program in ARNG aviation positions and ARNG graduates of Initial Entry Rotary Wing Training, and RWQC or FWQC who are Civilian Aviation Accession Program selectees or graduates of a HQDA approved military aviation medicine course.

**CG, RCPAC** Rated RC officers not in an Army Reserve troop unit as follows:

- a. Active duty for training or active duty support.
- b. Active duty under the AGR program in an aviation position.
- c. IRR personnel and Individual Mobilization Augmentees assigned or attached to operational aviation positions.

**HQDA (SGPE-MC)** Medical Corps officers attending another military service aviation medicine basic course or an HQDA-approved residency program in Aerospace Medicine.

Medical students who have graduated from the Aviation Medicine Basic Course, on appointment in the Medical Corps.

### 3-3. Documenting qualifications for aviation service

- a. Qualification for aviation service is documented by publishing an aeronautical order (AR 310-10, format 331). The order must read "Performs: Aviation Service."
- b. The initial aviation service order establishes an officer's aviation service entry date (ASED). Once the date (for aviator or flight surgeon) is set, time credited toward aviation service for determining continuous ACIP entitlement and pay rates runs continuously. Assignments

and temporary suspension or disqualification do not interrupt the time. The ASED is as follows:

Personnel	ASED
Officers who attend a US military undergraduate flight training course or aviation medicine course.	The day that training begins (except for medical students).
WOCs	The day appointed a warrant officer, either during or after graduation from flight training.
Medical students who graduate from the Aviation Medicine Basic Course.	The date appointed in the Medical Corps.

c. An aeronautical order to enter an officer into aviation service will be published only as stated in paragraph 3-2.

d. An aviation service aeronautical order automatically terminates 30 days after a rated officer—

- (1) Leaves active duty or the RCs.
- (2) Leaves an RC aviation position for a nonaviation position.
- (3) Transfers from one CONUSA area to another or from one RC to another.
- (4) Transfers within the USAR between troop units and RCPAC control groups.

e. A change in officer status (commissioned to warrant or vice versa) will require another aeronautical order whether or not there was a break in service to authorize entitlement to ACIP (para 3-11d).

f. These orders will become a permanent part of the officer's IFRF and OMPF. They will also be distributed as stated in paragraph 2-5c.

### 3-4. Qualifications for Aviation Career Incentive Pay

- a. *General.* Officers entitled to ACIP include those who—
  - (1) Are entitled to basic pay.
  - (2) Have an aeronautical rating (or are being trained for one).
  - (3) Are qualified for aviation service (para 3-1) to include current physical and aviation specialty codes.

b. *Continuous ACIP.* Army aviators qualified for aviation service are entitled to continuous ACIP for 12 years following ASED so long as qualified. (See DODPM, tables 2-1-6 and 2-1-7, for rates.) The following applies to persons who qualify for continuous ACIP:

Those who accumulate at least—	May continue ACIP through
12-year gate	
72 months of TOFDC by the end of 12 years following ASED.	18 years of aviation service if they remain qualified.
18-year gate	
108 months of TOFDC by the end of 18 years following ASED.	22 years of the Total Federal Officer Service (TFOS) if they remain qualified.
132 months of TOFDC by the end of 18 years following ASED.	The completion of 25 years of TFOS if they remain qualified.

c. *Monthly ACIP.*

(1) Army aviators not entitled to continuous ACIP (b above) may receive monthly ACIP only while serving in an operational flying position (AR 570-1). The pay rate will be determined the same as for continuous ACIP. Aviators must have an aviation specialty code or MOS and meet the monthly flight minimums (DODPM, part 2) to be eligible. When verified that the aviator is assigned to an operational flying position, the military personnel officer will inform the servicing finance and accounting officer (FAO), by disposition form, that the officer is eligible for monthly ACIP. The effective date is the day the officer is assigned to the position. Conversely, the FAO must also be asked to stop monthly ACIP when the officer leaves the position or the person fails to meet the monthly flying requirements.

(2) An officer (other than a WO) below pay grade 0-7 with over 25 years of officer service who is qualified for aviation service and required by competent orders to perform operational flying duties is entitled to monthly (conditional) ACIP for performing the minimum flight requirements prescribed in DODPM, paragraph 20123.

(3) Officers not qualified for aviation service, who are required by competent orders to perform regular and frequent aerial flights, are not entitled to ACIP, but are entitled to monthly Hazardous Duty Incentive Pay. (See DODPM, chap I, part II, sec A.)

(4) Flight surgeons are entitled to monthly, not continuous, ACIP only while serving on operational flying duty as determined by HQDA (SGPE-MC). Flight

surgeons must meet the minimum flight standards outlined in paragraph 3-19.

d. ACIP for RC aviators not on extended active duty. ACIP entitlement provisions are in DODPM, part 8.

**Section II  
Temporary Suspensions from Aviation Service**

**3-5. General**

Temporary suspensions involve removing rated officers from flying duty for medical or nonmedical reasons for up to 6 months.

*Note.* All rated aviators whether or not assigned to operational flying duty positions must maintain current class 2 flying medical fitness standards.

a. Suspensions of more than 6 months will disqualify members from aviation service.

b. When aviation personnel are temporarily suspended from flying for medical reasons for minor short-term disabilities, such as minor illness, injury, or treated minor surgical conditions, the commander has no need to notify FAO; however, if the flight surgeon determines the condition will likely result in suspension beyond a period of 6 months, the flight surgeon must insure that both the commander and USAAMC are informed of this condition. The FAO should then be notified by the commander. (See DODPM for exception because of physical reasons.)

c. Suspensions not resulting in disqualification do not interrupt a rated officer's—

- (1) Aviation service.
- (2) Operational flying duty credit if assigned to an operational position.
- (3) Time credited toward senior or master aeronautical ratings.

d. An aeronautical order for temporary suspension from aviation service will not be published, except for ARNG personnel.

**3-6. Temporary suspension—medical**

a. *Who may impose suspension.* The immediate commander will suspend the officer when recommended by medical authority. A DA Form 4186 (Medical Recommendations for Flying Duty) will be prepared to impose and remove temporary medical suspensions. It will be filed in the officer's IFRF (AR 40-501 and AR 95-1).

b. *Period of suspension.* The suspension will begin on the date imposed by the commander. An officer who has been temporarily suspended from flying duty because of illness, injury, or other physical incapacity may not remain in that status more than 6 months.

c. *Automatic temporary suspension because of patient status.* An officer admitted to a hospital or placed in a sick-in quarters status will automatically be medically suspended from flying duty. The suspension will start the

date the officer is admitted and will be documented by using a DA Form 4186. Before returning to flying duty or aviation service, the officer must be cleared by a flight surgeon even if not currently assigned to an operational flying duty position. When an officer is admitted to a hospital or placed in sick-in quarters, the medical facility commander will insure that the unit commander is informed by DA Form 4186 of the automatic medical suspension from flying duty. If the officer is a patient longer than 6 months, he or she will be disqualified for aviation service (para 3-9a(3)).

*d. Suspension for more than 6 months.* If the officer's suspension will exceed 6 months, the medical authority will refer the case to the Cdr, USAAMC, ATTN: HSXY-AER, Fort Rucker, AL 36362, for processing (para 3-9d).

*e. Excusal from meeting incentive pay and proficiency requirement when physical incapacity results from an aviation accident.* Officers who must meet flight requirements (flight surgeons and aviators with monthly entitlement to ACIP) but are injured or disabled because of an aviation-related accident are considered to have met the incentive pay proficiency requirements for the 3 months following the month of incapacity. This time may be up to 5 months following the month of incapacitation if the person has sufficient bank time. (See DODPM for entitlements.)

*f. Duty while medically suspended.* During medical suspension, an officer will not be assigned to flying duties or operate a military aircraft. As an exception, medically suspended aviators may perform pilot duties while undergoing an aeromedical consultation in-flight evaluation with an instructor pilot (chap 5). Unless specifically prohibited by a flight surgeon, aviators may operate flight simulators while medically suspended. He or she may operate aircraft on the ground if recommended by the flight surgeon and approved by the commander as stated in AR 95-1.

*g. Who may remove a temporary medical suspension.* The officer's commander may remove a temporary medical suspension when recommended by the flight surgeon. The flight surgeon will prepare DA Form 4186.

*h. Responsibility.* Aviators are personally responsible to promptly report any treatment by a nonflight surgeon (AR 40-8) or to report any condition that may be cause for suspension from flying duty.

### 3-7. Temporary suspension—nonmedical

*a. General.* Any commander in the chain of command may impose nonmedical suspension. The commander must determine if the officer is unfit for flying duty because of one or more of the conditions in paragraph 3-10. Temporary suspension is required when a commander intends to request an FEB (chap 4). A

temporary suspension for 30 days or less may be imposed by any commander to determine if an FEB will be conducted. A suspension will never be ordered as a disciplinary measure. A violation of flying or other regulations may be processed under the UCMJ.

*b. Suspension authority.* Suspension authority is as follows:

Authority	Action and length of suspension
(1) Any commander in the chain of command	May impose and remove a temporary suspension of 30 days or less.
(2) CGs of the Active Army; CG, RCPAC; Chief, NGB; and Active Army commanders in command of posts, camps, forts, or stations. Army commanders in command of divisions, brigades, regiments, detached battalions, or corresponding units of the Army.	May convene an FEB or process a disqualification, impose a temporary suspension for up to 6 months. (This suspension runs concurrent with any 30 day suspension already imposed.) If final fitness has not been determined by the end of 6 months, the appointing authority may request an extension from the final approving authority or in the case of National Guard aviators from Chief, NGB. The message will include the reason for the delay and the expected completion date.

*c. Notice of suspension.* The commander imposing a suspension will inform the rated officer in writing. The commander will also furnish the servicing FAO a copy of the notice stopping incentive pay effective the date of the suspension. The suspended officer will promptly acknowledge the suspension in writing.

*d. Duty while suspended.* While suspended, an officer will not be assigned to flying duty. A suspended aviator may not fly a military aircraft until restored to flying duty.

*e. Action in case of reassignment.* If reassignment orders or instructions are received for an officer being considered for suspension or awaiting final decision on a suspension, the unit commander will inform the officer's career management branch within 10 days of receipt of orders. (For Reserve officers reassigned from troop program units to an RCPAC Control Group, inform Cdr, RCPAC, ATTN: AGUZ-OPC-AV, 9700 Page Blvd., St. Louis, MO 63132.) If a rated officer is reassigned while suspended from flying, the losing unit commander will send the following to the gaining commander:

- (1) The individual's flight records folder.
- (2) A case resume.
- (3) A copy of the suspension orders or written notification.

*f. Removal of suspension (restoration).*

(1) Any commander authorized to impose a temporary suspension may remove the suspension and restore the aviator to aviation service.

(2) If an FEB recommends reinstatement and all reviewing authorities concur, the reviewing authority may remove the temporary suspension and restore the officer to flying duty. Such action must be taken within 6 months of the original temporary suspension.

(3) If the suspended officer is restored, the unit commander will inform the aviator in writing. The commander will also notify the FAO if the aviator is qualified to receive retroactive ACIP for that period of time.

### Section III Disqualification From Aviation Service

#### 3-8. General

When an officer is no longer medically or professionally qualified for aviation service, he or she is disqualified.

*a. For aviators, disqualification results in the following:*

- (1) Termination of continuous or monthly ACIP.
- (2) Termination of authority to pilot Army aircraft.
- (3) Removal from the authorized rated inventory change of pilot status code from 1 to PSC 2, 3, or 4, as appropriate.
- (4) Termination of flying duty credit toward meeting the 12- or 18-year gate (para 3-11).
- (5) Termination of time creditable toward award of a senior or master Army aviator rating (para 3-11).
- (6) Removal of an aviation specialty or MOS, except as stated in d below.

*b. For flight surgeons, disqualification results in—*

- (1) Termination of duty as a flight surgeon or practice of aviation medicine.
- (2) Termination of time creditable toward the award of a senior or master flight surgeon rating.

*c. Disqualification does not result in—*

- (1) Loss of an aeronautical rating or loss of the authority to wear the proper aviation badge. (The rating or badge is removed only as dictated in AR 672-5-1, para 1-29.)

(2) An adjustment in ASED or time remaining to meet the 12- or 18-year gate requirements if later requalified (sec IV).

*d. Reclassification of medically disqualified commissioned aviators is discretionary. Rated commissioned aviators who become medically disqualified may, on a case-by-case basis, retain specialty code 15 or 71. Such*

officers may be assigned to nonoperational aviation positions (ASI 1X).

*e. CG, MILPERCEN or Chief, NGB, will publish an aeronautical order to disqualify an officer from aviation service. (AR 310-10, format 331, will be used.) The lead line will read "Terminate: Aviation Service." Distribution will be the same as that required by paragraph 2-5.*

#### 3-9. Medical disqualification

If an officer is medically unfit for flying duty (AR 40-501), he or she is disqualified for aviation service. Disqualification begins on the 1st day of the 6th month following the month of medical incapacitation ((4) below and para 3-6b).

*a. Action on incapacitation.*

(1) When a medical condition exists that will require more than 6 months to resolve and that renders an aviator unfit, USAAMC must be notified. The medical authority will immediately send information required by AR 40-501, paragraph 10-26, to Cdr, USAAMC, ATTN: HSXY-AER, Fort Rucker, AL 36362. In all cases, information will be sent to USAAMC when an officer has been temporarily suspended (medically) for 6 months.

(2) At the same time, a DA Form 4186 will be sent to the officer's commander. The form will recommend temporary suspension and inform the commander of the extent and possible duration of the condition. The commander will take action according to paragraph 3-6.

(3) The Cdr, USAAMC, will review the medical report and make the final decision on the officer's condition. If it is disqualifying, the Cdr, USAAMC, will determine the date of incapacitation and send one of the recommendations below to HQDA(DAPC-OPA-V) or Chief, NGB(NGB-AVN-OC)—

(a) Recommend that a waiver be granted for the disqualifying condition.

(b) Recommend that the officer be disqualified from aviation service.

(4) HQDA(DAPC-OPA-V) will, for active duty and Army Reserve officers, either grant the waiver or publish an aeronautical order disqualifying the officer. NGB(NGB-AVN-OC) will act for all ARNG rated officers. The disqualification order will be effective on the 1st day of the 6th month following the month of incapacitation, regardless of when the recommendation is sent to HQDA(DAPC-OPA-V) or NGB(NGB-AVN-OC).

*b. Waivers.*

(1) Waivers may be issued when recommended by USAAMC and when necessary to meet Army requirements.

(2) When no longer justified by either medical condition or by Army requirements, medical waivers may be terminated by MILPERCEN or NGB, as appropriate.

(3) Officers may not reject a medical waiver approved by MILPERCEN or NGB. "Referral to Fly" action based on nonacceptance of a medical waiver will be processed according to paragraph 3-10a(4).

*c. Flight physicals.* Unless disqualified for aviation service by written order, all rated officers (except Standby-Reserve) must take a flight physical each year (AR 95-1 and AR 40-501). Assignment to a nonaviation duty position or failure to meet gate requirements does not exempt an officer from this requirement.

(1) The results of both annual and initial entry flight physicals must be sent to USAAMC for review and validation. The medical authority who examined the officer will do the following:

(a) Perform the examination as stated in AR 40-501 and send the results to USAAMC. (The local medical authority will not delay results of physicals pending treatment of the condition, which may be disqualifying.)

(b) Complete a DA Form 4186 for the officer's commander. If there is no disqualifying condition, the officer will be cleared to fly. If there is a disqualifying condition or there is any doubt of his or her medical fitness, the officer will be temporarily suspended (para 3-6a). (See AR 40-501, para 10-26j for use of DA Form 4186.)

(2) The Cdr, USAAMC, will comply with a(3) above.

(3) HQDA(DAPC-OPA-V) or NGB(NGB-AVN-OC), will comply with a(4) above.

*d. Disqualification because of medical unfitness.* On the 1st day of the 6th month following medical incapacitation, an officer who is medically unfit will be disqualified. The responsible local medical authority will provide USAAMC documentation required by a(1) above. The case will then be processed as stated in a(3) above.

*e. Termination of medical disqualification.* A flight surgeon may recommend to USAAMC that a medical disqualification be terminated. If USAAMC approves, HQDA(DAPC-OPA-V) or NGB(NGB-AVN-OC) will, when consistent with Army requirements, publish an order requalifying the officer for aviation service. If the officer is medically requalified before the end of the 8th month of unfitness, he or she may be entitled, if qualified, to ACIP for that time.

### 3-10. Nonmedical disqualification

*a.* If an officer fails to remain professionally qualified or has marginal potential for continued aviation service, an FEB should be convened to consider the case. An FEB will be convened under the conditions in (1) through (7) below. When the FEB is completed, the convening authority reviews the FEB proceedings and makes a recommendation to the approving authority.

Disqualification will never be used as a punitive measure or a substitute for proceedings under UCMJ.

(1) *Lack of proficiency.* Evidence that shows the officer—

(a) Lacked proficiency in flying duties.

(b) Failed to meet minimum semiannual and annual aircrew training manual flying proficiency requirements unless waived per AR 95-1.

(c) Failed to pass the annual written examination as stated in AR 95-1.

(d) Failed to maintain a current instrument qualification, unless exempt or waived under the proper regulation or aircrew training manual.

(e) Failed to report for an annual flight physical examination, whether or not assigned to an operational flying duty position or meeting "gates."

(2) *Flagrant violation of flying regulations.* This may show a lack of flying judgment or proficiency to render him or her unfit or unqualified for flying duty.

(3) *Undesirable habits or traits of character.* Evidence that shows the officer is emotionally unstable or has inherent undesirable personality traits that may affect his or her flying duty. This also applies to illegal use of hallucinogenic, narcotic, or federally controlled drugs and substances, and alcohol abuse.

(4) *Insufficient motivation.* Lack of motivation is any self-imposed deficiency not covered under medical unfitness in AR 40-501. (e.g., apathy or fear of flying not because of psychiatric illness) that limits the duty or location to which an aviator may be assigned. The underlying cause may but need not be determined. Insufficient motivation may be proven by unjustified deficient conduct, such as refusing to fly a specific aircraft or category, type, or model of aircraft or refusing to fly certain missions or in a particular theater of operations, combat, or otherwise. This paragraph does not preclude a commander from taking any proper measures, to include action under UCMJ, if he or she determines or suspects there is any criminality in the aviator's conduct. Actions resulting in conviction or nonjudicial punishment, under UCMJ, may also be grounds for administrative disqualification under this paragraph. When a commander discovers a self-imposed deficiency on the part of an aviator, such as a profession of "fear of flying," the following action must be taken by the commander:

(a) Temporarily suspend the aviator.

(b) Require the aviator to have a medical examination per AR 40-501, chapter 10. The examining physician will determine if any disabling physical or psychiatric conditions exist. The determination of medical fitness for flying is made at the lowest echelon possible, and the report is returned to the commander. Flight surgeons at all levels of command will determine if the aviator is medically fit for flying duty. If the aviator is

medically unfit, the flight surgeon will provide the commander with a statement (DA Form 4186) commenting on the duration and severity of the condition. A report indicating medical disqualification will be sent for final determination by USAAMC as stated in paragraph 3-9a.

(c) If the aviator is medically fit to fly, he or she will be told that a self-imposed deficiency may be considered dereliction of duty. If a violation of the UCMJ is suspected, the aviator will be advised of his or her rights against self-incrimination and of any rights to counsel. (See UCMJ, Art. 31(a); and *Military Rules of Evidence*, rule 305, chap XXVII, MCM (1969 Rev. ed).) The aviator will also be advised that he or she may consult a judge advocate for the possible legal consequences of a self-imposed deficiency. A written account of counseling sessions between the aviator and the commander (including date, substance, and witness present) will be kept.

(d) After counseling and the aviator's consultation, if any, with a judge advocate, allow the aviator to deny the self-imposed deficiency. Unless he or she has elected to remain silent after being given the rights warning (UCMJ, Art. 31; and *Military Rules of Evidence*, rule 305), a denial or affirmation of the self-imposed deficiency should be made in writing. It may be a verbal statement if witnessed by an officer other than the commander or the judge advocate who counseled him or her. If the aviator denies the self-imposed deficiency, lift the suspension and order the aviator to resume flying duties or take other action.

(e) If the aviator declines to deny the self-imposed deficiency, the temporary suspension remains in effect, and the case may be referred to an FEB. Commanders should consider what action under UCMJ would be appropriate, if any.

(f) *Failure to maintain medical certification.* An officer must maintain medical certification for flying duty through timely physical examinations (AR 95-1 and para 3-9, this AR). If the certification expires, he or she is unfit until medically requalified or a temporary medical extension is provided (AR 40-501). For active component officers, aviation service is suspended effective the day following the last day of his or her birth month. For RC officers, the effective day for the suspension is the day following the last day of the designated fiscal quarter. In cases where temporary medical extension has been provided, aviation service is suspended on the first day following the last day of the extension. The immediate commander will temporarily suspend the officer from flying duty (para 3-7).

(g) If not physically examined and medically recertified within 6 months following the date of suspension, the proper appointing authority will convene an FEB.

(h) If the officer is given a physical examination

within 6 months of suspension and the examination shows that he or she is unfit and will not be well by the 1st day of the 6th month following suspension, the flight surgeon will inform the commander and USAAMC. USAAMC will act on the medical report according to paragraph 3-9a(3). If disqualification is recommended, MILPERCEN or NGB will publish an aeronautical order disqualifying the officer from aviation service. The effective date of this action will be the 1st day of the 6th month following suspension.

(i) Officers must plan for timely completion of their physical examination and medical recertification. They must consider additional time for processing medical waivers. When an officer is stationed in a remote area and only limited facilities are available, or when other unexpected circumstances prevent a timely physical examination and medical recertification, an officer may request extension of eligibility up to 6 months. The officer will send a letter through his or her commander to the FEB appointing authority. The FEB appointing authority approves or disapproves the request. For other guidance, contact HQDA(DAPC-OPA-V), ALEX VA 22332, or NGB(NGB-AVN-OC), Bldg. E6810, Aberdeen Proving Ground, MD 21010.

(5) *Failure to complete graduate flight training.* If an officer fails or self-eliminates himself or herself from a graduate flight training course, he or she will—

(a) Be allowed to repeat the course or be given other instructions to complete the course.

(b) Be allowed to continue aviation service without completing the course. This should be recommended only when circumstances conflict with the skill requirements of the course. This recommendation must be coordinated with the officer's career manager at MILPERCEN or the Chief, NGB.

(c) The school commandant may convene an FEB to determine if the officer should be allowed to continue in aviation service.

(6) *A personal request by an aviator for voluntary disqualification.* Except as specified in b below, such requests require an FEB.

(7) *Appointing authority to convene an FEB.* HQDA or Chief, NGB, may direct an appointing authority to convene an FEB to determine the flying qualifications or fitness of—

(a) Rated officers who are currently disqualified for aviation service (para 3-12).

(b) Nonunit Reserve rated officers when necessary under any of the conditions described in paragraph 3-12. Board recommendations will be sent through Commander, RCPAC, ATTN: AGUZ-OPC-AV, 9700 Page Blvd., St. Louis, MO 63132 (for review), to HQDA(DAPC-OPA-V).

b. *Disqualification not requiring FEB action.* Under certain conditions, an officer may request waiver of the

FEB and voluntary disqualification when such action is clearly in the Army's best interest. Requests must show beyond reasonable doubt, through attached supporting documents, that an FEB would recommend disqualification. The FEB convening authority will submit all supporting documents with the request for waiver. Only HQDA(DAPC-OPA-V) or NGB(NGB-AVN-OC) may waive the FEB.

(1) Unless there are unusual or compelling reasons, an officer should not request voluntary disqualification if—

(a) He or she has not completed an active duty service commitment incurred because of initial entry or graduate flight training.

(b) He or she has accepted assignment to or is enrolled in a formal graduate flight training course.

(2) For (1) above, the following are not unusual or compelling reasons:

(a) A personal desire not to incur an active duty service commitment for a permanent change of station (PCS) or formal graduate flight training course.

(b) A refusal to fly a certain type of aircraft.

(c) A refusal to perform a particular mission.

(d) A refusal to fly in a certain location.

(3) Requirements for submitting a DA Form 4187 are outlined below.

(a) The officer must submit a DA Form 4187 to his or her immediate commander requesting voluntary disqualification and waiver of an FEB. The DA Form 4187 must include the statement: "I understand that if this request is approved, I will be permanently disqualified for aviation service."

(b) If the immediate commander recommends that the request be approved, he or she will temporarily suspend the officer from flying duty pending final action (para 3-5).

(c) The voluntary request and supporting documents are sent through reviewing authorities to HQDA(DAPC-OPA-V), ALEX VA 22332. Reviewing authorities at any level may disapprove the request, return it to the officer, and, if proper, direct the commander to remove the temporary suspension. The major commander reviews the request and prepares the command position. HQDA(DAPC-OPA-V), ALEX VA 22332, is the final approval authority and publishes the aeronautical order that permanently disqualifies the officer from aviation service.

(d) Submitting a voluntary request may not be used as the reason for other administrative or disciplinary actions. This does not preclude proper action if material in the request so warrants. Examples are admitting a violation of law or directive or professing a fear of flying.

(4) An officer may request voluntary disqualification for Officer Personnel Management System (OPMS)

specialty realignment. In this case, (1) through (3) above do not apply. The proper MILPERCEN career management division will review the application. He or she will consider individual qualifications and Army requirements and provide comments. If approved, HQDA(DAPC-OPA-V) will publish the disqualifying aeronautical order.

(5) An active duty rated officer having temporary severe personal problems that may usually be resolved within 12 months may be assigned to nonflying duties. He or she may request humanitarian rather than voluntary disqualification. (This action is separate from the compassionate reassignment or deferment programs of AR 614-101, chap 3.) Each case will be evaluated on its merits.

(a) A humanitarian request implies that assignment to a nonaviation position is not possible or is impractical.

(b) Approval of the request generally is based on the same guidelines used to process compassionate reassignments or deferments under AR 614-101, chapter 3. A temporary excuse from flying will be emphasized. When a humanitarian request is in the best interest of the Army, the request will be approved.

(c) Officers will use DA Form 4187 to submit requests. Requests will include a complete explanation of the circumstances and statements from medical authorities, chaplains, or qualified counselors. (Commanders at any level of review may disapprove this request and return it to the sender.) The major commander reviews the request and prepares a command position. HQDA(DAPC-OPA-V) is the final approval authority and will publish the disqualifying aeronautical order.

## Section IV

### Administrative Termination and Requalification of Aviation Service

#### 3-11. Terminating aviation service or aeronautical orders

*a. Resignation or release from active duty.* Aviation service orders terminate 30 days following the officer's resignation or release from active duty (para 3-3). As an exception, officers released from active duty who retain a Reserve appointment or remain in an active Reserve status will be retained in aviation service.

*b. Academic or flying deficiencies or self-elimination of student aviators.* CG, USAAVNC, will revoke the aviation service orders of students who fail to complete Initial Entry Rotary Wing training. (This also applies to WOCs.) Copies of orders terminating aviation service or flight training will be sent to the proper headquarters (para 2-5d).

*c. Error and fraud in service orders.* The command

who publishes erroneous or fraudulent aviation service orders will be required to revoke them.

*d. Change in status.* Aviation service orders are terminated when an officer changes his or her status from WO to commissioned officer or vice versa (para 3-3d).

*e. Results of termination.* Paragraph 3-8 applies to officers whose service has been terminated.

*f. Reentry into aviation service.* The appropriate commander (para 3-2) may reenter rated officers whose aviation service has been terminated (para 3-12e).

### 3-12. Requalification for aviation service

*a. Eligibility.* Rated officers may request requalification and restoration of an aviation specialty or MOS. Commanders should determine whether the original reasons for disqualification and current circumstances require convening an FEB to review the officer's request for requalification. Decision authority for cases of requalification will be retained at HQDA or Chief, NGB, and will be based on the needs of the officer and the Army at the time of the request.

*b. Termination because of medical disqualification.* If a local medical authority determines that the disabling condition no longer exists or can be waived, he or she may send the information required by AR 40-501, paragraph 10-26, to USAAMC. USAAMC will review the information and make the final medical determination. The Cdr, USAAMC, will follow procedures in paragraph 3-9a(3) or 3-9e, as applicable.

*c. Disqualification resulting from FEB action.*

(1) *Evaluation for requalification.* An officer disqualified as result of an FEB review may be evaluated for requalification if—

(a) He or she was not permanently disqualified for aviation service.

(b) His or her authority to wear the aviator badge was not revoked as a result of an FEB recommendation (AR 672-5-1, para 1-29).

(2) *Procedures for requalification.*

(a) The officer will write his or her immediate commander to request requalification.

(b) The officer's immediate commander must endorse the requalification request, with a recommendation, through proper channels to the FEB appointing authority. The appointing authority may convene an FEB to evaluate the officer's qualifications for return to aviation service.

*d. Disqualification not resulting from FEB action.*

(1) *Voluntary disqualification.* An officer who requested voluntary disqualification with waiver of an FEB is permanently disqualified and not eligible for requalification. (Exception: Officers who volunteer to disqualify to meet branch or specialty alignment objectives may be requalified.) They must also be awarded their aviation related specialty (15, 71, 67J).

(2) *Humanitarian disqualification (para 3-10b(5)).* Humanitarian disqualification may not be for a period longer than a related compassionate reassignment. When this reassignment is terminated or canceled, the officer is requalified for aviation service or disqualified under section III. In no case will this disqualification extend beyond 24 months without action to requalify or disqualify the officer under different provisions. The MILPERCEN career management division monitors the compassionate reassignments and advises the Aviation Plans and Program Branch (DAPC-OPA-V) on terminations. HQDA(DAPC-OPA-V) publishes aeronautical orders to requalify the officer.

*e. Application for requalification (active duty personnel).*

(1) Officers disqualified for aviation service may request requalification (table 2-3).

(2) Officers formerly rated as USAF pilots, or Army or naval (USN, USMC, USCG) aviators called or recalled to active duty may request aviation service orders and the proper OPMS specialty code or warrant officer MOS.

(3) DA Form 4187 will be used to request requalification in all the cases above. Send requests through command channels to HQDA(DAPC-OPA-V), ALEX VA 22332.

(4) The officer requesting requalification must include the following:

(a) A copy of the original aeronautical designation order issued by the CG, USAAVNC, or Commandant, US Army Aviation School Element, Hunter Army Airfield, at the time of graduation from initial entry flight training; or the original Air Force aeronautical rating order; or a copy of the officer's undergraduate flight training completion certificate (USN, USMC, or USCG).

(b) A copy of the current class 2 flight physical examination results completed within the previous 12 months and approved by the Cdr, USAAMC.

(c) For officers with prior or current commissioned status, a copy of the officer's record brief, DA Form 2 (Personnel Qualification Record—Part I) or order determining the TFOS and ASED.

(d) A copy of the most recent DA Form 759.

(e) A copy of the current order to active duty.

(f) A copy of the previous qualification order (when applicable).

(g) A copy of the following signed statement: I understand that a service member who makes a false statement, knowing it to be false, could be punished by court-martial under Article 107, UCMJ. With this understanding, I make the official statement: With the exception of a medical restriction of less than 30 days for any one incident, I have never been restricted or suspended from flight duty, and I have never been involved

in an aircraft accident other than those incidents that follow: restrictions from flight duty (if none, so state), suspensions from flight duty (if none, so state), military aircraft accidents, or civilian aviation aircraft accidents (if none, so state).

(h) A brief chronology of assignments to operational (formerly referred to as "Category A") flying duty positions (Active and Reserve). Do not include assignments to nonoperational duties (formerly referred to as "Category B"), even if proficiency flights were flown.

(5) If the officer is disqualified for medical reasons, his or her application will be sent to USAAMC to determine physical qualification. USAAMC will then send it with an appropriate recommendation to HQDA(DAPC-OPA-V).

(6) If the officer is disqualified because of an FEB recommendation, his or her application will be sent to the proper FEB appointing authority who recommends approval or disapproval.

f. The DA Form 4187 request for requalification for reentry into aviation service (USAR personnel) will be sent to Cdr, RCPAC, ATTN: AGUZ-OPC-AV, 9700 Page Blvd., St. Louis, MO 63132, and include the following:

- (1) Name, grade, SSN, specialty, and branch.
- (2) Current duty status, AGR, TPU, or control group.
- (3) Unit and location.
- (4) Duty assignment, paragraph and line number.
- (5) Copy of original request and current termination of suspension.
- (6) Copies of any suspensions and termination of such suspensions.
- (7) Copy of current approved class 2 flight physical.
- (8) Copy of current assignment orders.
- (9) A statement prepared by the officer, as follows: "I (have) (have not) been suspended or relieved from aviation service before my release from active duty or Reserve Component duty." (If yes, explain.)

g. If the request is approved, a copy of the aviation service requalification order will become a permanent part of the officer's—

- (1) OMPF.
- (2) Field Military Personnel Records Jacket.
- (3) Individual Flight Records Folder.

## Section V

### Status of Student Aviators

#### 3-13. Initial qualification for aviation service of student aviators

a. *Officer students.* Officer students are qualified for aviation service at the start of the proper qualification course (table 2-1) leading to the award of an aeronautical rating. CG, USAAVNC, will use AR 310-10, format

331, as guidance. If the course is satisfactorily completed and an aeronautical rating awarded, the officer will continue in aviation service until disqualified (sec III).

(1) If the officer fails or is nonmedically eliminated from the course before completion, his or her aviation service orders will be terminated promptly. If he or she has an aviation specialty, it must be changed and a branch transfer will be requested, if appropriate.

(2) If the officer is eliminated because of medical unfitness, his or her aviation service is terminated on the 1st day of the 6th month following medical incapacitation or following the date of disenrollment, whichever comes first.

b. *Warrant officer candidates.* WOCs are qualified for aviation service on graduation from flight training, appointment as a warrant officer, and the award of an Army aeronautical rating. CG, USAAVNC, will publish flight training orders using AR 310-10, format 332. They will be effective on the starting date of the course. Orders will read: "Perform flight training." These orders expire automatically when the aeronautical rating or aviation service order is published (AR 310-10). If the WOC fails or is eliminated for any reason (including medical) from the course before completion, the flight training orders will be revoked by written order. The order will be effective on the date of disenrollment.

#### 3-14. Incentive pay status

a. *Officers.* Incentive pay entitlements are as shown in DODPM, table 2-1-6. Entitlement begins on the ASED.

b. *Warrant officer candidates.* During flight training, WOCs are entitled to enlisted crewmember hazardous duty incentive pay (DODPM, table 2-1-1). A warrant officer candidate's entitlement to ACIP begins on his or her ASED, the date appointed a warrant officer.

## Section VI

### Career Aviation Service Data

#### 3-15. Aviation Service Entry Date

a. *Officers and WOCs candidates.* For information on officers and WOCs, see paragraph 3-3b.

b. *Uses of ASED.* ASED is used to determine the arrival at either a 12- or 18-year ACIA gate. For incentive pay purposes, time creditable toward "gate passage" runs continuously from the ASED.

c. *Adjustment.* The ASED is adjusted only when an officer fails to complete the course leading to award of an aeronautical rating. If he or she is later accepted to reenter the course, his or her ASED will be changed to the date of reentry.

d. *Officers who change rating.* The ASED for an officer who changes rating status from aviator to flight

surgeon or officer to WO remains the date he or she entered into aviation service. This applies to the first rating held.

**3-16. Total Federal Officer Service**

For rated officers, TFOS is used to—

- a. Determine the incentive pay rate for those with more than 18 years of officer service.
- b. Compute the 22- or 25-year termination date of incentive pay for those who have passed the 18-year ACIA gate.

**3-17. Total Operational Flying Duty Credit**

To receive credit for TOFDC, an officer must be assigned to an operational flying position (AR 570-1) and meet flying requirements of AR 95-1 or the proper aircrew training manual.

a. *Operational flying duty credit.* Operational flying duty credit begins the day following the date the aviator signs out of a nonoperational flying duty position en route to an operational flying duty position. Credit is continuous until the aviator signs out en route to a nonoperational flying duty position.

b. *Operational flying duty dates.* TOFDC is recorded by number of months. The 15th day is the “break even” point for crediting or not crediting a month. If an aviator signs out of a nonoperational flying duty position en route to an operational flying duty position on the 14th day of a month or earlier, credit begins the following day and the month is counted. Conversely, if the date of sign out is the 15th day of a month or later, the month is not counted. If departure from an operational flying duty position is on the 15th day or later, the full month is counted. Departures on the 14th day or earlier causes the month not to be counted.

c. *Consecutive assignments.* If an aviator remains in operational flying positions in consecutive assignments, credit is continuous. Leave and travel time between assignments are included, except that aviators may not fly or accumulate TOFDC while attending nonaviation schools on temporary duty of 90 days or more.

d. *Automated update of TOFDC.* During each update of the officer’s master file, using the Standard Installation Division Personnel System input, the automated procedure evaluates each aviator duty departure transaction. If the departure is from an operational flying duty position, time spent in this position is added to TOFDC.

e. *Special conditions for crediting TOFDC.* TOFDC may be credited to an aviator not meeting the provisions of this paragraph only under the following conditions:

- (1) The aviator is medically unfit. The accident or illness occurred while assigned to an operational flying position. TOFDC will continue until he or she is disqualified (para 3-9).

(2) The aviator is a prisoner of war or is declared missing in action.

(3) If the aviator’s release from active duty is voided by the Army Board for Correction of Military Records (ABCMR), he or she must ask the ABCMR to determine the amount of active duty that is creditable toward TOFDC.

**Section VII**

**Additional Flight Surgeon Data**

**3-18. Operational flying duty for flight surgeons**

a. Flight surgeons are considered on operational flying duty when placed on competent orders by Cdr, USAMMC, TSG, or NGB. This duty entitles them to monthly ACIP. Questionable cases will be submitted for review by TSG or NGB.

b. Duties include the following:

- (1) Formal aviation medicine training leading to the award of an aeronautical rating.
- (2) Formal aerospace medicine residency training leading to certification in aerospace medicine.
- (3) An assignment to a position or location determined by TSG or NGB that requires the flight surgeon to conduct a local aviation medicine program.
- (4) Any assignment for an aerospace medicine specialist, primary SSI 61N9B, provided the person remains actively involved in an aviation medicine program. This does not apply to officers in a second residency program unless preselected for a position that requires dual certification.

**3-19. Flight surgeons annual minimum flying hours**

a. Flight surgeons assigned to flying duty must fly a minimum of 4 hours per month in a military aircraft for active duty and 2 hours per month for an RC to qualify for monthly ACIP. Total requirements follow:

- (1) Active Component.

	Semiannual (hours)	Annual (hours)
Total	24	60
Night		10

- (2) Reserve Component.

	Semiannual (hours)	Annual (hours)
Total	12	30
Night		4

- b. Semiannual and annual minimum requirements

will be reduced proportionately for those who begin or end flying during a certain flying year.

c. Flight surgeons who cannot meet the flying requirements above may request a waiver from HQDA(SGPE-MC) or NGB. All facts that preclude completing minimum flying requirements must be included when requesting a waiver. In no case will a waiver be given for the minimum flying requirements for pay required by DODPM.

d. Flight surgeons are expected to fly—

- (1) Primarily with the unit(s) that they support.
- (2) In all types of aircraft in their units.

### 3-20. Operational flying duty orders

a. Only TSG, Cdr, USAAMC, or Chief, NGB, will issue orders initiating or terminating flying duty and eligibility for monthly ACIP for flight surgeons. Cdr, USAAMC, will only issue operational flying duty orders for flight surgeons when directed by HQDA(SGPE-MC), WASH DC 20324. AR 310-10, format 331, will be used for all orders. Entitlement to ACIP for periods of travel, TDY, and leave will be determined according to paragraph 3-19, so long as

semiannual and annual flight surgeon flying minimums are met (DODPM, part 2). Orders for flight surgeons will normally qualify them for aviation service and will, in addition, indicate whether or not they are being assigned to operational flying duty (duty SSI 61N).

b. Normally, all Medical Corps officers who have been awarded SSI 61N and who meet the requirements in paragraph 3-18 will be placed on flying duty orders. Officers in other positions, not qualifying under paragraph 3-18, are authorized to practice aviation medicine on an occasional or short term substitute basis without being on orders. Those serving more than 2 weeks as a substitute for the regular flight surgeon will be placed on temporary flight status. To request temporary flight status, call HQDA(DASG-PSP), (autovon 227-2743); or HQDA(SGPE-MC), (autovon 223-6170).

c. Once entered into aviation service, flight surgeons continue in aviation service regardless of duty. However, HQDA(SGPE-MC) or Chief, NGB, will issue assignment instructions in the orders that terminate or continue operational flying duty and entitlement to ACIP or upon reassignment to nonoperational flying duty.

## Chapter 4 Flying Evaluation Board (FEB)

### 4-1. General

Each person authorized to pilot an Army aircraft or perform crewmember duties must maintain the highest professional standards. When his or her performance is doubtful, justification for continued qualification for aviation service or authorization to pilot Army aircraft is subject to complete review.

### 4-2. Functions of the FEB

a. The FEB is composed of rated officers who are qualified for aviation service. It convenes to—

- (1) Examine the qualifications of an officer for aviation service.
- (2) Evaluate the officer's potential for continued aviation service.
- (3) Make recommendations to higher authorities.

b. The functions and duties of an FEB are administrative. The FEB does not make recommendations on disciplinary actions. FEBs will be conducted as prescribed by AR 15-6, with proper modification.

c. An FEB reviews the officer's past performance, background, and qualifications.

d. An FEB makes recommendations on the future use of an officer in his or her aviation specialty. A DA Form 1574 (Report of Proceedings by Investigating Officer/Board of Officers) will be prepared by the FEB and include the following:

- (1) All exhibits and testimonies presented to the board.
- (2) Either a verbatim transcript or a summary of the open session proceedings.

e. The recommendations of an FEB are advisory and not binding. The board is the first step in the evaluation process. When the FEB appointing authority believes disqualification or permanent disqualification is appropriate, the approval authority must be exercised by the lowest level authority exercising general court-martial (GCM) jurisdiction. If the appointing authority exercises such jurisdiction, approval authority may be exercised at that level. As an exception to this procedure, the Chief, NGB, will approve all FEBs for Army National Guard aviators.

### 4-3. Overview of board action

The objective of the FEB is to insure that all information relevant to a person's qualifications is presented and that the proceedings are objectively evaluated. This applies to both the board members and respondent.

- a. The board receives exhibits and hears testimonies

in open session, witnesses are sworn in and subject to cross-examination, and the respondent may be represented by counsel. The respondent may choose to do one of the following:

- (1) Request a military counsel of his or her choice. The rating official of the military counsel will determine availability of the counsel on the basis of workload, distance to be traveled, expected length of the hearing, and manning.
- (2) Request that a military counsel be assigned.
- (3) Hire civilian counsel of his or her choice at own expense.
- (4) Decline legal counsel.

b. The formal board will be held according to AR 15-6. Informal conversation or comments, statements "off the record," and reference to other matters will be avoided. In this regard, care should be taken that extracts or attachments from safety investigation reports will not be considered as evidence by board members. The board members discuss and evaluate the evidence and develop recommendations in closed session. Findings and recommendations are announced in open session before the board adjourns. The appointing authority and superior reviewing authorities review the report of the proceedings before sending it to the GCM convening authority for final action. The following also applies:

- (1) More than one respondent before a board is prohibited.
- (2) The board does not recommend punitive actions.
- (3) All approved FEB proceedings (restoration or disqualification) will be forwarded to HQDA(DAPC-OPA-V), ALEX VA 22332. A copy of those proceedings that disqualify or permanently disqualify an officer will be included in that officer's OMPF.
- (4) When an FEB recommends that an officer who was previously disqualified through FEB proceedings be restored to aviation service, HQDA(DAPC-OPA-V) or Chief, NGB(NGB-AVN-OC) will, in consonance with Army requirements, prepare the orders.

### 4-4. Appointing authority

FEBs may be appointed by the authorities in paragraph 3-7b(2).

### 4-5. Convening the FEB

An FEB will be convened when—

- a. One or more of the conditions in paragraph 3-10 exists.
- b. An officer submits a written request to appear before an FEB to his or her commander. The commander will send the request, with recommendations, to the nearest FEB appointing authority.

c. An RC member, former military officer, or civilian requests an Army aeronautical rating.

#### 4-6. FEB membership

The membership of an FEB will be according to AR 15-6. In addition—

a. Each board will consist of an uneven number of voting members (no fewer than three) who are rated commissioned officers. Exception: a board of one officer may be used for the civilian aviation accessions program for officers who apply for an aeronautical rating.

b. The board may include a flight surgeon as a non-voting, advisory member when a medical problem could interfere with the officer's duty performance.

c. If the respondent is a flight surgeon, one voting member will be a flight surgeon.

d. A nonvoting legal advisor may be appointed to the board (AR 15-6, para 5-1d).

e. Exception to a above: if the respondent is a WO, one voting board member will be a WO, senior in grade to the respondent. (No more than one WO will be appointed to the board as a voting member.)

f. National Guard boards may include a rated officer from the US Army Advisory Group to the ARNG of a State.

g. The DA Form 1574 will show board membership, the voting members aeronautical ratings, and specialty codes or MOS.

#### 4-7. FEB proceedings

a. *Conduct of FEB proceedings.* FEBs will be conducted as prescribed by AR 15-6.

b. *Findings and recommendations.* Findings and recommendations of the board will be according to AR 15-6, chapter 3, section II. Recommendations will be restricted to the following:

(1) Officers with proper training and skills be awarded an aeronautical rating.

(2) Orders suspending the respondent from flying be rescinded and respondent be restored to aviation service. When aviation operations or the flying ability of the respondent can be improved, other recommendations may be made.

(3) Orders disqualifying the respondent be rescinded and the respondent be requalified for aviation service.

(4) Respondent be disqualified from aviation service.

(5) Respondent be permanently disqualified from aviation service.

(6) Respondent be permanently disqualified from aviation service and no longer authorized to wear the Army Aviation Badge (AR 672-5-10, para 1-29).

c. *Recommendation guidance.* The FEB and reviewing authorities will base their recommendations on clear, logical findings of the respondent's potential for use as a

rated officer in active flying service. The guidance below applies.

(1) Recommendations to disqualify an officer are normally not on the basis of an isolated incident or action. Outstanding duty over an extended time is considered. However, if an officer clearly shows a dangerous or an unacceptable change in pattern of performance, disqualification should be recommended.

(2) The board and reviewing authorities must consider the officer's ability and potential to perform basic military flying duties and, when applicable, the potential for more complex skills after more training and flying experience.

(3) Officers having marginal potential for continued aviation service should be recommended for disqualification.

(4) In the final analysis, the best interest of the Army remains the prime criterion in evaluating each case.

d. *Preparation and disposition of report proceedings.*

(1) One original and two copies of DA Form 1574 will be prepared according to AR 15-6, paragraph 3-14.

(2) The original copy of the report will be reviewed for legal sufficiency before being submitted to the appointing authority for review. If the appointing authority approves the findings and recommendations, he or she sends a copy of the report to the next higher reviewing authority.

(3) The reviewing authority taking final action will retain a copy of the report for 1 year. When final action is taken, the original will be sent to HQDA(DAPC-OPA-V), ALEX VA 22332, to be filed permanently in the respondent's OMPF and for preparation of appropriate orders. The board will give the duplicate copy, after deleting classified portions, to the respondent or his or her counsel for review before sending it to the appointing authority. The reviewing authority taking final action will return this copy to the respondent.

(4) Each headquarters in the reviewing chain need not retain a copy of the report of the proceedings.

#### 4-8. Approving authority

a. When the appointing or a higher reviewing authority believes disqualifying the officer is proper, the report will be sent through command channels to the next higher reviewing authority for review. The appointing or any higher reviewing authority may take final action on the board proceedings when it restores aviation service, provided the person has not been previously disqualified. (See para 4-3b(4).)

b. If flying requirements are waived or time extended for instrument renewal and qualifying the officer and restoring him to flying duty are recommended, the appointing authority may restore the aviator; however, a

request for waiver or extension of time will be sent to the MACOM in accordance with AR 95-1.

c. When all reviewers recommend disqualification, and when the FEB appointing authority believes disqualification or permanent disqualification is proper, final action will be taken by the lowest level authority having general court-martial authority. If the appointing authority exercises such jurisdiction, approval authority may be exercised at that level.

#### **4-9. Appeals**

On the basis of other additional evidence or new unexpected circumstances, a respondent may request the MACOM commander to reconsider the GCM convening authority's decision. Appeals (complete with a copy of the disqualifying FEB) must be sent through the same channels as the FEB. CG, MILPERCEN, will consider all appeals for officers not assigned to MACOMs. Once the appellant authority has acted on an appeal, it will not be considered further. Cases that are acted on favorably will be sent to HQDA(DAPC-OPA-V), ALEX VA 22332 for the preparation of appropriate orders.

#### **4-10. FEB time phasing**

FEBs will be processed according to the conditions below. If a report is late, a written justification must be included.

a. The president of the board must convene the FEB within 30 days of his or her appointment.

b. The president of the board should complete and send a report of the proceedings to the convening authority within 30 days from the convening date.

c. The respondent or his or her counsel will have 10 days from receiving the report proceedings to review them and submit a brief to the convening authority (AR 15-6).

d. Commanders must take final action on the case or send a report of the proceedings to the next higher reviewing authority within 15 days.

e. The respondent or his or her counsel has 60 days following the notice of final action in which to file an appeal.

f. The appointing authority will request an extension (para 3-7b(2)) when it is apparent that final action will not be completed within 6 months from the initial date of suspension.

## Chapter 5 Aeromedical Consultation In-Flight Evaluation

### 5-1. General

This chapter—

a. Prescribes responsibilities and procedures for conducting aeromedical consultation and in-flight evaluations (ACIEs) for Army aviators whose physical condition precludes their meeting class 2 flying standards.

b. Concerns all active duty, RC, and DA civilian aviators who—

(1) Have been suspended or disqualified from aviation service for a medical condition that renders them unfit for retention in aviation service (AR 40-501).

(2) Possess a capability for flying duty, with possible restrictions, as determined by the flight surgeon.

(3) Meet a valid Army requirement for a particular grade and specialty.

(4) Are appropriate candidates for possible return to aviation service and whose evaluation may contribute substantive aeromedical knowledge and thereby enhance Army aviation and the practice of aviation medicine.

### 5-2. Responsibilities

a. *Flight surgeon.* Any flight surgeon may request an ACIE for a suspended or disqualified Army aviator. In cases where disagreement exists, Cdr, USAAMC, will make final determination on the need for further evaluation.

b. *Commander of medical facility.* The commander of a medical facility will send the ACIE request and the person's health record jacket to Cdr, USAAMC, ATTN: HSXY-AER, Fort Rucker, AL 36362. For ARNG aviators, send the request through Chief, NGB(NGB-AVN-OC), Aberdeen Proving Ground, MD 21010, to USAAMC, ATTN: HSXY-AER, Fort Rucker, AL 36362.

c. *Commander, US Army Aeromedical Center.* The Cdr, USAAMC, will—

(1) Review the request for the ACIE, the aeromedical summary, and the person's health record jacket, and decide if further evaluation is needed.

(2) Coordinate to schedule aircraft and instructor pilot requirements with the CG, USAAVNC.

(3) Coordinate specific Army personnel or locations for medical or in-flight evaluation and issue of temporary aviation service orders, as required.

(4) Authorize and coordinate the use of Air Force and Navy consultation services in certain areas.

(5) When necessary, coordinate with TSG concerning evaluations and TDY fund cites.

(6) Inform the proper flight surgeon or aviator's unit commander of the inclusive dates of the evaluation.

(7) Review the findings and recommendations of the ACIE, and approve or disapprove recommendations.

(8) Send the formal report, with recommendations, to HQDA(DAPC-OPA-V), ALEX VA 22332, for final action. For ARNG aviators, the formal report and recommendations will be sent to Chief, NGB, ATTN: NGB-AVN-OC, Aberdeen Proving Ground, MD, 21010, for final action.

d. *Commanding General, US Army Military Personnel Center and Chief, NGB.* The CG, MILPERCEN, or Chief, NGB, will—

(1) Determine whether returning the aviator to aviation service with a waiver would meet Army requirements.

(2) Inform USAAMC when service needs exist.

(3) Issue a temporary aviation service order for the inclusive dates of the evaluation when requested by USAAMC.

(4) Determine if the officer is qualified for aviation service after the evaluation report is received; amend or revoke the aviation service order if appropriate.

(5) Issue assignment and travel orders for those aviators returned to aviation service.

### 5-3. Procedures for In-flight demonstration capability

a. Aviators will—

(1) Present a copy of their most recent DA Form 759 to USAAMC personnel.

(2) Demonstrate their ability to safely perform all the normal and emergency functions involved with piloting the aircraft in which qualified. This demonstration will include ability to preflight the aircraft as well as perform all flight maneuvers.

b. A qualified instructor pilot will—

(1) Accompany the aviator during flight demonstrations.

(2) Evaluate the aviator's performance.

(3) Provide a written report to the aeromedical activity if requested. The report will reflect the performance capabilities and limits, if any, of the aviator in each type of aircraft flown. It will also contain comments on the ability of the aviator to operate the aircraft safely and efficiently.

(4) Provide the aviator a copy of the findings.

c. A flight surgeon will—

(1) Accompany the aviator in all aircraft that can accommodate the surgeon.

(2) Evaluate the aviator's restrictions to physical in-flight requirements and psycho-physiologic stresses.

(3) Provide a report of the findings to the aviator.

(4) Provide USAAMC a written report of the findings.

#### **5-4. Aeromedical consultation service**

The data provided by the flight surgeon and the instructor pilot are combined and submitted in the form of an aeromedical summary. This summary is received by the Aeromedical Consultant Advisory Panel consisting of aeromedical specialists appointed by the Cdr, USAAMC, and experienced aviators appointed by the CG, USAAVNC. After the summary is reviewed, the board will decide if the aviator is able to perform flying duties safely and efficiently. If a reevaluation is needed at a later date, the board will indicate this in their report. The board will also state the desired time interval for the reevaluation. The panel will provide their conclusions, recommendations, and the aeromedical summary to the Cdr, USAAMC, who will make the final decision of medical fitness and send them to the CG, MILPERCEN, or Chief, NGB, for final action.

#### **5-5. Temporary aviation service orders**

USAAMC will coordinate with MILPERCEN and NGB, as applicable, to issue temporary aviation service orders. These orders will define the limits imposed on the aviator for the evaluation. Such orders will terminate on the specified date, at which time the aviator will revert to the previously existing suspension or disqualified status pending final decision of the case.

#### **5-6. Travel orders**

The Cdr, USAAMC, will send details concerning travel, including fund citations, to the aviator's unit commander who will coordinate publication of the travel order with the servicing military personnel office (MILPO).

a. When possible, commanders will request transportation on USAF aircraft through aeromedical evacuation channels.

b. Normally, the servicing MILPO will issue the aviator travel orders indicating temporary duty to the USAAMC Medical Company and with further attachment to the USAAMC for purposes of an ACIE.

c. For ARNG aviators, funding and orders will be the responsibility of the State adjutant general.

#### **5-7. Distribution of the final aeromedical consultation in-flight aviation report**

The ACIE report will be distributed as follows:

a. One copy for the aviator's medical record.

b. One copy for HQDA(DASG-PSP-O), WASH DC 20310.

c. One copy to HQDA(DAPC-OPE-V), ALEX VA 22332.

d. For ARNG aviators (one copy), all distribution will be made by NGB(NGB-AVN-OC), Aberdeen Proving Ground, MD 21010.

e. For USAR officers (not on active duty), one copy to Cdr, RCPAC, ATTN: AGUZ-OPC-AV, 9700 Page Blvd., St. Louis, MO 63132.

f. One copy to the officer.

## Appendix A References

### Section I

#### Required Publications

- AR 15-6 (Procedures for Investigating Officers and Boards of Officers). Cited in paragraphs 1-1, 4-2, 4-3, 4-6, 4-7, and 4-10.
- AR 40-501 (Standards of Medical Fitness). Cited in paragraphs 3-1, 3-6, 3-9, 3-10, 3-12, and 5-1.
- AR 95-1 (Army Aviation: General Provisions and Flight Regulations). Cited in paragraphs 3-1, 3-6, 3-9, 3-10, 4-8, and table 2-2.
- AR 310-10 (Military Orders). Cited in paragraphs 2-2, 2-3, 2-5, 3-3, 3-8, 3-13, and 3-20.
- AR 614-101 (Officer and Warrant Officer Reassignment Policy). Cited in paragraph 3-10.
- AR 614-120 (Interservice Transfer of Army Commissioned Officers on the Active Duty List). Cited in table 2-3.
- AR 672-5-1 (Military Awards). Cited in paragraphs 2-1, 2-2, 3-8, 3-12, and 4-7.
- Misc Pub 13-1 Department of Defense Military Pay and Allowances Entitlements Manual. Cited in paragraphs 3-4, 3-5, 3-6, 3-14, 3-19, and 3-20.

### Section II Related Publications\*

- AR 40-8 (Temporary Flying Restrictions Due to Exogenous Factors)
- AR 135-100 (Appointment of Commissioned and Warrant Officers)
- AR 135-210 (Order to Active Duty as Individuals During Peacetime)
- AR 570-1 (Commissioned Officer Aviator Position Criteria)
- DA Pam 600-3 (Commissioned Officer Professional Development and Utilization)
- DA Pam 600-11 (Warrant Officer Professional Development)
- Aircrew Training Manual
- Aviation Career Incentive Act of 1974 (ACIA)
- Executive Order 11180, 10 USC 3691 and 37 USC 301a
- NGR 600-105 (Aviation Service of Rated Army Officers)
- Uniform Code of Military Justice, Article 31.

\*A related publication is merely a source of additional information. The user does not have to read it to understand this regulation.



## Glossary

### Section I

#### Abbreviations

ABCMR	Army Board for Correction of Military Records
ACIA	Aviation Career Incentive Act of 1974
ACIE	Aeromedical Consultation In-flight Evaluation
ACIP	Aeronautical Career Incentive Pay
AGR	Active Guard Reserve
ARMA	adaptability rating for military aeronautics
ARNG	Army National Guard
ASED	Aviation Service Entry Date
ATM	aircraft training manual
CAR	Chief, Army Reserve
Cdr	commander
CG	commanding general
CONUS	continental United States
CONUSA	the numbered armies in the continental United States
DCSPER	Deputy Chief of Staff for Personnel
FAA	Federal Aviation Administration
FAO	finance and accounting officer
FEB	Flying Evaluation Board
FW	fixed wing
HQDA	Headquarters, Department of the Army
IFRF	Individual Flight Records Folder
IRR	Individual Ready Reserve
MILPERCEN	US Army Military Personnel Center
MOS	military occupational specialty
NGB	National Guard Bureau
OMPF	Official Military Personnel File
OPMS	Officer Personnel Management System
ORWAC	Officer and Warrant Officer Rotary Wing Aviator Course
PCS	permanent change of station
PSC	pilot status code
RC	Reserve Component
RCPAC	US Army Reserve Components Personnel and Administration Center
RWQC	Rotary Wing Qualification Course
SA	Secretary of the Army
SFTS	synthetic flight training system
TFOS	Total Federal Officer Service
TOFDC	Total Operational Flying Duty Credit
TSG	The Surgeon General
UCMJ	Uniform Code of Military Justice
USAAMC	US Army Aeromedical Center

USAAVNC	US Army Aviation Center
USAR	US Army Reserve
WOC	warrant officer candidate
WORWAC	Warrant Officer Candidate Rotary Wing Aviator Course

### Section II

#### Terms

#### Aeromedical consultant in-flight evaluation

A complete clinical and in-flight examination to determine if experienced Army aviators with a disqualifying injury, disease, or physical condition can return to flying duties without danger to themselves or the aviation safety environment.

#### Aeromedical physicians assistant

A physician's assistant who has completed an approved medical training program and has graduated from an approved military course in aviation medicine.

#### Aeronautical order

Published notice by proper authority to—

- Qualify or disqualify an officer for aviation service.
- Begin or terminate entitlement to Aviation Career Incentive Pay.
- Award or revoke an aeronautical rating and badge.

#### Aeronautical rating

One of several qualifications awarded to officers. a rating certifies successful completion of prescribed aviation related training or equivalent experience. Current US Army aeronautical ratings are Army aviator, senior Army aviator, master Army aviator, flight surgeon, senior flight surgeon, and master flight surgeon.

#### Authorized rated inventory

Those officers who maintain a pilot status code 1 and have an aviation specialty code (15, 71, or 67J) or MOS code 100-series.

#### Aviation Career Incentive Act of 1974

An enactment of Congress that converted military flight pay from a hazardous duty to a career incentive pay system. This act prescribes the compensation procedures for rated officers who are in aviation service on a career basis.

#### Aviation "gates"

The two points (12th and 18th year computed from the ASED) in an officer's aviation service used to determine further entitlement to continuous incentive pay.

#### Aviation service of rated officers

Service performed by an officer who has or is training for

an aeronautical rating. Aviation service continues without interruption until the officer is disqualified or *administratively terminated from aviation service*.

#### Continuous incentive pay

Pay authorized to rated aviators, regardless of current duty assignment, continuous by each month, who meet the operational flying requirements.

#### Flight surgeon

A physician specially trained in aviation medicine practice whose primary duty is the medical examination and medical care of aircrews.

#### Flying duty

An assignment that requires rated officers and nonrated crewmembers or noncrewmembers in officer or enlisted status to fly.

#### Hazardous Duty Incentive Pay

Pay authorized to nonrated officers or enlisted members on valid orders to perform crewmember or non-crewmember flying duty.

#### Monthly incentive pay

Pay authorized to—

- (1) Flight surgeons while practicing aviation medicine in an authorized position.
- (2) Aviators who are assigned to operational flying positions, but are not otherwise entitled to continuous incentive pay.

#### Pilot status codes

Codes used to identify aviators on the Automated Officer Master File and Officer Record Brief, as follows:

- a. PSC 1—qualified for aviation service.
- b. PSC 2—medically disqualified.
- c. PSC 3—nonmedically disqualified.

- d. PSC 4—not in aviation service.

#### Rated officers

Commissioned and warrant officer aviators and flight surgeons who have been awarded an Army aeronautical rating.

#### Student aviator

Officers and warrant officer candidates who are enrolled in a course leading to the award of an aeronautical rating as an Army aviator.

#### Total operational flying duty credit

The cumulative number of months of flying performed under competent orders by rated or designated members while serving in assignments in which basic flying skills normally are maintained while performing assigned duties and flying performed by members in training, that leads to the award of an aeronautical rating or designation.

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By Order of the Secretary of the Army:

JOHN A. WICKHAM, JR.  
*General, United States Army*  
*Chief of Staff*

Official:

ROBERT M. JOYCE  
*Major General, United States Army*  
*The Adjutant General*

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