

S/S 1 Dec 1983

Headquarters
Department of the Army
Washington, DC, 18 June 1982

Immediate Action
INTERIM CHANGE

AR 600-105
Interim Change
NO IOI
Expires, 18 June 1984

PERSONNEL - GENERAL
Aviation Service of Rated Army Aviators

This interim change aligns the procedures available to aviators in graduate flight training with those procedures established by the Commandant of the US Army Aviation School. This change is being issued to prevent possible adverse judicial rulings against the Army.

Page 3-8

Paragraph 3-10a(6) is changed to read as follows:

(6) Failure to complete graduate flight training. If an officer fails or eliminates himself from a graduate training course, he 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 appropriate career manager at MILPERCEN.

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

(DAPC-OPA-V)

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18 June 1982

BY ORDER OF THE SECRETARY OF THE ARMY:

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S/S 1 Dec 1981

ARMY REGULATION

No. 600-105

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 1 May 1981

PERSONNEL—GENERAL

AVIATION SERVICE OF RATED ARMY OFFICERS

Effective 1 June 1981

This regulation applies the provisions of the Aviation Career Incentive Act of 1974 to rated Army officers. AR 600-107 (Medical Restrictions and Suspensions from Flight Duty, Non-Medical Suspensions, Flying Evaluation Boards, and Flight Status Review System), AR 600-108 (Aeromedical Consultation/In-Flight Evaluation), and Sections I through III and those paragraphs of Section IV pertaining to flight surgeons of AR 600-106 (Aeronautical Designations and Flying Status for Army Personnel) are consolidated in this regulation. All other portions of AR 600-106 remain in effect. Commander, Reserve Component 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 the Commander, US Army Military Personnel Center (MILPERCEN), ATTN: DAPC-OPA-V, Alexandria, VA 22332.

Interim changes 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.

The word "he" when used in this regulation represents both men and women unless otherwise specifically stated.

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This regulation supersedes sections I through III and those paragraphs of Section IV pertaining to flight surgeons of AR 600-106, 11 August 1987; AR 600-107, 1 August 1979; and AR 600-108, 15 July 1979.

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CHAPTER 1

GENERAL

1-1. Purpose. This regulation—**a.** Sets forth policies and procedures for—

(1) The award of Army aeronautical ratings.

(2) Qualification, disqualification, and requalification 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.**d.** Contains procedures for convening and conducting a Flying Evaluation Board (FEB) in accordance with AF 15-6.**e.** Contains procedures for an aeromedical consultation/in-flight evaluation.**1-2. Applicability.** This regulation applies to—**a.** Army personnel, including those in Reserve Components, ordered into aviation service by the Secretary of the Army (Executive Order 11180, 10 USC 3691 and 37 USC 301a).**b.** All commissioned and warrant officers who are in training for or have Army aeronautical ratings.**1-3. Explanation of terms.** **a. Aeronautical Order.** Published notification by proper authority as provided by this regulation and AR 310-10 to—

(1) Qualify or disqualify an officer for aviation service.

(2) Begin or terminate entitlement to Aviation Career Incentive Pay (ACIP).

(3) Award or revoke an aeronautical rating and badge.

b. Aeronautical rating. One of several qualifications awarded to officers. It 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. (See chap. 2.)**c. Army aviator.** The basic aeronautical rating that the Secretary of the Army awards to officers

who complete prescribed training to qualify them to fly Army aircraft.

d. Authorized real inventory. Those officers in paragraph 3-1 who are engaged in aviation service.**e. Aviation Career Incentive Act of 1974 (ACIA) (37 USC 301a or PL 93-294).** An enactment of Congress which converts military flight pay from a hazardous duty to a career incentive pay system. It prescribes the compensation procedures for rated officers who are in aviation service as a career.**f. Aviation Career Incentive Pay (ACIP).** That pay authorized by Part II, DODPM, to officers entitled to military basic pay who have an aeronautical rating, are qualified for aviation service, and meet the provisions of paragraph 3-4. Entitlement is either continuous or monthly.**g. 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 (para 3-4b.)**h. Aviation service (rated officers).** Service performed by an officer who has or is training for an aeronautical rating. Aviation service begins the date the officer is qualified and continues, without interruption, until disqualified (para 3-8, 3-9, 3-10) or administratively terminated (para 3-11). It replaces the term "flying status for rated personnel" in use prior to the Aviation Career Incentive Act of 1974.**i. Aviation service entry date (ASED).** The date an officer is first qualified, i.e., on valid orders, for aviation service. Once established, ASED is not normally changed. (See para 3-3b.)**j. Continuous incentive pay.** That pay authorized to rated aviators, regardless of current duty assignment, continuous by each month, who meet the operational flying requirements prescribed by the ACIA and this regulation (See tables 2-1-6 and 2-1-7, DODPM.)**k. Flight surgeon.** A rated commissioned medical corps officer who has graduated from an approved military course in aviation medicine.**l. Flying duty.** An assignment that requires

rated officers, and nonrated crewmembers or non-crewmembers in officer or enlisted status, to fly.

m. Hazardous Duty Incentive Pay (HDIP). That pay authorized by Part II, DODPM, to nonrated officers or enlisted members on valid orders to perform crewmember or noncrewmember flying duty.

n. Monthly incentive pay. That 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. (See para 3-4c.)

o. Officer. As used throughout this regulation, *officer* refers to both commissioned and warrant officers unless otherwise specified.

p. Pilot status codes (PSC). Codes used to identify aviators on the automated Officer Master File (OMF) and Officer Record Brief (ORB), as follows:

- (1) PSC 1: qualified for aviation service.
- (2) PSC 2: medically disqualified.
- (3) PSC 3: nonmedically disqualified.

(4) PSC 4: not in aviation service.

q. Qualified. Throughout this regulation, the term “qualified” describes rated officers who meet all prerequisites of paragraph 3-1. For rated officers, it replaces the former term “on flying status.”

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

s. 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.

t. Total Federal officer service (TFOS). All officer service computed from date of original appointment as a warrant or commissioned officer. (See para 3-16.)

u. Total operational flying duty credit (TOFDC). The cumulative number of months an aviator is assigned to operational (not proficiency or non-operational) flying duty positions. (See para 3-17.)

CHAPTER 2

AERONAUTICAL RATINGS

2-1. General. *a.* Army aeronautical ratings are awarded by the authority of the Secretary of the Army to—

(1) Commissioned and warrant officers on extended active duty, or

(2) Active commissioned and warrant officers of the Reserve components of the US Army.

b. All eligibility requirements must be met at the time the rating is awarded. There are no provisions for waiver of the criteria, except as specified for Reserve Component officers in paragraph 2-4*a*.

c. A rating, once awarded to a person, becomes part of his status. It can be removed by—

(1) HQDA, on recommendation of a Flight Evaluation Board (FEB), and in accordance with paragraph 1-29, AR 672-5-1.

(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. (10 USC 3691 authorizes US Army aeronautical ratings for US Army officers only.) See AR 672-5-1 for award of aviation badges and appropriate certificates to other than US Army Officers.

2-2. Publication of aeronautical order. Ratings are awarded by publishing an aeronautical order (format 331, AR 310-10).

a. Award of an aeronautical rating does not, of itself, require or authorize participation in flying duties or entitle a member to incentive pay. A rating certifies successful completion of prescribed aviation related training or equivalent experience. Authority to fly and be entitled to ACIP requires qualification for aviation service (see chap. 3), which may or may not be authorized in the same aeronautical order.

b. The aeronautical order that awards the ratings of Army aviator or flight surgeon, as well as subsequent awards of advanced ratings, also authorizes wear of the appropriate aviation badge. (See AR 672-5-1.)

2-3. Award of aeronautical ratings. *a.* For Army Aviator or Flight Surgeon—

(1) CG, US Army Aviation Center (USAAVNC) and US Army commissioned and warrant officers who have never held an aeronautical rating from a US Military service, upon completion of flight or aviation medicine training. (Medical students not yet commissioned in Medical Corps are an exception—see below).

(2) HQDA (DAPC-OPA-V) . . . Interservice transfers who previously held an aeronautical rating in another service. Officers recalled to Army active duty or appointed in a Reserve component who previously held an aeronautical rating in another service.

b. For Senior Army Aviator and Master Army Aviator—

(1) Commanders having general court martial convening authority Officers on extended active duty.

(2) Major overseas commanders, CONUS Army commanders, and CG, Reserve Component Personnel and Administration Center (RCPAC) US Army Reserve personnel not on extended active duty.

(3) Chief, National Guard Bureau Army National Guard (ARNG) personnel not on extended active duty.

c. For Senior Flight Surgeon and Master Flight Surgeon—

(1) The Surgeon General Officers on extended active duty and US Army Reserve personnel. Officers on extended active duty and US Army Reserve personnel not on extended active duty.

(2) Chief, National Guard Bureau Army National Guard (ARNG) personnel not on extended active duty.

2-4. Aeronautical rating eligibility requirements. *a.* US Army aeronautical ratings are awarded to Army officers only when the requirements in table 2-1 are met. For Reserve component officers who have not been previously awarded a military aeronautical rating as a pilot or aviator, HQDA may waive this requirement if recommended by FEB. (See para 4-5.) However, all conditions below must be met:

(1) Applicant must have—

(a) A Federal Aviation Administration (FAA) commercial multiengine pilot certificate.

(b) Current FAA instrument qualifications.

(c) A minimum of 700 hours of pilot time, and

(d) Current US Army class 2 medical qualification approved by Commander, US Army Aeromedical Center, including adaptability rating for military aeronautics (ARMA).

(2) The applicant must be assigned to and operate in a currently valid but vacant MTOE/MTDA position, which, if left vacant, would adversely affect the readiness of the unit.

(3) No other rated aviators are reasonably available to fill the position.

(4) Applicant will agree to attend the Army Rotary Wing Qualification Course (RWQC) or Fixed Wing Multi-Engine Qualification Course, as appropriate.

(5) The Chief, National Guard Bureau (CNGB) or Office of the Chief of Army Reserve (OCAR) and CG, FORSCOM will ensure that the MTOE/MTDA authorized level of aviators is not exceeded.

(6) Reserve component members may apply for an Army aviator rating at the same time they apply for a commission or warrant in an appropriate Reserve component. However, the rating will not be awarded until the commission or appointment is accepted and the training prescribed above is completed.

(7) CG, USAAVNC, will publish an aeronautical order (aviation service-format 331, AR 310-10) to direct the officer to perform flight training. At the satisfactory completion of training, a new order will be published (aeronautical rating - format 331, AR 310-10) to award the aeronautical rating and aviation badge.

2-5. How to apply for an aeronautical rating. To apply for an aeronautical rating follow procedures in table 2-2. CG, USAAVNC, will award initial rating upon successful completion of training without application.

2-6. Format and distribution. *a.* Only HQDA or CG, USAAVNC, will issue an initial rating of aviator or flight surgeon. All orders will use format 331, AR 310-10.

b. CG, USAAVNC, will combine the aeronautical rating and aviation service in one aeronautical order for warrant officer candidates upon completion of flight training and appointment as warrant officers (See chap. 3.)

c. Distribution of aeronautical orders awarding rating.

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

(2) Rating orders of officers will be distributed as follows:

For extended active duty	HQDA(DAPC-POR-R), Alexandria, VA 22332 If 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 com- mander. Cdr, RCPAC, ATTN: AGUZ-RMR-R, St. Louis, MO 63132 Individual's unit of assign- ment (one copy) Individual (five copies)
ARNG	ARNG Personnel Center 5600 Columbia Pike, Falls Church, VA 22041. Chief, NGB, ATTN: NGB-AVN-OC Bldg E4430, Aberdeen Prov- ing Ground, MD 21010 Individual's unit of as- signment (one copy) Individual (five copies)

Table 2-1. Eligibility Requirement for Aeronautical Ratings

<i>Rating</i>	<i>Rated Service¹ and Formal Training</i>	<i>Flying Time² and TOFDC</i>	<i>Application Required</i>	<i>Other Requirements or Remarks</i>
Army Aviator	Army OFF/WO or WOC Rotary Wing Aviator Course, or	175 hours; at least 40 hours must be solo (10 USC 3691)	No	Medically qualified, class 2
	Rotary Wing Qualification Course (RWQC) or Fixed Wing Multi-Engine Qualification Course (for reserve component officers with civilian acquired skills—see para 2-4a) or	Completion of course requirements	No	Medically qualified, Class 2
	Undergraduate FW or RW pilot training by another US service	Completion of course requirements	Yes	Medically qualified, class 2. MILPERCEN will determine other training required in accordance with AR 95-1 on acceptance into the US Army.
Senior Army Aviator	At least 7 years of rated aviation service; 4 years must be as an Army aviator	At least 1500 hours of flying time; or at least 72 months' TOFDC	Yes	Medically qualified, class 2 (current); military instrument qualified (whether or not current)
Master Army Aviator	At least 15 years' rated aviation service; 12 years must be as an Army aviator or senior Army aviator	At least 3000 hours of flying time; or at least 108 months' TOFDC.	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, or	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, or	At least 500 hours flying as a flight surgeon.	Yes	Medically qualified, class 2
	At least 4 years, if a board certified specialist in aerospace medicine.	Same as above	Yes	Same as above

See footnotes at end of table.

Rating	Rated Service ¹ and Formal Training	Flying Time ² and TOFDC	Application Required	Other Requirements or Remarks
Master Flight Surgeon	At least 10 years as a flight surgeon or Senior flight surgeon qualified for aviation service.	At least 1000 hours military flying as a flight surgeon or senior flight surgeon.	Yes	Medically qualified, class 2; certified by American board of Preventive Medicine as a specialist in aerospace medicine.

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

² 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.

³ Total Operational Flying Duty Credit (TOFDC). The cumulative number of months an aviator is assigned to operational (not proficiency or nonoperational) flying duty positions. 72 months' credit may be substituted for 1500 hours for Senior Army Aviator rating, and 108 months' credit may be substituted for 3000 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 annually in a DA Circular (600-series).

Table 2-2. 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, Marines, Coast Guard).</p> <p>An official certification of total military flying time by category (fixed or rotary wing), and 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 makes a false official statement, knowingly, may be punished under Article 107, UCMJ. With this understanding, I make the official statement, below with the exception of medical suspensions of less than 30 days. I have never been restricted or suspended from flight duty and I have never been involved in an aircraft accident other than (if none, so state)—</p> <ul style="list-style-type: none"> a. Restrictions from flight duty b. Suspensions from flight duty c. Military aircraft accidents d. Civilian aircraft accidents 	<p>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).</p>
Army aviators other than above	CG, USAAVNC, will make awards without application.
Flight surgeons	CG, USAAVNC, or The Surgeon General (SGPE-MC) will award all basic ratings.
Senior or Master Army aviator	The original aeronautical rating order if applying for the Senior award, plus the Senior Army Aviator rating order if applying for the Master award.	To apply, complete DA Form 4187 (Personnel Action) and send through channels to the appropriate headquarters (para 2-3b).

<i>Aeronautical rating</i>	<i>Application will include—</i>	<i>Comments</i>
Senior or Master flight surgeon	A current class 2 flight physical completed within the last 12 months. It must be approved by the US Army Aeromedical Center.	
	The latest DA Form 759, (Individual Flight Record and Flight Certificate—Army) showing enough flying time; or HQDA (DAPC-OPA-V), NGB, RCPAC, or CONUS Army documents of ACIA status for members under their control.	
	The schools of aviation medicine attended and date of graduation.	
	A copy of basic flight surgeon aeronautical rating, plus the Senior Flight surgeon rating for the Master award.	
	A copy of original and other (if any) aviation service qualification orders.	
	A copy of latest DA Form 759 that shows enough flight time to qualify for award.	
	A current class 2 flight physical completed within the last 12 months approved by USAAMC.	

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, DA Pam 600-3, DA Pam 600-11, AR 95-1, and appropriate Aircrew Training Manual.) The officers below are in aviation service and are counted as the peacetime Army authorized rated inventory.

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

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

(3) All commissioned or warrant officer aviators not on extended active duty who have an aviation specialty code (15, 71, or 67J) or MOS code (100 B-R) and—

(a) Are assigned to and performing operational flying duty, (except mobilization designees), or

(b) Are assigned to a rated position in a Reserve component, or

(c) Are 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: CONUS Army and major overseas commanders, etc.)

(4) All aviators, regardless of component or status, meeting all 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, or

(2) Assignment to a nonaviation duty position.

3-2. Aviation service authority. The Secretary

of the Army authorizes the commanders listed below to enter officers into aviation service:

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 Warrant Officer Candidate Rotary Wing Aviator Course (WORWAC) upon appointment as a warrant officer and concurrently with the award of an Army aviator aeronautical rating.

Reserve component officers who complete the requirement of paragraph 2-4a and have an approved waiver from their component. (See para 2-3a(2), 2-4a, and table 2-1.)

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.

Any rated officer (except National Guard) whose aviation service has been terminated because of medical or nonmedical reasons. Requalification must be verified.

CONUS Army and major overseas commanders. Rated officers who leave active duty and become active members of US Army Reserve troop units (TPU).

The following limitations apply:

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

b. Aviators placed in Aviation Service must have an aviation specialty code (15, 71, 67J).

c. The total number of aviators in aviation service will not exceed the number authorized in Reserve component TOE and TD units within the command concerned plus 50 percent of this total.

d. Assignment of excess aviators to RC aviation units may be made when rated aviators are available; however, the total number of aviators assigned to a unit will not exceed 150 percent of authorized.

e. A maximum number of 15 percent of the total authorized aviators may be filled by field grade aviators.

f. Aviation service orders are valid for short tours of active duty (180 days or less).

g. 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, National Guard Bureau (NGB)..... Rated officers who have left active duty and become active members of ARNG units. ARNG rated officers whose aviation service has

Personnel

Those who attend a US Military undergraduate flight training course or aviation medicine course as an officer.

Warrant Officer Candidates.....

been terminated because of medical or nonmedical reasons; requalification must be verified. Officers on active duty under AGR program in ARNG aviation positions.

CG, Reserve Components Personnel and Administration Center RCPAC)..... Rated Reserve component officers not in an Army Reserve troop unit during—

a. Active duty for training or active duty support.

b. Active duty under the Active Guard/Reserve (AGR) program in an aviation position in the active Army.

c. Individual Ready Reserve Personnel, including Mobilization designees (MOBDES) personnel assigned or attached to operational aviation positions in the active Army.

The Surgeon General (SGPE-MC) . Medical Corps officers attending another Military Service aviation medicine basic course.

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

3-3. Documenting qualification for aviation service. a. Qualification for aviation service is documented by publishing an aeronautical order. Format 331, AR 310-10 is used. 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, including breaks in service, do not interrupt the time. The ASED is as follows:

ASED

The day that training begins (except for medical students)

The day appointed warrant officers either during or upon graduation from flight training.

Personnel

Medical Students who graduate from the Aviation Medicine Basic Course.

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 is automatically terminated 30 days after a rated officer leaves—

- (1) Active duty or the Reserve components.
- (2) A Reserve component aviation position. See paragraph 3-1a.
- (3) Transfer from one CONUSA area to another or from one Reserve component to another.
- (4) Transfer 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 order whether or not there was a break in service, to authorize entitlement to ACIP.

Those who accumulate at least—

12-year gate

72 months of TOFDC by the end of 12 years following ASED

18-year gate

108 months of TOFDC by the end of 18 years following ASED
 132 months of TOFDC by the end of 18 years following ASED

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 (Part 2, DODPM) to be eligible. When verified that the aviator is assigned to an operational flying position, the military personnel officer will inform the serving Finance and Accounting Office (FAO), by disposition form, that the officer is eligible for monthly ACIP. The effective

ASED

The date appointed in the Medical Corps.

f. These orders will become a permanent part of the officer's Individual Flight Records Folder and OMPF. They will also be distributed in accordance with paragraph 2-6c.

3-4. Qualification for Aviation Career Incentive Pay (ACIP). a. *General.* The officers below are entitled to ACIP (37 USC 301a). Those who—

- (1) Are entitled to basic pay.
- (2) Have a currently effective aeronautical rating (or are being trained for one).
- (3) Are qualified for aviation service in accordance with paragraph 3-1 of this regulation, to include current physical and aviation specialty code.

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

May continue ACIP through

18 years of aviation service, if they remain qualified.

22 years of TFOS, if they remain qualified.
 The completion of 25 years of TFOS, if they remain qualified.

date is the day the officer is assigned to the unit. Conversely, the FAO must also be asked to stop monthly ACIP when the officer leaves the position.

(2) Flight surgeons are entitled to monthly, not continuous, ACIP only while serving in authorized positions. The Surgeon General (SGPE-MC) makes this determination. Flight surgeons must accomplish flight time minimums outlined in paragraph 3-19a.

d. *ACIP for Reserve component aviators not on extended active duty.* ACIP entitlement provisions are in Part 8, DODPM.

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. The term "temporary suspension" replaces the terms "medical

restriction" and "intermediate suspension" formerly in use.

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. Effective the date of the suspension, whether medical or nonmedical, the commander will notify the FAO by a *Disposition Form* to stop continuous or monthly incentive pay. If the suspension is removed, the officer may receive retroactive pay for that time. (See DODPM for exceptions due to physical reasons.)

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

(1) Aviation service,

(2) Operational Flying duty credit if assigned to an operational position, or

(3) Time credited toward Senior or Master aeronautical ratings.

d. An aeronautical order for temporary suspension from aviation service will not be published.

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 Individual Flight Records File. (See AR 40-501, 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 flight duty because of illness, injury, or other physical incapacity may not remain in that status more than 6 months.

c. *Automatic temporary suspension due to patient status.* An officer admitted to a hospital or placed in a sick-in quarters status will be automatically medically suspended from flying duty. It will start the date of admission. A flight surgeon must clear him before he returns to flying duty or aviation service, whether or 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 of the automatic medical suspension from flight duty. If a patient longer than 6 months, the officer will be dis-

qualified for aviation service (para 3-9a(3)).

d. *Suspension of more than 6 months.* If the suspension will exceed 6 months, the medical authority will refer the case to the US Army Aeromedical Center (USAAMC), ATTN: ATZQ-AAMC-AA-ER, Fort Rucker, AL 36362, for final medical determination.

e. *Excusal from meeting incentive pay and proficiency requirements 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 otherwise disabled because of an aviation accident or flying duty are considered to have met the incentive pay proficiency requirements. This time may be up to 5 months following the month of incapacitation. (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. (See chap. 5.) Unless specifically prohibited by a flight surgeon, aviators may operate flight simulators while medically suspended.

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

h. *Responsibility.* Aviators are personally responsible under provisions of AR 40-8 to report promptly any treatment by a nonflight surgeon.

3-7. Temporary suspension—Nonmedical.

a. *General.* Any commander in the chain of command may impose nonmedical suspension. He must be sure 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 a flying evaluation board (FEB). (See chap. 4.) 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

- (1) Any commander in the chain of command
- (2) CGs of the Active Army: Chief, National Guard Bureau; Adjutant generals of the States and Territories; CG, DC National Guard; Active Army commanders in command of posts, camps, forts, or stations, divisions, brigades, regiments, detached battalions, or corresponding units of the Army.

Action and length of suspension

May impose and remove a temporary suspension of 30 days or less.

May, to convene an FEB or process a disqualification, impose a temporary suspension for up to 6 months. If final fitness has not been determined by the end of 6 months, the appointing authority may request, by message, an extension from CDRMILPERCEN ALEX VA/DAPC-OPA-V/or CNGB WASH DC/NGB-AVN-OC. It 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. 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. (For Reserve officers reassigned from troop program units to an RCPAC Control Group, inform Commander, RCPAC, ATTN: AGUZ-OEA-V, St. Louis, MO 63132.) If rated officer is reassigned while suspended from flying, the

losing unit commander will send to the gaining commander—

- (1) The individual's flight records folder,
- (2) A case resume, and
- (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 requalification and all reviewing authorities concur, any reviewing authority may remove the temporary suspension and restore the officer to flying duty. Such action must be accomplished within 6 months of original temporary suspension.

(3) In the event of restoration, the unit commander will inform the aviator in writing. The commander will also notify the FAO. The aviator may receive retroactive ACIP for that time.

Section III. DISQUALIFICATION FROM AVIATION SERVICE

3-8. General. When an officer is no longer medically or professionally qualified for aviation service, he is disqualified. The terms "disqualification" and "disqualified" replace the former terms "indefinite suspension" and "indefinitely suspended."

a. For aviators, disqualification results in—

- (1) Termination of continuous or monthly ACIP.
- (2) Termination of authority to pilot Army aircraft.

(3) Removal from the authorized rated inventory (loss of pilot status code 1).

(4) Termination of flying duty credit toward meeting the 12- or 18-year gate.

(5) Termination of time creditable toward the award of a Senior or Master Army Aviator rating.

(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 practicing 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 aeronautical rating or loss of the authority to wear the proper aviation badge. (Rating or badge is removed only under the provisions of para 1-29, AR 672-5-1.)

(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 after at least 15 years of aviation service 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. HQDA or NGB will publish an aeronautical order to disqualify an officer from aviation service. (Format 331, AR 310-10, will be used). The lead line will read "Terminate: Aviation Service." Distribution will be same as that required by paragraph 2-6c(2).

3-9. Medical disqualification. If an officer is medically unfit for flying duty (AR 40-501), he is disqualified for aviation service. Disqualification begins on the 1st day of the 6th month following the month of medical incapacitation. (See a(4) below.)

a. *Action on incapacitation.*

(1) When a disabling medical condition is found, the medical authority will send the information required by paragraph 10-26, AR 40-501, to the US Army Aeromedical Center, ATTN: ATZQ-AAMC-AA-ER, Fort Rucker, AL 36362.

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

(3) The Commander, US Army Aeromedical Center, will review the medical report and make the final determination on the condition. If it is disqualifying, or it is not correctable within 6 months, the commander, USAAMC, will determine date of incapacitation and send one of the recommendations below to HQDA(DAPC-OPA-V), or Chief, NGB (NGB-AVN-OC):

(a) That a waiver be granted for the disqualifying condition, or

(b) 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. The National Guard Bureau (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.

b. *Waivers.*

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

(2) Officers may not reject a medical waiver approved by USAAMC. "Referral to Fly" action based on nonacceptance of a medical waiver will be processed in accordance with paragraph 3-10a(4).

c. *Flight physicals.* Unless disqualified for aviation service by written order, all rated officers (except Stand-by-Reserve) must take a flight physical each year, in accordance with 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 the US Army Aeromedical Center for review and validation. The medical authority who examined him will complete—

(a) The examination in accordance with AR 40-501 and send the results to USAAMC. (The local medical authority will not delay results of physicals which show a disqualifying condition or are suspected to be disqualifying pending treatment of the conditions.)

(b) 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 medical fitness, he will be temporarily suspended (para 3-6a).

(2) Commander, 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 illness.* On the 1st day of the 6th month following medical incapacita-

tion, an officer who is ill (in hospital, or convalescent leave, or assigned or attached to a medical holding company) will be disqualified. Commanders of medical treatment facilities must insure that USAAMC is informed of his condition (c above) by the end of 4 months' temporary medical suspension.

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 publish an order requalifying the officer for aviation service. If the officer is requalified before the end of the 8th month of unfitness, he may be entitled to ACIP for that time (Part 2, DODPM).

3-10. Nonmedical disqualification. *a. Disqualification requiring FEB action.* Failure to remain professionally qualified is normally cause for suspension and convening an FEB (chap. 4). HQDA reviews the FEB proceedings and recommendations of the reviewing authorities. If the officer is not professionally qualified or has marginal potential for continued aviation service, he is disqualified. An FEB will be convened under the conditions below. Disqualification will not be used as punitive measure or a substitute for proceedings under UCMJ.

(1) *Lack of proficiency.* Evidence which shows—

- (a) Lack of proficiency in flying duties,
- (b) Failure to meet minimum semiannual and annual aircrew training manual flying proficiency requirements,
- (c) Failure to pass the annual written examination,
- (d) Failure to maintain a current instrument qualification, unless exempt or waived under the proper regulation or aircrew training manual (ATM).

(e) Failure 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 unfit or unqualified for flying duty.

(3) *Undesirable habits or traits of character.* Evidence shows that the officer is emotionally unstable or has inherent undesirable personality traits that may affect his flying duty. This also applies to the unauthorized use of hallucinogenic or narcotic drugs 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 due to a 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 evidence of unjustified deficient conduct, such as refusal to fly a specific aircraft or category, type, or model of aircraft, or refusal to fly certain missions or in a particular theater of operations, combat or otherwise. This paragraph does not preclude a command from taking any proper measures, to include action under UCMJ, if he determines or suspects there is any criminality in the aviator's conduct. Action resulting in conviction or nonjudicial punishment under UCMJ may also be grounds for administrative disqualification under this paragraph. When a commander discovers evidence of 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) Immediately suspend the aviator temporarily.

(b) Require the aviator to have a medical examination per chapter 10, AR 40-501. The examining physician will determine if any incapacitating physical or psychiatric condition exists. The determination of medical fitness for flying is made at the lowest echelon possible and the report returned to the commander. Flight surgeons at all levels of command will determine if aviator is medically fit for flying duty. If the aviator is medically unfit, the flight surgeon provides the commander with a statement commenting on duration and severity of condition; if the condition can be treated and the anticipated result of treatment; and, whether there is any relationship between the disorder and the self-imposed deficiency. Reports indicating medical disqualification will be sent for final determination by USAAMC, as provided in paragraph 3-9a.

(c) If the aviator is medically fit for flying, counsel him that a self-imposed deficiency may amount to professional dereliction of duty. If a violation of the UCMJ is suspected, advise the aviator of his rights against self-incrimination and of any rights to counsel. (See Article 31, UCMJ, and Rule 305, Military Rules of Evidence, Ch XXVII, MCM (1969 Rev. Ed).) Also, advise him that he may consult a judge advocate as to the possible legal

consequences of a self-imposed deficiency. Give him an opportunity for the consultation. Write an account of counseling sessions between the aviator and the commander (including date, substance, and witness present).

(d) After counseling, and the aviator's consultation, if any, with a judge advocate, allow the aviator to disavow the self-imposed deficiency. Unless he has elected to remain silent after being given the rights warning under Article 31, UCMJ, and Rule 305, Military Rules of Evidence, a disavowal or affirmation of the self-imposed deficiency should be a written statement. It may be a verbal statement if witnessed by an officer other than the commander or the judge advocate who counseled him. If the aviator disavows 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 disavow the self-imposed deficiency, the temporary suspension remains in effect, and the case may be referred to a Flight Evaluation Board. Also take action under the UCMJ, if appropriate.

(5) Failure to maintain medical certification. An officer must maintain medical certification of fitness for flying duty through timely physical examinations (AR 95-1 and para 3-9c). If the certification expires, he is unfit until medically requalified. His aviation service is suspended effective the day following the last day of his birth month. The immediate commander will temporarily suspend the officer from flying duty (para 3-7).

(a) If not physically examined and medically recertified within 6 months following the date of suspension, the proper appointing authority will convene an FEB. (Exception: A physical examination shows that the officer is medically unfit for flying duty.)

(b) If a physical examination within 6 months of suspension shows that he is unfit and will not be well by the 1st day of the 6th month following suspension, the flight surgeon informs the commander and USAAMC. USAAMC will act on the medical report in accordance with para 3-9a(3). If disqualification is recommended, HQDA 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.

(c) Officers must plan for timely completion of their physical examination and medical recerti-

fication. They must consider additional time for processing medical waivers. When extenuating circumstances prevent timely physical examination and medical recertification, an officer may request extension of eligibility up to 6 months. He will send a letter through his commander to the FEB appointing authority. The FEB authority approves or disapproves the request. For other guidance, contact HQDA(DAPC-OPA-V), Alexandria, VA 22332.

(6) Failure to complete graduate flight training. If an officer fails or eliminates himself from a graduate flight training course, a faculty board will determine the circumstances and recommend one of the following to the CG, USAAVNC:

(a) That the rated officer be allowed to repeat the course or be given other instruction to complete the course.

(b) That the officer be allowed to continue aviation service without completing the course. This should be recommended only when extreme or unusual circumstances conflict with the skill requirements of the course. It does not relate to flying ability, safety, or lack of incentive of the officer. This recommendation must be coordinated with the officer's career manager at MILPERCEN before sending it to the CG, USAAVNC.

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

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

(8) 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 (sec. IV of this chap.).

(b) Non-unit Reserve rated officers when necessary under any of the conditions described above. Board recommendations will be sent through CG, RCPAC (for review), to HQDA.

b. Disqualification not requiring FEB action. Under certain conditions an officer may request waiver of 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 using the evidence submitted would recommend disqualification. The FEB convening authority will provide supporting documentary evidence. Only HQDA(DAPC-OPA-V) or Chief, NGB,

may waive the FEB.

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

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

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

(2) For (1) above, these are not unusual or compelling reasons: a personal desire not to incur an active duty service commitment from a PCS or formal graduate flight training course; or not to fly a certain type of aircraft; perform a particular mission; or fly in a certain location.

(3) Submission of request.

(a) The officer must submit a DA Form 4187 (Personnel Action) to his immediate commander requesting voluntary disqualification and waiver of an FEB. It 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 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 Cdr, MILPERCEN, ATTN: DAPC-OPA-V, 200 Stovall Street, Alexandria, VA 22332. For ARNG, send to Chief, NGB (NGB-AVN-OC), Aberdeen Proving Ground, MD 21010. 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 or Chief, NGB, 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 cause for other administrative or disciplinary action. This does not preclude proper action if material in the request so warrants. Examples are: admitting a violation of law or directive and professing a fear of flying.

(4) An officer may request voluntary disqualification for OPMS specialty realignment in the best interest of the Army. In this case, the provisions of (1)(a) through (3)(d) above do not apply. The appropriate MILPERCEN career management division must concur with the request before submitting final action. If approved, HQDA will publish the disqualifying aeronautical order.

(5) Humanitarian disqualification. An active duty rated officer having temporary severe personal problems which may be resolved normally within 12 months may be assigned to nonflying duties. He may request humanitarian rather than voluntary disqualification. (This service program is separate from the compassionate reassignment or deferment programs of chapter 3, AR 614-101.) 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 is generally based on the same guidelines used to process compassionate reassignments or deferments under chapter 3, AR 614-101. Temporary excusal from flying will be emphasized. When it is in the best interest of the Army, the request will be approved.

(c) Officers submit requests using DA Form 4187. Requests will include complete explanation of the circumstances and statements from medical authorities, chaplains, or qualified counsellors. (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 is final approval authority and if approved, publishes the disqualifying aeronautical order.

Section IV. ADMINISTRATIVE TERMINATION OF AVIATION SERVICE AND REQUALIFICATION

3-11. Termination of aviation service and/or aeronautical orders. *a. Resignation or release from active duty.* Aviation service terminates 30 days following resignation or release from active duty (REFRAD).

b. Academic or flying deficiencies or self-elimina-

tion of student aviators. CG, USAAVNC, will revoke the aviation service orders of students who fail to complete flight training. (This also applies to warrant officer candidates.) Copies of orders terminating aviation service or flight training will be sent to the proper headquarters (para 2-6c(2).)

c. Error and fraud in service orders. The command who published erroneous or fraudulent aviation service orders will revoke them.

d. Change in status. Aviation service orders are terminated when the officer changes status (para 3-3d), i.e., from warrant to commissioned or vice versa.

e. Results of termination. The provisions of paragraph 3-8 apply 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. (See para 3-12e.)

3-12. Requalification for aviation service.

a. General. Rated officers and their commanders may request requalification and restoration of an aviation specialty or MOS. The decision to approve or disapprove will be based on the needs of the individual and the Army at the time of the request. Commanders should determine whether the original reasons for disqualification and current circumstances require convening an FEB to review the officer's request for requalification.

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

c. Disqualification resulting from FEB action.

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

(a) His aeronautical rating and badge were not revoked as a result of the FEB recommendation (para 1-29, AR 672-5-1).

(b) He was not permanently disqualified for aviation service.

(c) He writes to his immediate commander requesting requalification.

(2) Procedures for requalification.

(a) The officer's immediate commander must send the requalification request, with a recommendation, through proper channels to the FEB appointing authority.

(b) If the appointing authority deems appropriate, an FEB will be convened to evaluate the of-

ficer's qualification 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 are voluntarily disqualified to meet OPMS specialty alignment objectives may be requalified.) They must also have an aviation related specialty (15, 71, 67J).

(2) *Humanitarian disqualification (para 3-10b(5)).* Humanitarian disqualification may not be longer than a related compassionate reassignment. When this reassignment is terminated or canceled, the officer is requalified for aviation service or disqualified under provisions of 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 Aviation Plans/Program Branch on termination. 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.

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

(3) DA Form 4187 will be used to request requalification in all the circumstances above. Forward requests to Cdr, MILPERCEN, ATTN: DAPC-OPA-V, 200 Stovall Street, Alexandria, VA 22332.

(4) The officer requesting requalification must include—

(a) A copy of original aeronautical designation order issued by the Commander, US Army Aviation Center, Fort Rucker, or Commandant, US Army Aviation School Element, Hunter Army Airfield, at time of graduation from initial entry flight training; or original Air Force aeronautical rating order; or a copy of officer's undergraduate flight training completion certificate (US Navy, Marine Corps, Coast Guard).

(b) A copy of current class 2 flight physical

examination completed within preceding 12 months and approved by the US Army Aeromedical Center (ATZQ, AAMC-AA-ER), Fort Rucker, AL 36362.

(c) For officers with prior or current commissioned status, a copy of officer record brief, DA Form 2, or order determining Total Federal Officer Service (TFOS) and aviation service entry date (ASED).

(d) A copy of most recent DA Form 759 (Individual Flight Record and Flight Certificate—Army).

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

(f) Copy of previous disqualification order (when applicable).

(g) Copy of following signed statement:

I understand that a serviceman who makes a false statement, knowing it to be false, may be subject to punishment as a court-martial may direct under Article 107, UCMJ. With this understanding, I make the following official statement: With the exception of medical restriction of less than 30 days' duration 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 described below:

- Restrictions from flight duty (if none, so state)—
- Suspensions from flight duty (if none, so state)—
- Military Aircraft accidents (if none, so state)—
- 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 disqualified for medical reasons, the application will be sent to USAAMC for determination of physical qualification. USAAMC will then forward it to HQDA.

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

f. Request for requalification for (reentry into) aviation service (USAR personnel) will include the following:

- (1) Grade, name, SSN, specialty, and branch.
 - (2) Duty status; i.e., AGR, reserve status or Inactive Reserve.
 - (3) Unit and location.
 - (4) Duty assignment, paragraph and line number.
 - (5) Copy of original and most recent aviation service order.
 - (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) In addition the individual will state—"I (have) (have not) been suspended or relieved from aviation service prior to my release from Active Duty or Reserve component duty." (If yes, explain).
- g. If approved, a copy of the aviation service requalification order will become a permanent part of the officer's—
- (1) OPMF,
 - (2) Field Military Personnel Records Jacket, or
 - (3) Individual Flight Records Folder.

Section V. STATUS OF STUDENT AVIATORS

3-13. Initial qualification for aviation service of student aviators. a. *Officer students.* They are qualified for aviation service at the start of the appropriate qualification course (table 2-1) leading to the award of an aeronautical rating. CG, USAAVNC, will use format 331, AR 310-10. 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

aviation service orders will be terminated promptly. If he has an aviation specialty, it must be changed.

(2) If the elimination cause is medical unfitness, aviation service is terminated on the first day of the 6th month following medical incapacitation or following the date of disenrollment, whichever comes first.

b. *Warrant officer candidates.* They 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 format 332, AR 310-10. They will be effective on the starting date of the course. Orders will read: "Perform: Flight training." These orders become void automatically when the aeronautical rating or aviation service order is published (AR 310-10). If the warrant officer candidate fails or is eliminated for any reason (including medical) from the course before completion, the flight training orders will be revoked by written order. It will be effective on the

date of disenrollment.

3-14. Incentive pay status. *a. Officers.* Incentive pay entitlements are as shown in tables 2-1-6, DODPM). Entitlement begins on the ASED.

b. Warrant Officer Candidates (WOC). During flight training, WOCs are entitled to enlisted crew-member hazardous duty incentive pay (table 2-1-1, DODPM). Entitlement to ACIP begins on the ASED upon appointment as warrant officers during or upon completion of training.

Section VI. CAREER AVIATION SERVICE DATA

3-15. Aviation Service Entry Date (ASED).

a. Officers and warrant officer candidates. See paragraph 3-3b.

b. Uses of ASED. ASED is used to determine the arrival at either 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 is later accepted to reenter the course, his 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 vice versa) remains the date he entered into aviation service. This applies to the first rating held.

3-16. Total Federal Officer Service (TFOS).

This is the total of all commissioned and warrant officer active and inactive service creditable for basic pay. For rated commissioned officers, it is used to—

a. Determine the incentive pay rate for those with more than 18 years.

b. Compute 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 (TOFDC).

This is the number of months of operational flying duty credit that an aviator accrues toward ACIA gate passage. To receive credit, an officer must be assigned to an operational flying position (AR 570-1) and meet flying requirements of (AR 95-1) and/or appropriate aircrew training manual (ATM).

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. Credit is continuous until the aviator signs

out en route to a nonoperational flying duty position.

b. Operational flying duty dates. TOFDC is recorded in 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 enroute 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 OMF, using Standard Installation Division Personnel System (SIDPERS) 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 these conditions:

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

(2) He is a prisoner of war or is declared mis-

ing in action.

(3) If release from active duty is voided by the Army Board for Correction of Military Records

(ABCMR). He 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. Flight surgeons are considered on operational flying duty when actively practicing aviation medicine. It entitles them to monthly ACIP. Duties include—

a. Formal aviation medicine training leading to the award of the aeronautical rating.

b. Formal aerospace medicine residency training leading to certification in aerospace medicine.

c. Assignment to an approved position having primary aviation medicine responsibilities.

d. Any assignment for an aerospace medicine specialist (SSI 61N9A or 61N9B). As an exception, the officer begins a second residency program and is not preselected for a position that requires dual certification. Annual approval is required from The Surgeon General (SGPE-MC).

3-19. Flight surgeons annual minimum flying hours. *a.* Flight surgeons assigned to flying duty must fly the minimum hours below to qualify for monthly ACIP:

	<i>Semiannual (hours)</i>	<i>Annual (hours)</i>
Total	24	60
Night	4	10

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 The Surgeon General (SGPE-MCO). Include all facts which will preclude completing minimum flying requirements. In no case will a waiver be given for the minimum flying requirements for pay required by the DODPM.

3-20. Aviation service orders. Aviation service orders are not published to start and stop monthly incentive pay for flight surgeons when they begin or end a qualifying assignment. The personnel officer will inform FAO, by disposition form, to start monthly ACIP at the beginning of the assignment and to end it for reassignment. Entitlement to ACIP for travel, TDY, and leave will be determined in accordance with paragraph 3-16, so long as semiannual and annual flight surgeon minimums are met (Part 2, DODPM).

CHAPTER 4

THE FLYING EVALUATION BOARD (FEB)

4-1. General. Each rated officer must maintain the professional standards expected of an aviator or flight surgeon. When his performance is doubtful, justification for continued qualification for aviation service is subject to complete review.

4-2. Functions of the FEB. The FEB is composed of rated officers who are qualified for aviation service. It is convened to examine the qualifications of an officer for aviation service, evaluate potential for continued use, and make recommendations to higher authorities.

a. The function and duties of an FEB are administrative. An FEB is not a punitive measure or disciplinary action, nor is it a substitute for action under the UCMJ, or any other directive, when warranted. It does not make recommendations on disciplinary actions. FEBs will be conducted as prescribed by AR 15-6, with proper modification.

b. An FEB reviews evidence of past rated duties and pertinent aspects of the qualifications of the officer.

c. An FEB makes recommendations on the future use of an officer in his aviation specialty. A DA Form 1574 (Report of Proceedings by Investigating Officer/Board of Officers) is prepared that includes—

(1) All exhibits and testimony presented to the board, and

(2) Either a verbatim transcript or a summary of the open session proceedings.

d. The recommendations of an FEB are advisory and not binding. The board is the first step in the evaluation process. HQDA reviews the complete report of proceedings (DA Form 1574) and other recommendations before making a final decision.

4-3. Overview of board action. The objectives of the FEB are to insure that all information relevant to an officer's rated qualifications is presented and that the proceedings are fair. This applies to both the board members and respondent.

a. The board receives exhibits and hears testimony in open session, witnesses are sworn and subject to cross-examination, and the respondent may

be represented by counsel. Respondent may request—

(1) Military counsel of his choice, if reasonably available or civilian counsel of his own choice at his own expense, or

(2) That military counsel be assigned. The rating official of the military counsel determines availability based on workload, distance to be traveled, expected length of the hearing, and manning.

b. The board may be formal or informal (AR 15-6), but follows orderly procedure. Informal conversation or comments, statements "off the record," and reference to other matters are avoided. The 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 MACOM reviewing authorities review the report of proceedings before HQDA takes final action. The following apply:

(1) More than one respondent before a board is prohibited.

(2) The board does not recommend punitive actions.

(3) Only HQDA qualifies or disqualifies an officer for aviation service.

(4) If possible, classified information will not be included in FEB proceedings.

4-4. Appointing authority. FEBs may be appointed by the authorities in paragraph 3-7b(2).

4-5. When convened. An FEB will be convened when—

a. One or more of the conditions in paragraph 3-10 exists.

b. An officer requests appearance before an FEB, in writing, to his immediate commander. The commander will forward the request, with recommendations, to the nearest FEB appointing authority.

c. A reserve component member, former military officer, or civilian requests an Army aeronautical rating.

4-6. Board membership. The membership of an

FEB will be in accordance with 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.

b. If the respondent is an aviator, the board may include a flight surgeon as a nonvoting, advisory member when a medical problem may be a major contributing factor in the performance of duty.

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 (para 5-1d, AR 15-6).

e. As an exception to a above, if the respondent is a warrant officer, one voting board member will be a warrant officer, senior in grade to the respondent. (No more than one warrant officer will be appointed to the board.)

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 and the members' ratings and specialty codes.

4-7. Proceedings. a. *Conduct of proceedings.* Flying Evaluation Boards will be conducted as prescribed by AR 15-6, with proper changes.

b. *Findings and recommendations.* Findings and recommendations will be in accordance with section II, chapter 3, AR 15-6. Recommendations will be restricted to the following:

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

(2) Orders suspending respondent from flying be revoked and restore him to aviation service. When it will improve aviation operations or the flying ability of the respondent, make other recommendations, or

(3) Orders disqualifying the respondent be revoked and requalify him for aviation service, or

(4) Respondent be disqualified for aviation service, or

(5) Respondent be permanently disqualified for aviation service, or

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

c. *Recommendation guidance.* The board and reviewing authorities base their recommendations on clear, logical findings of the respondent's potential for use as rated officer in active flying service. The

guidance below applies.

(1) Recommendations to disqualify an officer are normally not based on an isolated incident or action. Outstanding duty over an extended time is considered. However, if by such defect or action 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—

(a) Ability to perform basic flying skills, and

(b) 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) Two copies of the reports will be prepared according to AR 15-6.

(2) The original copy will be sent to the appointing authority for review. If he approves the findings and recommendations, he forwards the copy to the next higher reviewing authority. The reviewing authority taking final action will retain the copy for 1 year. When final action is disqualification (by HQDA), the original will be filed permanently in the respondent's OMPF. The board will give the duplicate copy, after deleting classified portions, to the respondent or his counsel for review before sending to the appointing authority. The reviewing authority taking final action will return this copy to the respondent. Each headquarters in the reviewing chain need not retain a copy of the report of the proceedings.

4-8. Approving authority. When the appointing or a higher reviewing authority believes disqualification is proper, the report will be sent 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. If flying requirements are waived or time extended for instrument renewal and qualification is recommended besides restoration to flying duty, the appointing authority may restore the aviator; however, a request for waiver or extension of time will be sent to the MACOM ac-

ording to AR 95-1. When all reviews recommend disqualification, proceedings will be sent to HQDA(DAPC-OPA-V), 200 Stovall Street, Alexandria, VA 22332, for final action. Exception: HQDA or Chief, NGB, will approve all Flying Evaluation Boards convened under paragraph 3-10a(8).

4-9. Appeals. Based on other information or extenuating circumstances that are cogent reasons, a rated officer may request HQDA, or Chief, NGB, for ARNG aviators, to reconsider the board's decision. Once HQDA or Chief, NGB, has ruled on an Appeal, it will not be considered further.

4-10. Time phasing. FEBs will plan according to the schedule below. Late reports must contain a

written explanation citing the reason.

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

b. The respondent or his counsel has 10 days from receipt of the report proceedings to review and submit a brief to the convening authority.

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

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

CHAPTER 5

AEROMEDICAL CONSULTATION/IN-FLIGHT EVALUATION

Section I. GENERAL

5-1. General. This chapter prescribes responsibilities and procedures for the conduct of aeromedical consultation/in-flight evaluations for Army aviators whose physical condition precludes their meeting class 2 flying standards.

5-2. Applicability. This chapter applies to all active duty, Reserve Component, and DA civilian aviators who—

a. Have been suspended from aviation service for a medical condition that disqualifies them for retention in aviation service.

b. Still possess a capability for flying duty, with

possible restrictions, as determined by the flight surgeon.

c. Meet a valid Army requirement for a particular grade and specialty.

5-3. Explanation of term. The aeromedical consultation/in-flight evaluation is 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.

Section II. RESPONSIBILITIES

5-4. Flight surgeon. The flight surgeon of a medical treatment facility may request an aeromedical consultation/in-flight evaluation for an Army aviator. Such a request may be made by the aviator or the flight surgeon if the surgeon feels the aviator is still able to fly aircraft.

5-5. Commander of medical facility. The commander of a medical facility will forward the aeromedical consultation/in-flight evaluation request and the individual's health record jacket to the Cdr, US Army Aeromedical Center, ATTN: ATZQ-AAAMC-AA-ER, Fort Rucker, AL 36362.

5-6. Commander, US Army Aeromedical Center (USAAMC). The Commander, USAAMC, will—

a. Review the request for the evaluation and the individual's health record jacket and determine the need for further evaluation.

b. Coordinate scheduling of aircraft and instructor pilot requirements with the Commander, US Army Aviation Center (USAAVNC).

c. Authorize specific Army personnel or locations for medical or in-flight evaluation.

d. Authorize the use of Air Force and Navy consultation services in certain areas.

e. When necessary, coordinate with The Surgeon General on evaluations.

f. Inform the appropriate flight surgeon or avia-

tor's unit commander of the inclusive dates of evaluation.

g. Review the findings and recommendations of the aeromedical consultation/in-flight evaluation. Approve or disapprove recommendations.

h. Forward the formal report, with recommendations, to the US Army Military Personnel Center (MILPERCEN) for final action.

5-7. CG, MILPERCEN. The CG, MILPERCEN, will—

a. Determine the need for evaluation of each person recommended by medical authorities, based on needs of the service.

b. When service needs exist, coordinate with USAAMC for scheduling of the aeromedical consultation/in-flight evaluation.

c. Issue a temporary aviation service order for the inclusive dates of the evaluation.

d. After the evaluation report is received, make determination as to aviation service. Amend or revoke the aviation service order as necessary.

e. Issue assignment and travel orders when needed.

5-8. In-flight demonstration capability. a. Aviators will—

(1) Present a copy of their most recent DA Form 759 (Individual Flight Record and Flight Cer-

tificate-Army) to USAAMC personnel upon arrival.

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

c. A flight surgeon will—

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

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

(3) Provide a written report.

5-9. 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 reviewed by an Aeromedical Consultant Advisory Panel (ACAP) appointed by the Commander, USAAMC. After this review, 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. They should also state the desired time interval for the reevaluation. The panel will provide their conclusions and recommendations and the aeromedical

summary to the Commander, USAAMC.

5-10. Temporary aviation service orders. If required, MILPERCEN will issue temporary aviation service orders authorizing the individual to perform flying duties during the period of evaluation. These orders will define the limitations imposed on the aviator for the evaluation. Such orders will terminate on the specified date, at which time the aviator will be administratively disqualified for aviation service pending final determination of the case.

5-11. Travel orders. The aviator's unit will perform the following:

a. When an aviator is not assigned to a medical holding company or detachment of patients, provide fund citation, instructions, and necessary TDY orders for individual concerned. When appropriate, commanders may request transportation on USAF aircraft through aeromedical evacuation channels.

b. Request the servicing MILPO to issue orders with provision for temporary duty (TDY) to the Medical Company, USAAMC, with further attachment to the AAMA, USAAMC, for purposes of an aeromedical consultation/in-flight evaluation.

c. For aviators (other than AMEDD) reported qualified for reassignment, coordinate with the aviator's career management division in MILPERCEN for a new assignment.

5-12. Distribution of final evaluation report. The report will be distributed as follows:

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

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

c. One copy to HQDA (DAPC-OP-(appropriate career management division)), 200 Stovall Street, Alexandria, VA 22332.



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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) direct to HQDA (DAPC-OPA-V) Alexandria, VA 22332.

By Order of the Secretary of the Army:

Official:

J. C. PENNINGTON
Major General, United States Army
The Adjutant General

E. C. MEYER
General, United States Army
Chief of Staff

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