

S/S 15 MAR 82

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 31 March 1981

Immediate Action INTERIM CHANGE

AR 600-106
INTERIM CHANGE
NO. I01
Expires 31 March 1982

PERSONNEL GENERAL

AERONAUTICAL DESIGNATIONS AND FLYING STATUS FOR ARMY PERSONNEL

This interim change is forwarded to implement changes to AR 600-106 which requires immediate action. Sections I-III and part of section IV pertaining to flight surgeons, AR 600-106, as well as paragraphs 7 and 8 below, will be superseded by AR 600-105, soon to be published. Section IV, AR 600-106 will be superseded by a revision of AR 600-106. This interim change updates procedures for requesting aviation service orders for rated aviators and flight surgeons. It also clarifies procedures to terminate flight status of enlisted crewmembers and officer and enlisted noncrewmembers. It prescribes mandatory notification of termination for enlisted personnel. Information and directives in this interim change are effective 12 Mar 81 and will expire 12 Mar 82, unless sooner superseded in whole or in part by formal printed changes or new regulations. This interim change will be destroyed at expiration or when completely superseded. This change, issued in other than page or page format, is being distributed by first class mail through the publications pinpoint distribution system to all holders of AR 600-106 and will be included in the revised regulation.

Page 3. Section III (paragraph 7 and 8) is superseded as follows:

SECTION III. AVIATION SERVICE FOR AVIATORS AND FLIGHT SURGEONS

7. Flying status orders.

a. As a result of legislative changes (Aviation Career Incentive Act of 1974) the term "aviation service" will replace "flying status orders" when pertaining to rated aviators and flight surgeons in AR 600-105 and revision of AR 600-106. The terms are used interchangeably in this interim change.

b. In accordance with Executive Orders 11157, 22 June 1964 and 11800, 1 June 1974, the Secretary of the Army may issue flying status/aviation service orders to accomplish the following:

(1) Authorize qualified aviators to operate military aircraft in accordance with applicable directives.

(2) Authorize aviators and flight surgeons to enter into and remain in aviation service and accumulate operational flying duty credit as prescribed by Public Law 93-294, Aviation Career Incentive Act of 1974 (ACIA).

RETURN TO THE ARMY LIBRARY
ROOM 1A518 PENTAGON
WASHINGTON, D.C. 20310

(3) Entitle qualified aviators and flight surgeons to aviation career incentive pay (ACIP) on a continuous or monthly basis, as appropriate, in accordance with the Department of Defense Pay and Entitlements Manual (DODPM).

(4) Provide Headquarters, Department of the Army with information necessary to manage strength accounting, develop plans and prepare the annual report to Congress on aviator utilization as required by the ACIA.

c. Authority to issue flying status/aviation service orders:

(1) The Commander, US Army Aviation Center (USAAVNC) will issue temporary flying status orders, for periods of training only, to personnel in the following categories who meet all eligibility criteria listed in paragraph 8 below:

(a) Officers and warrant officer candidates attending initial entry flight training and aviation medical training.

(b) Former Army, Navy/Marine Corps/Coast Guard aviators and Air Force pilots recalled to active duty as Army commissioned or warrant officers who have not yet received permanent Department of the Army flying status orders and who have been ordered to Fort Rucker to attend formal refresher or aircraft qualification training.

(c) Officers and warrant officers of the reserve components, appointed by reason of civilian aviation experience but never previously rated as military aviators, who have been ordered to Fort Rucker to attend the rotary wing qualification course (RWQC) or fixed wing multi-engine qualification course (FWMEQC) leading to the aeronautical rating of Army Aviator.

(2) Commander, US Army Aviation Center and Fort Rucker will incorporate permanent flying status/aviation service orders, award of aeronautical designation of Army Aviator or Flight Surgeon and award of appropriate badge in one order issued to students upon graduation from respective formal initial entry flight or aviation medical training course and to personnel listed in paragraph 7c(1)(c) above who successfully complete RWQC or FWMEQC. Aviation service will remain in effect until terminated or altered by order published by Headquarters, Department of the Army. (See AR 310-10 for orders format).

(3) The Commander, MILPERCEN (DAPC-OPA-V) will issue permanent flying status/aviation service orders to eligible personnel in categories below placing them in aviation service until further notice:

(a) Personnel formerly rated as Army, Navy/Marine Corps/Coast Guard aviators and Air Force pilots recalled to active duty as commissioned or warrant officers who have had a break in active status in excess of 30 days.

(b) Personnel indefinitely suspended from flying status by HQDA order for medical disqualification or nonmedical reasons in accordance with AR 600-107 who are subsequently found eligible for restoration of flying status and return to aviation service.

(c) Personnel on extended active duty who change status from warrant to commissioned or vice versa with no break in active service, to authorize entitlement to Aviation Career Incentive Pay (ACIP).

8. Application Procedures for permanent flying status/aviation service orders. Personnel in categories listed in 7c(3) above must submit a DA Form 4187 requesting flying status orders to Commander, MILPERCEN, ATTN: DAPC-OPA-V, 200 Stovall Street, Alexandria, VA 22332 and include a copy of the following:

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 II flight physical examination completed within preceding twelve 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 officers service (TFOS) and aviation service entry date (ASED). (For additional assistance in determining TFOS/ASED, contact Aviation Plans/Programs Branch, MILPERCEN, at AUTOVON 221-0433/0727.)

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

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

f. A copy of any previous disqualification order (when applicable).

g. A copy of the 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:

- (1) Restrictions from flight duty (if none, so state):
- (2) Suspensions from flight duty (if none, so state):
- (3) Military Aircraft accidents (if none, so state):
- (4) 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.

Page 6. Para 10a is rescinded.

Page 7. Para 11b is rescinded.

Page 10. Para 14b is superseded as follows:

b. Termination of flying status orders. Unless sooner terminated or suspended by the issuing authority, orders authorizing flying status will automatically terminate on the date specified in orders, upon relief from assignment to the duties for which flying status is authorized, or upon separation of the individual from the Army. New orders are not required to continue flying status in effect for personnel reenlisting at the same station without a break in service, provided orders in effect at the time of separation are so worded that, by their express terms, they remain effective after discharge and immediate reenlistment. An authorized change of station requires termination of flying status orders for crewmembers and non-crewmembers, effective the date of departure from the losing unit. Enlisted crewmembers will be given at least 120 days advance notification prior to the termination of flight pay before departure from losing unit, unless involuntarily removed (see para 15a(3) below). If assigned to a flying status position at gaining unit, a new set of orders will be issued. An exception to this rule applies to Air Observers placed on flying status under the provisions of paragraph 11c(4).

Page 12, add new paragraph 15 as follows:

15. Advanced notification of removal of enlisted personnel (crewmember) from flying duty.

a. Explanation of terms.

(1) Enlisted crewmember. An enlisted member on competent orders to perform duty involving frequent and regular participation in aerial flight as a crewmember.

(2) Advance individual notice. Receipt of verbal or written notification from competent authority that orders requiring frequent and regular performance of aerial flight as an enlisted crewmember are to be terminated on receipt of order which contains a termination date for performance of enlisted crewmember flying duty.

(3) Involuntary removal. For the purpose of this directive, the term "Involuntary Removal" includes all removals not requested by the individual, unless the individual is removed from separation, confinement, relief for cause, reduction in grade, medical unfitness, or AWOL.

(4) Enlisted crewmember flying duty. Duty involving frequent and regular participation in aerial flight as a crewmember under the provisions of this regulation.

b. Policies.

(1) Enlisted crewmembers will be accorded at least 120 days advance notification prior to being involuntarily removed from flying duty through no fault or action of their own, except as prescribed in para c below.

(2) Assignments of enlisted crewmembers will be intensively managed in order to achieve the required advanced notifications prior to removal from flying duty.

(3) Advance notification by issuance of orders will be accomplished as provided below:

(a) Whenever the requirement to perform enlisted crewmember flying duty is known to exceed 120 days prior to the date of termination, orders will be issued as follows:

(1) Known termination date. When flying duty exceeds 120 days and a termination date is known, that date will be specified in the orders awarding the flying status. (Format 332, app A, AR 310-10)

(2) Reassignment within CONUS or within an overseas command. Orders (Format 332, app A, AR 310-10) will provide a termination date which will be the same as the departure date from the losing command providing such date is not less than 120 days from the date of the reassignment orders.

(b) Reassignment from CONUS to an overseas command. Commanders will notify enlisted crewmembers and issue termination orders (Format 332, app A, AR 310-10) not less than 120 days prior to reassignment date. If the 120 day notification extends beyond the date crewmember position is vacated, a request for exception is required as specified in para (4) below. If soldier is placed in crewmember position by the gaining command, the gaining unit will issue orders with an effective date of arrival at the gaining unit.

(c) Reassignment from an overseas command to CONUS or between overseas commands. Overseas commands will notify enlisted crewmembers and issue termination orders (Format 332, app A, AR 310-10) not less than 120 days prior to DEROs or date of reassignment to another overseas command. If soldier is placed in a crewmember position by the gaining command, the gaining unit will issue orders with an effective date as of the date of arrival at the gaining overseas/CONUS unit.

(d) When the requirement to perform flying duty is for a period of less than 120 days, then the orders (Format 332, app A, AR 310-10) placing the service member on flying status must specify a termination date.

(4) When timely notification by issuance of orders is not appropriate, notification of impending removal from flying status will be either in writing by competent authority or verbal notice of same providing an appropriate memorandum for record is made and it is later confirmed in writing. This type of notification does not alleviate the requirement for the issuance of orders terminating flight status required by para (5) below.

(5) Documentation of the requirement to perform enlisted crewmember flying duty and removal from such duty will be issuance of competent orders (Format 332, app A, AR 310-10) notwithstanding the method used for individual advance notification.

(6) The above policies are intended to provide advance notice of removal from flying duty and attendant loss of flying pay. They do not alter or otherwise interfere with the minimum performance requirements established by Executive Order 11157, 22 June 1964, or the provisions of the AR 37-104-3, Military Pay and Allowance Entitlements Procedures - JUMPS, except as prescribed in para c below.

c. Exceptions.

(1) Advance notification may be less than 120 days.

(a) The service member may voluntarily waive the advance individual notice of 120 days in writing to competent authority. Voluntary termination occurs when an individual accepts the results of a favorable personnel action. As example, to make application for OCS and be accepted; voluntary waiver is not effective until individual in crewmember status accepts the results of the personnel action. Other examples of voluntary waiver are: acceptance of commission or warrant, promotion or acceptance of approved application for school training.

(b) Exceptions may be authorized to the required advance notification by DAPC-EPF-I DA MILPERCEN on a case by case basis as determined as necessary submitted in accordance with para d below.

(2) Flying pay may be continued for 120 days when authorized by DAPC-EPF-I although advance notice is less than 120 days and minimum performance requirements are not met.

(a) Executive Order 11157, 22 June 1974, grants authority to prescribe that an enlisted crewmember who is involuntarily removed from flying duties, with less than 120 days advance notice, be considered to have fulfilled all the requirements for flight pay for a period of up to 120 days from the date of notification of such removal.

(b) This authority will not be used when enlisted crewmembers have banked flight time that entitles them to incentive pay.

(c) This exception authority to the 120-day advance notification policy will be used only under unusual and compelling circumstances, such as national

emergencies, short notice unit inactivations, and manpower authorization reductions, and fill urgent personnel requirements when it is not possible to give 120 days advance notice of removal from flying duty.

(d) Such exceptions may be authorized only when approved by DAPC-EPF-I, DA MILPERCEN. Such requests for exceptions will be submitted in accordance with para d below.

d. Except for reasons listed above, enlisted crewmembers will not be involuntarily removed from flying duty prior to receiving proper notification at least 120 days in advance or approval for exception to the required advance notification requirement of DAPC-EPF-I, DA MILPERCEN. Request for exception to the 120 days advance notification requirement will be forwarded to the CDR, MILPERCEN, ATTN: DAPC-EPF-I, 2461 Eisenhower Avenue, Alexandria, Virginia 22331, and will contain the following minimum information:

- (1) Name, grade, MOS and SSN.
- (2) Reason for removal. If by DA assignment instructions provide the EPD control and line number.
- (3) Proposed date of removal.
- (4) Reason 120 days advance notification was not provided.
- (5) Copy of orders, stating when soldier was notified of 120 day notification and termination date.
- (6) Copy of DA Form 759 (Flight Record).

e. The assignment/reassignment of enlisted crewmembers entitled to flight pay, and the requirement to provide 120 days notice of termination of the pay is the responsibility of personnel management authorities. A working agreement must be established between Personnel Management and Finance Officers to insure that administration and payment of flight pay is within current directives. While finance officers must insure that payments are legal, responsibility for establishment or nonentitlement rests with commanders, and MILPOS who publish orders.

(DAPC-EPF-I)

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

DISTRIBUTION:

To be distributed in accordance with DA Form 12-9A requirements for AR, Personnel General.

Active Army: B
ARNG: B
USAR: A

Copy 2

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 19 January 1979

Immediate Action INTERIM CHANGE

AR 600-106
INTERIM CHANGE
NO. 101
Expires 19 January 1980

PERSONNEL GENERAL

AERONAUTICAL DESIGNATIONS AND FLYING STATUS FOR ARMY PERSONNEL

This interim change is forwarded to the field to clarify the procedures for terminating the flight status of enlisted crewmembers and non-crewmembers (both officers and enlisted personnel). This change has a direct and immediate impact on the individual soldier. It provides the field commanders guidance to numerous questions received from the field regarding flight pay entitlement, until the revision of AR 600-106 is published. It expires 1 year from date of publication and will be destroyed at that time unless sooner superseded by a formal printed change. It is being distributed by 1st class mail through the publications pinpoint distribution system to all holders of AR 600-106. It is, as an interim measure, issued in other than a page-for-page format. It will be included in the revision of AR 600-106.

Page 10, paragraph 14b is superseded as follows:

b. Termination of flying status orders. Unless sooner terminated or suspended by the issuing authority, orders authorizing flying status will automatically terminate on the date specified in orders, upon relief from assignment to the duties for which flying status is authorized, or upon separation of the individual from the Army. New orders are not required to continue flying status in effect for personnel reenlisting at the same station without a break in service, provided orders in effect at time of separation are so worded that, by their express terms, they remain effective after discharge and immediate reenlistment. An authorized change of station requires termination of flying status orders for crewmembers and non-crewmembers, effective the date of departure from the losing unit. Enlisted crewmembers will be given at least 120 days advance notification prior to the termination of flight pay before departure from losing unit, unless involuntarily removed (see para 15a(3) below). If assigned to a flying status position at gaining unit, a new set of orders will be issued. An exception to this rule applies to Air Observers placed on flying status under the provisions of paragraph 11c(4).

Page 12, add new paragraph 15 as follows:

RETURN TO THE ARMY LIBRARY
ROOM 1A518 PENTAGON
WASHINGTON, D.C. 20310

0
This IMMEDIATE ACTION Interim Change supersedes DAPC-EPF-I msg 181950Z Jan 77 (MILPO Msg 106), 021535Z May 77 (MILPO Msg 152), subj: Advance-Notification of Removal of Enlisted Personnel from Flight Duty, and 261545Z May 78 (MILPO Msg 381), subj: Staffing of Enlisted Flight Crewmember Positions Occupied by Females.

15. Advanced notification of removal of enlisted personnel (crewmember) from flying duty.

a. Explanation of terms.

(1) Enlisted crewmember. An enlisted member on competent orders to perform duty involving frequent and regular participation in aerial flight as a crewmember.

(2) Advance individual notice. Receipt of verbal or written notification from competent authority that orders requiring frequent and regular performance of aerial flight as an enlisted crewmember are to be terminated on receipt of order which contains a termination date for performance of enlisted crewmember flying duty.

(3) Involuntary removal. For the purpose of this directive, the term "Involuntary Removal" includes all removals not requested by the individual, unless the individual is removed for separation, confinement, relief for cause, reduction in grade, medical unfitness, or AWOL.

(4) Enlisted crewmember flying duty. Duty involving frequent and regular participation in aerial flight as a crewmember under the provisions of this regulation.

b. Policies.

(1) Enlisted crewmembers will be accorded at least 120 days advance notification prior to being involuntarily removed from flying duty through no fault or action of their own, except as prescribed in c below.

(2) Assignments of enlisted crewmembers will be intensively managed in order to achieve the required advance notifications prior to removal from flying duty.

(3) Advance notification by issuance of orders will be accomplished as provided below:

(a) Whenever the requirement to perform enlisted crewmember flying duty is known to exceed 120 days prior to the date of termination, orders will be issued as follows:

(1) Known termination date. When flying duty exceeds 120 days and a termination date is known, that date will be specified in the orders awarding the flying status. (Format 332, app A, AR 310-10)

(2) Reassignment within CONUS or within an overseas command. Orders (Format 332, app A, AR 310-10) will provide a termination date which will be the same as the departure date from the losing command providing such date is not less than 120 days from the date of the reassignment orders.

(b) Reassignment from CONUS to an overseas command. Commanders will notify enlisted crewmembers and issue termination orders (Format 332, app A, AR 310-10) not less than 120 days prior to reassignment date. If the 120 day notification extends beyond the date crewmember position is vacated, a request for exception is required as specified in (4) below. If soldier is placed in crewmember position by the gaining command, the gaining unit will issue orders with an effective date of arrival at the gaining unit.

(c) Reassignment from an overseas command to CONUS or between overseas commands. Overseas commands will notify enlisted crewmembers and issue termination orders (Format 332, app A, AR 310-10) not less than 120 days prior to DEROS or date of reassignment to another overseas command. If soldier is placed in a crewmember position by the gaining command, the gaining unit will issue orders with an effective date as of the date of arrival at the gaining overseas/CONUS unit.

(d) The following statement will be contained in the response to additional instructions lead line of reassignment orders: On date you were notified of your reassignment and 120 days later or on your departure (which ever is greater), your crewmember flight pay will terminate IAW AR 600-106.

(e) When the requirement to perform flying duty is for a period of less than 120 days, then the orders (Format 332, app A, AR 310-10) placing the service member on flying status must specify a termination date.

(4) When timely notification by issuance of orders is not appropriate, notification of impending removal from flying status will be either in writing by competent authority or verbal notice of same providing an appropriate memorandum for record is made and it is later confirmed in writing. This type of notification does not alleviate the requirement for the issuance of orders terminating flight status required by (5) below.

(5) Documentation of the requirement to perform enlisted crewmember flying duty and removal from such duty will be by issuance of competent orders (Format 332, app A, AR 310-10) notwithstanding the method used for individual advance notification.

(6) The above policies are intended to provide advance notice of removal from flying duty and attendant loss of flying pay. They do not

alter or otherwise interfere with the minimum performance requirements established by Executive Order 11157, 22 June 1964, or the provisions of the AR 37-104-3 Military Pay and Allowance Entitlements Procedures - JUMPS, except as prescribed in c below.

c. Exceptions.

(1) Advance notification may be less than 120 days.

(a) The service member may voluntarily waive the advance individual notice of 120 days in writing to competent authority. Voluntary termination occurs when an individual accepts the results of a favorable personnel action. As example, to make application for OCS and be accepted; voluntary waiver is not effective until individual in crewmember status accepts the results of the personnel action. Other examples of voluntary waiver are: acceptance of commission or warrant, promotion or acceptance of approved application for school training.

(b) Exceptions may be authorized to the required advance notification by DAPC-EPF-I DA MILPERCEN on a case by case basis as determined as necessary submitted in accordance with d below.

(2) Flying pay may be continued for 120 days when authorized by DAPC-EPF-I although advance notice is less than 120 days and minimum performance requirements are not met.

(a) An enlisted crewmember involuntarily removed from flying duties who is unable to meet the minimum performance requirements of AR 37-104-3 is deemed to have fulfilled all of the requirements for flying pay for a period of up to 120 days from the date of notification of such removal.

(b) This authority will not be used when enlisted crewmembers have banked flight time that entitles them to incentive pay.

(c) This exception authority to the 120 day advance notification policy will be used only under unusual and compelling circumstances, such as national emergencies, short notice unit inactivations, and manpower authorization reductions, and fill urgent personnel requirements when it is not possible to give 120 days advance notice of removal from flying duty.

(d) Such exceptions may be authorized only when approved by DAPC-EPF-I, DA MILPERCEN. Such requests for exceptions will be submitted in accordance with d below.

d. Except for reasons listed above, enlisted crewmembers will not be involuntarily removed from flying duty prior to receiving proper

19 January 1979

IO1, AR 600-106

notification at least 120 days in advance or approval for exception to the required advance notification requirement by DAPC-EPF-I, DA MILPERCEN. Request for exception to the 120 days advance notification requirement will be forwarded to the CDR, MILPERCEN, ATTN: DAPC-EPF-I, 2461 Eisenhower Avenue, Alexandria, Virginia 22331, and will contain the following minimum information:

- (1) Name, grade, MOS and SSN.
- (2) Reason for removal. If by DA assignment instructions provide the EPD control and line number.
- (3) Proposed date of removal.
- (4) Reason 120 days advance notification was not provided.
- (5) Copy of orders, stating when soldier was notified of 120 day notification and termination date.
- (6) Copy of DA Form 759 (Flight Record).

e. The assignment/reassignment of enlisted crewmembers entitled to flight pay, and the requirement to provide 120 days notice of termination of the pay is the responsibility of personnel management authorities. A working agreement must be established between Personnel Management and Finance Officers to insure that administration and payment of flight pay is within current directives. While finance officers must insure that payments are legal, responsibility for establishment or nonentitlement rests with commanders and MILPOS who publish orders.

(DAPC-EPF-I)

By Order of the Secretary of the Army:

BERNARD W. ROGERS
General, United States Army
Chief of Staff

Official:

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

DISTRIBUTION:

To be distributed in accordance with DA Form 12-9A requirements for AR, Personnel General:

Active Army - B
ARNG - B
USAR - A

COPY 2

AR 600-106

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 11 March 1980

Immediate Action INTERIM CHANGE

AR 600-106
INTERIM CHANGE
NO. 101
Expires 11 March 1981

PERSONNEL GENERAL

AERONAUTICAL DESIGNATIONS AND FLYING STATUS FOR ARMY PERSONNEL

This interim change is forwarded to implement changes to AR 600-106, currently under extensive revision, which require immediate action. This change updates procedures for requesting flying status orders for rated aviators and flight surgeons. It also clarifies procedures for terminating flight status of enlisted crewmembers and officer and enlisted noncrewmembers, and necessary notification of such termination. Information and directives contained herein, effective 20 Jan 80, will expire one year from date of publication. Unless sooner superseded by a formal printed change, this interim change will be destroyed at date of expiration. This change, issued in other than a page for page format, is being distributed by first class mail through the publications pin point distribution system to all holders of AR 600-106 and will be included in the revised regulation.

Page 3. Section III (paragraph 7 and 8) is superseded as follows:

SECTION III. AVIATION SERVICE FOR AVIATORS AND FLIGHT SURGEONS

7. Flying status orders.

a. As a result of legislative changes (Aviation Career Incentive Act of 1974) the term "aviation service" will replace "flying status orders" when pertaining to rated aviators and flight surgeons in the revision of AR 600-106. The terms are used interchangeably in this interim change.

b. In accordance with Executive Orders 11157, 22 June 1964 and 11800, 1 June 1974, the Secretary of the Army may issue flying status/aviation service orders to accomplish the following:

(1) Authorize qualified aviators to operate military aircraft in accordance with applicable directives.

(2) Authorize aviators and flight surgeons to enter into and remain in aviation service and accumulate operational flying duty credit as prescribed by Public Law 93-294, Aviation Career Incentive Act of 1974 (ACIA).

RETURN TO THE ARMY LIBRARY
ROOM 1A518 PENTAGON
WASHINGTON, D.C. 20310

(3) Entitle qualified aviators and flight surgeons to aviation career incentive pay (ACIP) on a continuous or monthly basis, as appropriate, in accordance with the Department of Defense Pay and Entitlements Manual (DODPM).

(4) Provide Headquarters, Department of the Army with information necessary to manage strength accounting, develop plans and prepare the annual report to Congress on aviator utilization as required by the ACIA.

c. Authority to issue flying status/aviation service orders:

(1) The Commander, US Army Aviation Center (USAAVNC) will issue temporary flying status orders, for periods of training only, to personnel in the following categories who meet all eligibility criteria listed in paragraph 8 below:

(a) Officers and warrant officer candidates attending initial entry flight training and aviation medical training.

(b) Former Army, Navy/Marine Corps/Coast Guard aviators and Air Force pilots recalled to active duty as Army commissioned or warrant officers who have not yet received permanent Department of the Army flying status orders and who have been ordered to Fort Rucker to attend formal refresher or aircraft qualification training.

(c) Officers and warrant officers of the reserve components, appointed by reason of civilian aviation experience but never previously rated as military aviators, who have been ordered to Fort Rucker to attend the rotary wing qualification course (RWQC) leading to the aeronautical rating of Army Aviator.

(2) Commander, US Army Aviation Center and Fort Rucker will incorporate permanent flying status/aviation service orders, award of aeronautical designation of Army Aviator or Flight Surgeon and award of appropriate badge in one order issued to students upon graduation from respective formal initial entry flight or aviation medical training course and to personnel listed in paragraph 7c(1)(c) above who successfully complete RWQC. Flying status will remain in effect until terminated or altered by order published by Headquarters, Department of the Army. (See AR 310-10 for orders format).

(3) The Commander, MILPERCEN (DAPC-OPA-V) will issue permanent flying status/aviation service orders to eligible personnel in categories below placing them in aviation service until further notice:

(a) Personnel formerly rated as Army, Navy/Marine Corps/Coast Guard aviators and Air Force pilots recalled to active duty as commissioned or warrant officers who have had a break in active status in excess of 30 days.

(b) Personnel indefinitely suspended from flying status by HQDA order for medical disqualification or nonmedical reasons in accordance with AR 600-107 who are subsequently found eligible for restoration of

flying status and return to aviation service.

(c) Note: A new flying status order is not required for personnel on extended active duty who change status from warrant to commissioned or vice versa with no break in active service.

8. Application Procedures for permanent flying status/aviation service orders. Personnel in categories listed in 7c(3) above must submit a DA Form 4187 requesting flying status orders to Commander, MILPERCEN, ATTN: DAPC-OPA-V, 200 Stovall Street, Alexandria, VA 22332 and include a copy of the following:

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 II flight physical examination completed within preceding twelve 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 officers service (TFOS) and aviation service entry date (ASED). (For additional assistance in determining TFOS/ASED, contact Aviation Plans/Programs Branch, MILPERCEN, at AUTOVON 221-0433/0727.)

d. 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:

- (1) Restrictions from flight duty (if none, so state):
- (2) Suspensions from flight duty (if none, so state):
- (3) Military aircraft accidents (if none, so state):
- (4) Aviation aircraft accidents (if none, so state):

Page 6. Para 10a is rescinded.

Page 7. Para 11b is rescinded.

Page 10. Para 14b is superseded as follows:

b. Termination of flying status orders. Unless sooner terminated or suspended by the issuing authority, orders authorizing flying status will automatically terminate on the date specified in orders, upon relief from assignment to the duties for which flying status is authorized, or upon separation of the individual from the Army. New orders are not required to continue flying status in effect for personnel reenlisting at the same station without a break in service, provided orders in effect at the time of separation are so worded that, by their express terms, they remain effective after discharge and immediate reenlistment. An authorized change of station requires termination of flying status orders for crewmembers and non-crewmembers, effective the date of departure from the losing unit. Enlisted crewmembers will be given at least 120 days advance notification prior to the termination of flight pay before departure from losing unit, unless involuntarily removed (see para 15a(3) below). If assigned to a flying status position at gaining unit, a new set of orders will be issued. An exception to this rule applies to Air Observers placed on flying status under the provisions of paragraph 11c(4).

Page 12, add new paragraph 15 as follows:

15. Advanced notification of removal of enlisted personnel (crewmember) from flying duty.

a. Explanation of terms.

(1) Enlisted crewmember. An enlisted member on competent orders to perform duty involving frequent and regular participation in aerial flight as a crewmember.

(2) Advance individual notice. Receipt of verbal or written notification from competent authority that orders requiring frequent and regular performance of aerial flight as an enlisted crewmember are to be terminated on receipt of order which contains a termination date for performance of enlisted crewmember flying duty.

(3) Involuntary removal. For the purpose of this directive, the term "Involuntary Removal" includes all removals not requested by the individual, unless the individual is removed for separation, confinement, relief for cause, reduction in grade, medical unfitness, or AWOL.

(4) Enlisted crewmember flying duty. Duty involving frequent and regular participation in aerial flight as a crewmember under the provisions of this regulation.

b. Policies.

(1) Enlisted crewmembers will be accorded at least 120 days advance notification prior to being involuntarily removed from flying duty through no fault or action of their own, except as prescribed in c below.

(2) Assignments of enlisted crewmembers will be intensively managed in order to achieve the required advanced notifications prior to removal from flying duty.

(3) Advance notification by issuance of orders will be accomplished as provided below:

(a) Whenever the requirement to perform enlisted crewmember flying duty is known to exceed 120 days prior to the date of termination, orders will be issued as follows:

(1) Known termination date. When flying duty exceeds 120 days and a termination date is known, that date will be specified in the orders awarding the flying status. (Format 332, app A, AR 310-10)

(2) Reassignment within CONUS or within an overseas command. Orders (Format 332, app A, AR 310-10) will provide a termination date which will be the same as the departure date from the losing command providing such date is not less than 120 days from the date of the reassignment orders.

(b) Reassignment from CONUS to an overseas command. Commanders will notify enlisted crewmembers and issue termination orders (Format 332, app A, AR 310-10) not less than 120 days prior to reassignment date. If the 120 day notification extends beyond the date crewmember position is vacated, a request for exception is required as specified in (4) below. If soldier is placed in crewmember position by the gaining command, the gaining unit will issue orders with an effective date of arrival at the gaining unit.

(c) Reassignment from an overseas command to CONUS or between overseas commands. Overseas commands will notify enlisted crewmembers and issue termination orders (Format 332, app A, AR 310-10) not less than 120 days prior to DEROS or date of reassignment to another overseas command. If soldier is placed in a crewmember position by the gaining command, the gaining unit will issue orders with an effective date as of the date of arrival at the gaining overseas/CONUS unit.

(d) The following statement will be contained in the response to additional instructions lead line of reassignment orders: On date you were notified of your reassignment and 120 days later or on your departure (which ever is greater), your crewmember flight pay will terminate IAW AR 600-106.

(e) When the requirement to perform flying duty is for a period of less than 120 days, then the orders (Format 332, app A, AR 310-10) placing the service member on flying status must specify a termination date.

(4) When timely notification by issuance of orders is not appropriate, notification of impending removal from flying status will be either in writing by competent authority or verbal notice of

same providing an appropriate memorandum for record is made and it is later confirmed in writing. This type of notification does not alleviate the requirement for the issuance of orders terminating flight status required by (5) below.

(5) Documentation of the requirement to perform enlisted crewmember flying duty and removal from such duty will be issuance of competent orders (Format 332, app A, AR 310-10) notwithstanding the method used for individual advance notification.

(6) The above policies are intended to provide advance notice of removal from flying duty and attendant loss of flying pay. They do not alter or otherwise interfere with the minimum performance requirements established by Executive Order 11157, 22 June 1964, or the provisions of the AR 37-104-3 Military Pay and Allowance Entitlements Procedures - JUMPS, except as prescribed in c below.

c. Exceptions.

(1) Advance notification may be less than 120 days.

(a) The service member may voluntarily waive the advance individual notice of 120 days in writing to competent authority. Voluntary termination occurs when an individual accepts the results of a favorable personnel action. As example, to make application for OCS and be accepted; voluntary waiver is not effective until individual in crewmember status accepts the results of the personnel action. Other examples of voluntary waiver are: acceptance of commission or warrant, promotion or acceptance of approved application for school training.

(b) Exceptions may be authorized to the required advance notification by DAPC-EPF-I DA MILPERCEN on a case by case basis as determined as necessary submitted in accordance with d below.

(2) Flying pay may be continued for 120 days when authorized by DAPC-EPF-I although advance notice is less than 120 days and minimum performance requirements are not met.

(a) An enlisted crewmember involuntarily removed from flying duties who is unable to meet the minimum performance requirements of AR 37-104-3 is deemed to have fulfilled all of the requirements for flying pay for a period of up to 120 days from the date of notification of such removal.

(b) This authority will not be used when enlisted crewmembers have banked flight time that entitles them to incentive pay.

(c) This exception authority to the 120 day advance notification policy will be used only under unusual and compelling circumstances, such as national emergencies, short notice unit inactivations, and manpower authorization reductions, and fill urgent personnel requirements when it is not possible to give 120 days advance notice of removal from flying duty.

(d) Such exceptions may be authorized only when approved by DAPC-EPF-I, DA MILPERCEN. Such requests for exceptions will be submitted in accordance with d below.

d. Except for reasons listed above, enlisted crewmembers will not be involuntarily removed from flying duty prior to receiving proper notification at least 120 days in advance or approval for exception to the required advance notification requirement of DAPC-EPF-I, DA MILPERCEN. Request for exception to the 120 days advance notification requirement will be forwarded to the CDR, MILPERCEN, ATTN: DAPC-EPF-I, 2461 Eisenhower Avenue, Alexandria, Virginia 22331, and will contain the following minimum information:

- (1) Name, grade, MOS and SSN.
- (2) Reason for removal. If by DA assignment instructions provide the EPD control and line number.
- (3) Proposed date of removal.
- (4) Reason 120 days advance notification was not provided.
- (5) copy of orders, stating when soldier was notified of 120 day notification and termination date.
- (6) Copy of DA Form 759 (Flight Record).

e. The assignment/reassignment of enlisted crewmembers entitled to flight pay, and the requirement to provide 120 days notice of termination of the pay is the responsibility of personnel management authorities. A working agreement must be established between Personnel Management and Finance Officers to insure that administration and payment of flight pay is within current directives. While finance officers must insure that payments are legal, responsibility for establishment or nonentitlement rests with commanders, and MILPOS who publish orders.

(DAPC-OPA-V)

By Order of the Secretary of the Army:

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

Official:

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

DISTRIBUTION:

To be distributed in accordance with DA Form 12-9A requirement for AR, Personnel General:

- Active Army - B
- ARNG - B
- USAR - A

JS May 1968

CHANGE
No. 1

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 8 July 1968

PERSONNEL—GENERAL

AERONAUTICAL DESIGNATION AND FLYING STATUS FOR ARMY PERSONNEL

AR 600-106, 11 August 1967, is changed as follows:

Page 6. Paragraph 10a is superseded as follows:

a. *Flight surgeons or senior flight surgeons when actively engaged in the practice of aviation medicine.* The following can be considered as meeting the requirement for active practice of aviation medicine:

(1) Flight surgeons or senior flight surgeons undergoing formal aviation medicine residency training leading to certification in that specialty and those selected for such training while attending service schools prior to beginning the formal residency training program. Officers undergoing formal training in a specialty other than aviation medicine or attending a service school will be removed from flying status for the duration of such training.

(2) Flight surgeons or senior flight surgeons who have completed the formal aviation medicine residency training program leading to certification in that specialty while attending service schools prior to certification in the specialty of aviation medicine.

(3) Flight surgeons or senior flight surgeons with MOS B-3160 or A-3160 in staff, command, or clinical assignments; or while attending service schools.

(4) Flight surgeons or senior flight surgeons who are assigned primary aviation medicine responsibilities.

(5) Flight surgeons or senior flight surgeons whose primary duties are clinical or staff when a requirement exists for them to practice aviation medicine (other than incidental routine medical care for flying personnel) as an additional responsibility. This requirement will be determined by the individual's commanding officer, based on the specific officer's aviation medicine activities. The orders authorizing flying status for such individuals will specify that flying status will automatic-

ally terminate on relief from assignment to the duties for which flying status is authorized.

Page 6, Paragraph 10b. Subparagraph (8) is added as follows:

(8) Utility Airplane U-21 (when utilized in the cargo/troop transport configuration).

Page 7, paragraph 10. Subparagraph h is added as follows:

h. Enlisted personnel assigned to duties of air observer in the Aero Scout Platoon, on the basis of one per assigned aircraft. Commanders issuing orders will maintain controls to insure that when a unit is not engaged in combat or scheduled for deployment to an active combat environment, a maximum of one individual per assigned aircraft, including crew chief, in b(7) above, may be on flying status.

Page 7, paragraph 10. Subparagraph i is added as follows:

i. *Crash rescue specialist.* TOE or TD helicopter ambulance air rescue units are authorized a maximum of one crash rescue specialist for each aircraft employed in the aircraft crash rescue mission.

Page 7, paragraph 11. In line 7, insert the word "primary" between the words "their" and "duties."

Page 8, paragraph 11b is superseded as follows:

b. *Medical personnel.* Aviation medical officers when actively engaged in the practice of aviation medicine. The following can be considered as meeting the requirement for active practice of aviation medicine:

(1) Aviation medical officers undergoing formal aviation medicine residency training leading to certification in that specialty and those selected for such training while attending service schools prior to beginning the formal residency training program. Officers undergoing formal training in a specialty other than aviation medicine or attending

This change supersedes DA message 831571, 11 September 1967.

RETURN TO ARMY LIBRARY
ROOM 1 A 518 PENTAGON

a service school will be removed from flying status for the duration of such training.

(2) Aviation medical officers who are assigned primary aviation medicine responsibilities.

(3) Aviation medical officers whose primary duties are clinical or staff when a requirement exists for them to practice aviation medicine (other than incidental routine medical care of flying personnel) as an additional responsibility. This requirement will be determined by the individual's commanding officer, based on the specific officer's aviation medicine activities. The orders authorizing flying status for such individuals will specify that flying status will automatically terminate on relief from assignment to the duties for which flying status is authorized.

Page 9, paragraph 11c(5) is superseded as follows:

(5) *Combat or during national emergency.* When in combat or during a national emergency, a maximum of two individuals per observation-type aircraft, in units other than Aero Scout Platoon, may be placed on noncrew member flying status as an air observer provided air observer duties are performed as a primary duty.

Page 9 paragraph 12a. In line 4, insert the words "in discharge of their primary duty" between the words "basis" and "may."

Page 9, paragraph 12a. Add the following as last sentence: Separate application is required for each individual.

Page 9, paragraph 12b(1), add the following: branch of officer personnel.

Page 9, paragraph 12b. Subparagraph (1.1) is added after subparagraph (1).

(1.1) Statement that the individual is medically qualified for flying duty in accordance with AR 40-501.

Page 10, paragraph 14a. Add the following after last sentence: In no case will initial flying status orders be issued under the provisions of paragraph 12 to confirm verbal orders.

Page 10, paragraph 14b. In line 20 add the following after fourth sentence: However, orders issued under provisions of paragraph 12 will be terminated when the individual leaves the position for which orders were issued.

The proponent agency of this regulation is the Office of Personnel Operations. Users are invited to send comments and suggested improvements to Chief of Personnel Operations, ATTN: OPXAA, Department of the Army, Washington, D.C. 20310.

By Order of the Secretary of the Army:

W. C. WESTMORELAND,
General, United States Army,
Chief of Staff.

Official:

KENNETH G. WICKHAM,
Major General, United States Army,
The Adjutant General.

Distribution:

To be distributed in accordance with DA Form 12-9 requirements for AR Personnel General:
Active Army: "B" (quan rqr block No. 435).
NG: "B" (quan rqr block No. 435).
USAR: "A" (quan rqr block No. 434).

492

S/S 15 May 1982

ARMY REGULATION
No. 600-106
CR 1,

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 11 August 1967

PERSONNEL—GENERAL

AERONAUTICAL DESIGNATIONS AND FLYING STATUS FOR ARMY PERSONNEL

SECTION	Paragraph	Page
I. GENERAL		
Purpose.....	1	1
Definitions.....	2	1
II. AERONAUTICAL DESIGNATIONS		
Authority to award.....	3	1
Designations.....	4	2
Applications for designation.....	5	3
Aviation badges.....	6	3
III. FLYING STATUS FOR AVIATORS		
Flying status orders.....	7	3
Request for flying status orders.....	8	5
IV. FLYING STATUS FOR NONAVIATOR PERSONNEL		
Authority to issue orders.....	9	5
Crewmember flying status.....	10	6
Noncrewmember flying status.....	11	7
Flying status for personnel not otherwise specified.....	12	9
Medical qualifications.....	13	10
Instructions for issuing and terminating orders.....	14	10

Section I. GENERAL

SECTION S I ^{through} III S/S AR 600-105 1 MAY 81

1. Purpose. This regulation establishes procedures for the award of designations and the administration of flying status orders for Army personnel.

in a given aspect of flying or aviation medicine as determined by Headquarters, Department of the Army.

2. Definitions. For the purpose of this regulation, the following definitions apply:

b. Student aviator. An individual undergoing a Department of the Army-approved course of flight instructions leading to award of the aeronautical designation of Army aviator.

a. Aeronautical designation. One of the several ratings conferred by competent authority upon a commissioned officer or warrant officer of the Army who has completed the requisite course of flying training or has obtained the requisite competence

c. Nonaviator personnel. Personnel required by competent orders to perform duties in-flight other than duties of pilots or student aviators.

Section II. AERONAUTICAL DESIGNATIONS

3. Authority to award. The Secretary of the Army or such officers as he may designate may award aeronautical designations as he may specify for members of the U.S. Army. An aeronautical designation once awarded to an individual becomes a part of his status and cannot be removed except by appropriate board action.

Army Aviation Training Schools will award the aeronautical designation of Army aviator to student aviators and interservice transferees who graduate from the fixed or rotary wing course. All other awards of the aeronautical designation of Army aviator will be made by Headquarters, Department of the Army.

a. The commandants of the appropriate U.S.

b. The commandant of the U.S. Army Aviation

*This regulation supersedes AR 600-106, 24 February 1966, including C 1, 3 November 1966, and DA message 41884, 12 October 1966.

RETURN TO ARMY LIBRARY
ROOM 1 A 518 PENTAGON

AR 600-106

School, Fort Rucker, Ala., is authorized to award the aeronautical designation of aviation medical officer to those medical officers who satisfy the requirements in paragraph 4d. All other awards of the aeronautical designation of aviation medical officer will be made by Headquarters, Department of the Army.

c. Commanders in chief of major Army oversea commands; commanding generals of major Army commands; commanding generals of CONUS armies and the Military District of Washington; division commanders; and commanders of installations or commands of comparable responsibility which are authorized a commander of general officer grade may award the ratings of senior Army aviator, master Army aviator, flight surgeon, and senior flight surgeon to personnel on active duty.

d. Commanders in chief of major Army oversea commands and commanding generals of CONUS armies and the Military District of Washington may award the ratings of senior Army aviator, master Army aviator, flight surgeon, and senior flight surgeon to U.S. Army Reserve personnel not on active duty.

e. The Chief, National Guard Bureau, may award the ratings of senior Army aviator, master Army aviator, flight surgeon, and senior flight surgeon to National Guard personnel not on active duty.

f. Two copies of all special orders published under the above authority will be forwarded to the Chief of Personnel Operations, ATTN: OPXAA, Department of the Army, Washington, D.C. 20315, for aviator personnel and to The Surgeon General, ATTN: MEDPT-MC, Department of the Army, Washington, D.C. 20315, for aviation medical officers, flight surgeons, or senior flight surgeons. One copy for each officer's personnel records will be forwarded to The Adjutant General, ATTN: AGPF-FR, Department of the Army, Washington, D.C. 20310.

4. Designations. a. *Army aviator*. To be eligible for award of aeronautical designation of Army aviator, each individual must—

- (1) Be an officer or warrant officer of the U.S. Army.
- (2) Be medically qualified for flying duty in accordance with AR 40-501.
- (3) Be assigned in a branch of service authorized Army aviation.

- (4) Have piloted a heavier-than-air craft for at least 200 hours, of which 75 are solo (10 U.S.C. 3692).
- (5) Have satisfactorily completed a course of operational and tactical training in fixed or rotary wing aircraft as prescribed by Headquarters, Department of the Army. For Reserve component officers and warrant officers *not on active duty* who have been previously awarded a U.S. military aeronautical rating as pilot or naval aviator, the requirement may be waived provided they are medically qualified for flying status and are recommended for designation as Army aviator by an Army Flying Evaluation Board conducted in accordance with AR 600-107.
- (6) Application for the rating of Army aviator for Reserve component personnel as outlined in (5) above, may be initiated and processed concurrently with an application for a commission or warrant in an appropriate Reserve component. However, the award of the rating of Army aviator will not be made until after the individual has been offered and accepts a commission or warrant as an officer of the Army of the United States.

b. *Senior Army aviator*. To be eligible for award of aeronautical designation of senior Army aviator, each individual must—

- (1) Be an Army aviator on flying status.
- (2) Have been an aviator in the military service of the United States for a minimum of 7 years, of which at least 4 years will have been as an Army aviator, and/or liaison pilot of the U.S. Army.
- (3) Have a minimum of 1,500 hours flying time as a student pilot, first pilot, copilot, and/or instructor pilot in civilian and/or military aircraft.
- (4) Hold a current standard or higher military instrument certificate.
- (5) Be medically qualified for flying duty in accordance with AR 40-501.

c. *Master Army aviator*. To be eligible for award of aeronautical designation of master Army aviator, each individual must be on current flying status, and—

- (1) Have been a senior Army aviator for a minimum of 8 years or have been an aviator in the military service of the United States for a minimum of 15 years, of which at least 12 years will have been as an Army aviator, and/or liaison pilot of the U.S. Army.
 - (2) Have a minimum of 3,000 hours flying time as a student pilot, first pilot, copilot, and/or instructor pilot in civilian and/or military aircraft.
 - (3) Hold a current special military instrument certificate.
 - (4) Be medically qualified for flying duty in accordance with AR 40-501.
- d. Aviation medical officer.* To be eligible for award of aeronautical designation of aviation medical officer, each individual must—
- (1) Be a member of the Medical Corps of the U.S. Army.
 - (2) Have satisfactorily completed the basic course in aviation medicine at the U.S. Army Aviation School, or the U.S. Army Aviation Medicine Orientation Course conducted at the U.S. Army Aviation School following completion of the basic course in aviation medicine conducted at either the U.S. Naval School of Aviation Medicine or the U.S. Air Force School of Aerospace Medicine.
 - (3) Be medically qualified for flying duty in accordance with chapter 4, AR 40-501.
- e. Flight surgeon.* To be eligible for award of aeronautical designation of flight surgeon, each individual must—
- (1) Hold the designation of aviation medical officer and be currently on flying status.
 - (2) Have completed a minimum of 1 year as an aviation medical officer on flying status.
- (3) Be medically qualified for flying duty in accordance with chapter 4, AR 40-501.
 - (4) Be credited on DA Form 759 (Individual Flight Record—Army Aviator) with a minimum of 100 hours of flying time in Army aircraft.
- f. Senior flight surgeon.* To be eligible for award of aeronautical designation of senior flight surgeon, each individual must—
- (1) Hold the designation of flight surgeon and be currently on flying status.
 - (2) Have completed a minimum of 6 years as a flight surgeon on flying status.
 - (3) Be medically qualified for flying duty in accordance with chapter 4, AR 40-501.
 - (4) Be credited on DA Form 759 with a minimum of 700 hours of flying time in Army aircraft.
- 5. Applications for designation.** *a.* Army aviators will submit applications for designation as senior or master Army aviator, in duplicate, through channels to the appropriate commander concerned. All others will submit application, in duplicate, through channels to the Chief of Personnel Operations, ATTN: OPXAA, Department of the Army, Washington, D.C. 20315. The format for letter application appears in figure 1.
- b.* Application for designation as flight surgeon or senior flight surgeon will be submitted in duplicate, through channels to the appropriate commander outlined in paragraph 3c or when appropriate, through channels to The Surgeon General, ATTN: MEDDD-PA, Department of the Army, Washington, D.C. 20315. The format for letter application appears in figure 2.
- 6. Aviation badges.** Description and instruction as to the requisitioning and wearing of the aviation badges are contained in AR 672-5-1.

Section III. FLYING STATUS FOR AVIATORS

7. Flying status orders. *a.* In accordance with Executive Order 11157, dated 22 June 1964, the Secretary of the Army may issue orders requiring aviators to participate regularly and frequently in aerial flights.

b. Responsibility to issue flying status orders is assigned as follows:

- (1) The Secretary of the Army will issue orders requiring aviators (other than student aviators) of the active Army to participate regularly and frequently in aerial flights. The following limitations apply:
 - (a) Aviators placed on flying status must

- be assigned to aviation duty or duty in the appropriate category as outlined in AR 600-105.
- (b) The total number of aviators on flying status will not exceed the number authorized in active Army units, plus a variable percentage for pipeline reserve and career programing. The variable percentage will be determined periodically by Headquarters, Department of Army.
- (c) Flying status orders will contain a reference to the orders which awarded the latest aeronautical designation. When issued concurrently, aeronautical designation and flying status will be incorporated in the same orders.
- (2) The Commandants of the U.S. Army Aviation Schools will issue temporary flying status orders to student aviators undergoing flight instruction. Temporary flying status orders will be issued for former Air Force pilots and Navy or Marine Corps aviators who have received an interservice transfer to the Army, provided the officer was on current flying status when separated from the other service and there was no break in active duty service. These orders will be effective only for the duration of the course at each installation or the termination of attendance thereat, whichever is earlier, and will include the phrase "is required to participate regularly and frequently in aerial training flights."
- (3) As an exception to (1) above, the Commandants of the U.S. Army Aviation Schools will incorporate in one order the aeronautical designation and flying status for active Army graduates of the appropriate Army aviation fixed or rotary wing course. Copies of orders authorizing flying status and/or awarding the aeronautical designation of Army aviator will be furnished Headquarters, Department of the Army, as follows:
- (a) TAG, ATTN: AGRZ—1 copy.
- (b) Chief of Personnel Operations, ATTN: OPXAA—2 copies.
- (c) The Surgeon General, ATTN: MEDPT-MS, for AMEDS aviators—1 copy.
- (d) TAG, ATTN: AGPF—1 copy for each individual concerned for inclusion in official military personnel file.
- (e) CNGB, ATTN: AROTB—2 copies for each NGUS officer.
- (f) Appropriate Army commander—2 copies for each Reserve officer serving in an active duty for training status.
- (4) Commanders in chief of major Army oversea commands; commanding generals of major Army commands, CONUS armies, and Military District of Washington; and the Chief, National Guard Bureau, will issue flying status orders requiring aviators not on active duty to participate regularly and frequently in aerial flights. The following limitations apply:
- (a) Aviators placed on flying status must be assigned in one of the branches authorized Army aviation but need not be assigned to a unit authorized aviation.
- (b) The total number of such aviators on flying status will not exceed the number authorized in Reserve component TOE and TD units within the command concerned plus 50 percent of this total.
- (c) A maximum of 15 percent of the total authorized aviators may be filled by aviators of field grade.
- (d) Flying status orders will contain reference to the orders which awarded the individual his latest aeronautical designation.
- (e) Flying status orders are valid for short tours of active duty provided the using agency has budgeted therefor.
- (f) Commanders listed in (4) above, are authorized to terminate flying status orders of personnel not on active duty when appropriate, except in cases where personnel are recommended for indefinite suspension from flying status following Flying Evaluation Board action.
- c. Current flying status orders terminate within 30 days after individual concerned undergoes a change of status such as—

- (1) Active to inactive, or vice versa.
 - (2) Warrant officer to commissioned officer, or vice versa. Request for new flying status orders will be submitted in accordance with paragraph 8.
- d.* Army aviators accepting a detail or branch transfer to a branch not authorized Army aviators will be indefinitely suspended from flying status automatically on the effective date of such detail or transfer.
- 8. Request for flying status orders.** *a.* If flying status orders are terminated as indicated in paragraph 7*c*, the aviator normally must initiate a request for new flying status orders to the appropriate control headquarters if he desires to maintain flying status. If the aviator is ordered to active duty, flying status orders will be issued by the Department of the Army concurrently with active duty orders, provided—
- (1) The aviator is medically qualified for flying status as prescribed by AR 40-501.
 - (2) An Army aeronautical designation has been awarded.
 - (3) The aviator is ordered to active duty in one of the categories of aviation assignments authorizing flight status as prescribed in AR 600-105, and his orders so specify the proper category.
 - (4) The aviator who is a member of an Army National Guard or Army Reserve unit was on permanent flying status immediately prior to his current entry into the active Army; or, if he is not a member of an organized Reserve component unit, was on flying status at the time of relief from his last tour of active duty; or
 - (5) The aviator concerned has satisfactorily completed a course of flight training as prescribed by paragraph 4*a*(5). Aviators designated under the waiver provisions of the cited requirement will not be issued flying status orders while on extended ac-

tive duty prior to completion of the prescribed operational and tactical training in fixed or rotary winged aircraft.

- b.* Requests will be addressed as follows:
- (1) Aviators of the active Army will submit applications through channels to the Chief of Personnel Operations, ATTN: OPXAA, Department of the Army, Washington, D.C. 20315.
 - (2) Aviators of the Army National Guard not on active duty will submit requests through channels to the Chief, National Guard Bureau, Washington, D.C. 20310.
 - (3) Aviators of the Army Reserve not on active duty will submit requests through channels to the appropriate commander indicated in paragraph 7*b*(4).
- c.* Requests will include the following:
- (1) Grade, name, service number, SSAN, and branch of service.
 - (2) Component and duty status; i.e., active duty, active Reserve status, or inactive Reserve status.
 - (3) Organization and station.
 - (4) Duty assignment, MOS, and assignment category as prescribed in AR 600-105.
 - (5) Copy of most recent aeronautical designation orders.
 - (6) Cost of most recent flying status orders, and copies of any suspensions from flying status and termination of such suspensions.
 - (7) One copy (three copies if an ARNG officer) of Standard Form 88 (Report of Medical Examination), one copy of Standard Form 89 (Report of Medical History), Report of Electrocardiogram with tracings (cut and mounted), and one copy of any other medical reports of special consultation.
 - (8) Copy of current assignment orders.

Section IV. FLYING STATUS FOR NONAVIATOR PERSONNEL

9. Authority to issue orders. *a.* In accordance with paragraph 20101, DOD Military Pay and Allowances Entitlements Manual, authority to issue competent orders requiring nonaviator personnel to perform regular and frequent aerial flights is delegated to the following:

- SEE ALSO
AR 600-105
1 MAY 81
- (1) For personnel who meet the requirements of paragraphs 10 and 11. Commanders in chief of major Army oversea commands; commanding generals of major Army commands; commanding generals of CONUS armies and the Military District

of Washington; commanding generals of oversea armies; Commanding General, U.S. Army, Vietnam; division commanders; and commanders of installations or commands which are authorized a commander of general officer grade; and Chief, National Guard Bureau.

- (2) *For student personnel while undergoing training for operation of airborne electronic sensory systems (para 10f(1) and (2)).* Commanding Officer, U.S. Army Combat Surveillance and Target Acquisition Training Command, Fort Huachuca, Ariz. 85613, or the commanding officer of any training command established by the Department of the Army for the primary purpose of training personnel to operate airborne electronic sensory devices.
- (3) *For positions requiring approval for flying status under paragraph 12.* Authority for approval of *initial* requests for flying status under the provisions of paragraph 12 is reserved to Commanding General, USCONARC; commanders in chief of major Army oversea commands; and The Adjutant General. Approving authority for *initial* requests will not be redelegated.

b. Commands, services, and activities not coming under the jurisdiction of the authorities in a above, will submit requests for flying status to The Adjutant General, ATTN: AGPF-IE, Department of the Army, Washington, D.C. 20310. All such requests will contain information substantially as specified in paragraph 12.

10. Crewmember flying status. Crewmember flying status involves the performance of duties in flight (crew complement) which are essential to the operation of the aircraft; the operation of a primary airborne electronic sensory system; the operation of a primary airborne electronic intelligence collection system; the operation of a primary airborne electronic target acquisition system; the operation of a primary aerial weapons system; the medical evacuation of personnel (crew complement). The following personnel will be considered crewmembers under the provisions of paragraph 20101, DOD Military Pay and Allowances Entitlements Manual:

a. *Flight surgeons or senior flight surgeons when actively engaged in the practice of aviation medicine.* The following can be considered as meeting the requirement for active practice of aviation medicine:

- (1) Flight surgeons or senior flight surgeons undergoing formal aviation medicine training leading to certification in that specialty. Officers undergoing formal training in a specialty other than aviation medicine will be removed from flying status for the duration of such training.
- (2) Flight surgeons or senior flight surgeons with MOS B-3160 or A-3160 in staff, command, or clinical assignments; or while attending service schools.
- (3) Flight surgeons or senior flight surgeons who are assigned primary aviation medical responsibilities.
- (4) Flight surgeons or senior flight surgeons whose primary duties are clinical or staff and are required to practice aviation medicine as an additional responsibility. This requirement will be determined by the individual's commanding officer and is based upon the specific individual's aviation medicine activities.

b. *Authorized TOE or TD crew chief, crew engineer, assistant crew chief, assistant crew engineer, or aircraft mechanic assigned to a crew chief position.* Enlisted personnel occupying these positions for the type of aircraft specified herein will be placed on flying status under this authorization. Commanders issuing orders will maintain controls to insure that the number authorized flying status based on *assigned* aircraft as indicated below is not exceeded.

- (1) Heavy cargo helicopter—two.
- (2) Medium cargo helicopter—two.
- (3) Light cargo helicopter—one.
- (4) Utility helicopter—one.
- (5) Light fixed wing utility airplane (U-1)—one.
- (6) Medium fixed wing transport airplane—two.
- (7) OH (When assigned to a tactical unit engaged in actual combat or to an Aero Scout Platoon and the crew chief habitually flies as a gunner or observer)—one.

(8) *Added: See Ch 1*
TAGO 206A

c. Personnel occupying TOE or TD positions as gunners for primary aerial weapons systems provided that they have successfully completed the prescribed gunnery qualification course for the weapons system and that the weapons system (or systems) are authorized and available in the unit for training or combat use.

d. *Students undergoing crewmember training course.* Flying status for enlisted men undergoing a formal crewmember training course is authorized only when the pilot and mechanic are receiving simultaneous crew indoctrination and training. Flying status is not authorized for enlisted men undergoing individual crew training in mechanic training courses. Flying status orders issued under this authority will be limited specifically by the inclusive dates of the course.

e. *Medical aidmen.*

- (1) TOE or TD medical aidmen of air ambulance units when actively and continuously engaged in the administration of medical care and treatment of patients while being transported in flight.
- (2) A maximum of one medical aidman is authorized for each aircraft employed regularly for medical evacuation of patients.

f. *Airborne electronic sensory system operators and supervisors.*

- (1) Student personnel undergoing training for the operation of airborne electronic sensory systems at the U.S. Army Combat Surveillance and Target Acquisition Training Command, Fort Huachuca, Ariz. 85613, or at any other Department of the Army training command established for the primary purpose of training such operators.
- (2) Personnel occupying TOE or TD operator or supervisor positions for primary airborne electronic sensory systems, primary airborne electronic intelligence collection systems, and primary airborne electronic target acquisition systems provided that they are MOS qualified and that the specific airborne electronic systems are authorized and available in the unit for training, operational, or combat use.

g. Enlisted personnel occupying door gunner

positions in a unit engaged in actual combat. Commanders issuing orders will maintain controls to insure that the number authorized flying status does not exceed the number of positions approved by the Department of the Army. *As added*

11. **Noncrewmember flying status.** Personnel (other than crew complement) performing military duties in flight which are directly related to the inflight mission of the aircraft may be considered for noncrewmember flying status, provided they are required to perform frequent and regular aerial flights in the discharge of their duties. Care will be exercised to insure that only personnel required to accomplish the assigned mission of organizations concerned are placed on such status. Participation in aerial flights as a means of transportation or to perform duties on the ground at destination or points en route is not qualifying for flying status. TOE and TD positions or other conditions which may be qualifying for noncrewmember flying status under the provisions of paragraph 20101, DOD Military Pay and Allowances Entitlements Manual, are described below. When noncrewmember flying status is desired for personnel not specifically covered below, requests for authorization of flying status will be submitted under paragraph 12.

a. *Enlisted aircraft maintenance personnel.*

- (1) Aviation platoon, section, and detachment sergeants (chiefs); aircraft maintenance supervisors; and aircraft technical inspectors in units and detachments which are *equipped* with a total of six or more observation, reconnaissance, surveillance, utility or light fixed/rotary wing aircraft are authorized noncrewmember flying status. Additionally, in units and detachments *equipped* with such aircraft, one aircraft crewchief/mechanic or one aircraft system equipment mechanic/repairman per each multiple of six aircraft or major fraction thereof is authorized noncrewmember flying status.
- (2) Aviation platoon, section, and detachment sergeants (chiefs); aircraft maintenance supervisors; and aircraft technical inspectors in units and detachments which are *equipped* with a total of two or more medium or larger cargo-type fixed/rotary wing aircraft are authorized non-

crewmember flying status. Additionally, in units and detachments *equipped* with such aircraft, one aircraft crewchief/mechanic or one aircraft system equipment mechanic/repairman per each multiple of three aircraft or major fraction thereof is authorized noncrewmember flying status.

- (3) Aircraft maintenance platoon, section, and detachment sergeants (chiefs); aircraft maintenance supervisors; and aircraft technical inspectors in headquarters companies, batteries, troops, or detachments of TOE aviation groups, aviation battalions, or aviation squadrons exercising direct and continuous command over two or more operational aviation companies, batteries, or troops are authorized noncrewmember flying status.
- (4) Aircraft maintenance or repair platoon sergeants; shop foremen; aircraft maintenance section or branch sergeants (chiefs); aircraft maintenance or repair supervisors (excluding component repair supervisors); and aircraft technical inspectors in TOE/TD direct support and general support aircraft maintenance units and activities are authorized noncrewmember flying status.

b. Medical personnel. Aviation medical officers when actively engaged in the practice of aviation medicine. The following can be considered as meeting the requirement for active practice of aviation medicine:

- (1) Aviation medical officers undergoing formal aviation medicine training leading to certification in that specialty. Officers undergoing formal training in a specialty other than aviation medicine will be removed from flying status for the duration of such training.
- (2) Aviation medical officers who are assigned primary aviation medical responsibilities.
- (3) Aviation medical officers whose primary duties are clinical or staff and are required to practice aviation medicine as an additional responsibility. This requirement will be determined by the individual's commanding officer and is based

upon the specific individual's aviation medicine activities.

c. Air observers. Personnel specified below in units whose normal ground mission requires the use of observation aircraft (fixed or rotary wing) for air observation purposes. Observer status is not, however, authorized in those units which employ aircraft only for the purpose of transportation. Except as indicated in (4) and (5) below, all individuals will undergo a scheduled course of instruction in air observation substantially as outlined in AR 95-51 before being placed on flying status for air observer duties. Flying status is authorized for training or air observer duties under the conditions described below. Normally, air observer duties are restricted to company grade officers and enlisted personnel. Field grade officers will be placed on flying status only to perform air observer duties under unusual and extraordinary circumstances, and then only after approval of individual request by Headquarters, Department of the Army.

(1) *Flight phase of air observation course of instruction.*

- (a) The number of individuals in any unit authorized flying status will not exceed two trainees per authorized observation aircraft on an aggregate basis.
- (b) Individual must have completed successfully the ground school phase of the course prior to being placed on flying status.
- (c) The period of authorized flying status will be limited specifically by the inclusive dates of the "flight phase." The "flight phase" of the observer training course will be for not more than 30 days.

(2) *Full-time air observer.* Qualified personnel who occupy TOE or TD positions of full-time air observers and who have completed a scheduled course of instruction in air observation.

(3) *Field exercises.* During extended tactical field exercises or maneuvers, individuals who have completed a scheduled course of instruction in air observation and who perform air observer duties as participants in the exercises. The number of individuals placed on flying status for any

ified personnel on flying status are available in adjacent units or at higher or lower echelons, or support units, for such maintenance inspection tasks.

c. Authority to issue flying status orders for personnel occupying positions approved under the provisions of *a* above, is delegated to commanders in chief of major oversea commands and commanding generals of major Army commands. Authorization for flying status associated with a position will remain valid until the inherent duties of the position change and frequent and regular aerial flight with attendant flying status is no longer required. Commanders authorized to issue competent orders under this provision will maintain controls which assure termination of flying status authorization at any time that the duties of a position no longer require frequent and regular aerial flight. Notification of termination of flying status authorization of a position will be provided to The Adjutant General, ATTN: AGPF-IE, Department of the Army, Washington, D.C. 20310, through the approving authority listed in *a* above.

13. Medical qualifications. Nonaviator personnel covered by section IV must meet class 3 physical standards as prescribed by AR 40-501. These physical standards normally must be met before such personnel are placed on flying status. Under exceptional circumstances, where conditions of the service preclude the accomplishment of a physical examination, orders may be published placing nonaviator personnel on flying status and the physical examination temporarily deferred by commanders authorized to issue competent flying status orders until accomplishment is feasible. In the case of a deferred physical examination which subsequently results in a determination that an individual is physically unqualified for flying duties, flying status will be terminated effective on the date that the appropriate medical authority makes such determination. ~~(initials)~~

14. Instructions for issuing and terminating orders. *a. Authorization of flying status.* When flying status for nonaviator personnel is to cover a limited period of time only, orders will specify the inclusive dates for which flying status is authorized. Such dates will coincide with the anticipated dates of assignment to duties requiring frequent and regular participation in aerial flights.

However, unless confirming a verbal order of competent authority, the commencing date of flying status will not be earlier than the date of the written order. *(added) ch.*

b. Termination of flying status orders. Unless sooner terminated or suspended by the issuing authority, orders authorizing flying status will automatically terminate on the date specified in orders, upon relief from assignment to the duties for which flying status is authorized, or upon separation of the individual from the Army. New orders are not required to continue flying status in effect for personnel reenlisting at the same station without a break in service, provided orders in effect at time of separation are so worded that, by their express terms, they remain effective after separation and immediate reenlistment. An authorized change of station does not require termination of flying status orders providing the individual remains assigned in the gaining organization to duties for which the same category (crewmember versus noncrewmember) of flying status is authorized. In such cases new orders are not required. *Added Sec 21* If the individual is assigned to duties for which flying status is not authorized, or which result in a change in category (crewmember versus noncrewmember), the gaining organization will terminate flying status effective on the date of assignment to such duties and reestablish flying status in accordance with paragraphs 10 or 11, if appropriate. An exception to this rule applies to air observers placed on flying status under the provisions of paragraph 11c(4).

c. Nonaviator crewmembers. Orders issued for nonaviator crewmembers (para 10) will specify that the individual is required to perform frequent and regular aerial flights as a crewmember.

d. Noncrewmembers. Orders issued for noncrewmembers (para 11) will specify that the individual is required to perform frequent and regular aerial flights as a noncrewmember, and the duty or purpose for which flying status is authorized.

e. Special instructions for medical officer personnel.

(1) *Aviation medical officers.*

(a) Flying status orders for aviation medical officers who meet the requirements of paragraph 11b will be issued as specified in *d* above.

- (b) Flying status orders will be terminated by the commanders listed in paragraph 9 if any of the following conditions exist:
1. The officer concerned is not actively engaged in the practice of aviation medicine as specified in paragraph 11b.
 2. Failure to accumulate semiannually a minimum of 24 hours flying time and a minimum of six flights, provided aircraft were available for such flights and the individual was not medically disqualified as a result of an aircraft accident. Semiannual minimum flying requirements will be reduced proportionately for those initially placed, or reinstated, on flying status during the period under consideration.
 3. An aviation medical officer's written request for termination of flying status.
 4. Medical disqualification for flying duty in accordance with chapter 4, AR 40-501.
 5. Other administrative causes or circumstances not included above.
- (2) *Flight surgeon or senior flight surgeon.*
- (a) Flying status for flight surgeons or senior flight surgeons who meet the requirements of paragraph 10a will be issued as specified in c above.
 - (b) Flying status orders will be terminated by the commanders listed in paragraph 9 if the following conditions exist:
 1. The officer concerned is not actively engaged in the practice of aviation medicine as specified in paragraph 10a.
 2. Failure to accumulate the following flying time each fiscal year provided aircraft were available for such flights and the individual was not medically disqualified as a result of an aircraft accident.

	HOURS	
	Semiannual	Annual
Total -----	30	80
Night -----	5	15
Cross-country -----	7	20

- (a) Semiannual and annual minimum requirements will be reduced proportionately for those individuals initially placed, or reinstated, on flying status during the period under consideration.
 - (b) Night flying: 5 hours of the annual required time will be cross-country.
3. A flight surgeon's or senior flight surgeon's written request for termination of flying status.
 4. Medical disqualification for flying duty in accordance with chapter 4, AR 40-501.
 5. Other administrative causes of circumstances not included above.
- (3) *Medical officers.*
- (a) Flying status orders will be issued to Medical Corps officers attending a course of instruction in aviation medicine specified in paragraph 11b(2).
 - (b) Flying status orders will be valid only from inception to termination of the "flight phase" of the course of instruction.
- (4) *Waiver of minimum flying requirements.* Aviation medical officers, flight surgeons, and senior flight surgeons who fail to meet minimum flying requirements outlined in (1)(b)2 and (2)(b)1 above, respectively, may submit a request for waiver of the minimum flying requirements. Such requests will be submitted through channels to the authority outlined in paragraph 9a(1). The request for waiver must specify all facts which precluded the individual from completing minimum flying requirements. The issuing authority will consider the facts of the case and grant the waiver or terminate flying

status orders as appropriate. A copy of the request for waiver and the reviewing authority's action will be forwarded to The Surgeon General, ATTN: MEDDD-PA, Department of the Army, Washington, D.C. 20315. When flying status orders are terminated by appropriate authority for failure to meet minimum fly-

ing requirements, the individual concerned may not later be returned to flying status without the approval of The Surgeon General, Department of the Army.

j: *Wording of orders.* Sample wording for all orders necessitated by this regulation are contained in appendix I, AR 310-10.



0001058154

(Date)

SUBJECT: Application for Aeronautical Designation of (Senior or Master) Army Aviator

THRU:

TO:

1. In accordance with AR 600-106, application is made for the aeronautical designation of (senior or master) Army aviator.

2. Pertinent information for the designation is as follows:

a. Grade, name, service number, SSAN, branch of service, and component.

b. Organization and station to which permanently assigned.

c. One copy of each of the following attached:

(1) Original and each succeeding order awarding an aeronautical rating or designation.

(2) Copy of any orders suspending flying status, exclusive of temporary suspensions, including copy of order terminating each suspension.

(3) Copy of latest DA Form 759 (Individual Flight Record—Army Aviator). Verification of most recent renewal of instrument qualification will be entered in Item 25 "Remarks."

(Signature)

(Name)

(Grade, branch, service no.)

Figure 1. Format for letter application for aeronautical designation of senior or master Army aviator.

(Date)

SUBJECT: Application for Aeronautical Designation of Flight Surgeon
(Senior Flight Surgeon)

THRU:

TO:

1. In accordance with AR 600-106, application is made for aeronautical designation of flight surgeon (or senior flight surgeon).
2. Pertinent information for this designation is as follows:
 - a. Name, grade, service number, SSAN, branch of service, and component.
 - b. Organization and station to which permanently assigned.
 - c. I have (have not) served continuously on flying status and have (have not) been actively engaged in the practice of aviation medicine since date of award of rating as aviation medical officer. (If the above statement is negative, provide details concerning the cause or causes for interruption of flying status.)
 - d. School of aviation medicine attended and date of graduation. (Only for graduates of the basic course in aviation medicine conducted at either the U.S. Naval School of Aviation Medicine or the U.S. Air Force School of Aerospace Medicine.)
 - e. Date of graduation from course in aviation medicine in the U.S. Army Aviation Center, Fort Rucker, Ala. 36362.
3. One copy of each of the following is attached:
 - a. Original order awarding rating of aviation medical officer.
 - b. Original flying status orders requiring frequent and regular participation in aerial flights.
 - c. Most recent flying status orders requiring frequent and regular participation in aerial flights.
 - d. Copy of latest DA Form 759 (Individual Flight Record—Army Aviator).

 (Signature)

 (Name, grade, service no., branch of
service)

Figure 2. Format for letter application for aeronautical designation of flight surgeon or senior flight surgeon.

[OPXAA]

By Order of the Secretary of the Army:

Official:

KENNETH G. WICKHAM,
Major General, United States Army,
The Adjutant General.

HAROLD K. JOHNSON,
General, United States Army,
Chief of Staff.

Distribution:

To be distributed in accordance with DA Form 12-9 requirements for Military Personnel Procedures, Officer and Enlisted:

Active Army: B. NG: B. USAR: A.

0001058154



PENTAGON LIBRARY