

S/S by 2 MARCH 1992
Headquarters,
Department of the Army
Washington, DC
28 September 1984

Immediate Action
INTERIM CHANGE

AR 600-106
Interim Change
No. 103
Expires 28 September 1986

Personnel General

Flying Status for Nonrated Army Aviation Personnel

Justification. This interim change includes policy changes in determining the personnel who are entitled to flight pay based on the requirement to perform aerial flights. These changes have been made to prevent possible adverse judicial rulings against the Army.

Expiration. This interim change expires 2 years from date of publication and will be destroyed at that time unless sooner rescinded or superseded by a permanent change.

1. AR 600-106, 15 May 1982, is changed as follows:

Page 3, paragraph 8b. The word "DAPC-POM-I" is changed to read "DAPC-PLP".

Page 3, paragraph 8c. The word "DAPC-POM-I" is changed to read "DAPC-PLP".

Page 3, paragraph 9c (1) through (9) are superseded as follows:

- (1) CH-54 - Heavy Lift Helicopter - Two.
- (2) CH-47 - Medium Helicopter - Two.
- (3) UH-1/UH-60 - Utility Helicopter and Tactical Transport Helicopter - One (Aero medical evacuation units - 1.5 per aircraft).
- (4) C-12 - Medium Fixed Wing Transport Airplane - One.
- (5) U-21 - Utility Airplane - One.
- (6) U-8/U-3/T-42 - Utility Airplane - One.
- (7) UV-18 - Twin Otter Airplane - One.

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(8) OV-1/RV-1 - Observation Airplane (Electronic sensor, intelligence collection or target acquisition systems operator) - One.

(9) C-7A - Caribou Cargo Airplane - One.

Page 4, paragraph 9i(5) is superseded as follows:

(5) Combat or during national emergency. A maximum of two persons per observation-type aircraft in units other than Air Cavalry and Attack Helicopter units may be placed on flying status if air observer duties are their primary duties.

Page 4, paragraph 9j is superseded as follows:

j. Enlisted personnel in Air Cavalry and Attack Helicopter units. One enlisted person may be assigned to aero scout observer duties per each assigned observation aircraft.

Page 5, paragraph 10a(1)(a). In line 5, insert the word "attack" between the words surveillance and utility.

Page 5, paragraph 10a(1)(d) is superseded as follows:

(d) Aircraft maintenance or repair platoon sergeants, shop foreman, aircraft maintenance section or branch sergeants, production control NCO, and aircraft maintenance or repair supervisors in TOE or TD aviation unit maintenance (AVUM), aviation intermediate maintenance (AVIM), and depot aircraft maintenance units and activities.

Page 5, paragraph 10c is superseded as follows:

c. Helicopter weapons systems repairmen. TOE helicopter weapons systems repairmen not to exceed two per unit when required to perform frequent and regular aerial flight while performing their maintenance or troubleshooting duties on the aerial weapons systems.

Page 5, paragraph 10g(2) is superseded as follows:

(2) Rated aviators who qualify for aviation service (AR 600-105, chap 3) and perform ground liaison officer duties are authorized noncrewmember flight pay if they are not receiving continuous or monthly aviation career incentive pay (ACIP).

Page 6, paragraph 10k is added after paragraph 10j:

k. Aviation maintenance technicians. Warrant officers with MOS 160A who are required to participate in maintenance test flights of military aircraft to accomplish the mission of the unit (TOE/TDA) to which assigned.

Page 6, paragraph 12c. In the last sentence, the word "DAPC-POM-I" is changed to read "DAPC-PLP."

Page 8, paragraph 15a(3). The word "DAPC-POM-I" is changed to read "DAPC-PLP."

Page 8, paragraph 15b. The word "DAPC-POM-I" is changed to read "DAPC-PLP."

Page 8, paragraph 15d. The word "DAPC-POM-I" is changed to read "DAPC-PLP."

2. Post these changes per DA Pam 310-13.

3. File this interim change in front of the publication.

DAPC-PLP

By Order of the Secretary of the Army:

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

Official:

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

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Active Army: B; ARNG: B; USAR: A

Headquarters
Department of the Army
Washington, DC, 11 August 1982

Immediate Action INTERIM CHANGE

AR 600-106
Interim Change
No. 102
Expires 11 August 1984

Personnel General

Flying Status for Nonrated Army Aviation Personnel

Justification. This interim change includes policy changes in determining the personnel who are entitled to flight pay based on the requirement to perform aerial flights. These changes have been made to prevent possible adverse judicial rulings against the Army and are effective 1 September 1982.

Expiration. This interim change expires 2 years from date of publication and will be destroyed at that time unless sooner rescinded or superseded by a permanent change.

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Page 6. Paragraph 10k is added after paragraph 10j:

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3. File this interim change in front of the publication.

(DAPC-PLP)

By Order of the Secretary of the Army:

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

Official:

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

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Distribution:

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Headquarters,
Department of the Army
Washington, DC, 15 June 1982

Immediate Action
INTERIM CHANGE

AR 600-106
Interim Change
No. IO1
Expires 15 June 1984

Personnel General

Flying Status for Nonrated Army Aviation Personnel

Justification. This interim change includes policy changes in determining the personnel who are entitled to flight pay based on the requirement to perform aerial flights. These changes have been made to prevent possible adverse judicial rulings against the Army.

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- (4) C-12 - Medium Fixed Wing Transport Airplane - One.
- (5) U-21 - Utility Airplane - One.
- (6) U-8/U-3/T-42 - Utility Airplane - One.
- (7) UV-18 - Twin Otter Airplane - One.
- (8) OV-1/RV-1 - Observation Airplane (Electronic sensor, intelligence collection or target acquisition systems operator) - One.
- (9) C-7A - Caribou Cargo Airplane - One.

Page 4. Paragraph 9i(5) is superseded as follows:

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Page 4. Paragraph 9j is superseded as follows:

j. Enlisted personnel in Air Cavalry and Attack Helicopter units. One enlisted person may be assigned to aero scout observer duties per each assigned observation aircraft.

Page 5. Paragraph 10a(1)(a). In line 5, insert the word "attack" between the words surveillance and utility.

Page 5. Paragraph 10a(1)(d) is superseded as follows:

(d) Aircraft maintenance or repair platoon sergeants, shop foreman, aircraft maintenance section or branch sergeants, production control NCO, and aircraft maintenance or repair supervisors in TOE or TD aviation unit maintenance (AVUM), aviation intermediate maintenance (AVIM), and depot aircraft maintenance units and activities.

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c. Helicopter weapons systems repairmen. TOE helicopter weapons systems repairmen not to exceed two per unit when required to perform frequent and regular aerial flight while performing their maintenance or troubleshooting duties on the aerial weapons systems.

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(2) Rated aviators who qualify for aviation service (AR 600-105, chap 3) and perform ground liaison officer duties are authorized noncrewmember flight pay if they are not receiving continuous or monthly aviation career incentive pay (ACIP).

2. Post these changes per DA Pam 310-13.

3. File this interim change in front of the publication.

(DAPC-POM-I)

By Order of the Secretary of the Army:

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

Official:

ROBERT M. JOYCE
Brigadier General, United States Army
The Adjutant General

DISTRIBUTION:

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HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC , 1 April 1982

Immediate Action INTERIM CHANGE

AR 600-106
INTERIM CHANGE
NO. 101
EXPIRES 1 April 1983

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. This interim change clarifies procedures to terminate flight status of enlisted crewmembers and officer and enlisted non-crewmembers. It prescribes mandatory notification of termination of crewmember flying status for enlisted personnel. Information and directives in this interim change are effective 1 Apr 82 and will expire 1 Apr 83, 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-for-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 next revision of AR 600-106.

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 April 1982

(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 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 DAMILPERCEN DAPC-POM-I on a case by case basis as determined as necessary submitted in accordance with para d below.

1 April 1982

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

(a) Executive Order 11157, 22 June 1964, 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 DAMILPERCEN, ATTN: DAPC-POM-I. 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 DAMILPERCEN, ATTN: DAPC-POM-I. Request for exception to the 120 days advance notification requirement will be forwarded to the CDR, MILPERCEN, ATTN: DAPC-POM-I, 200 Stovall Street, Alexandria, Virginia 22332, and will contain the following minimum information:

- (1) Name, grade, MOS and SSN.
- (2) Reason for removal. If by DA assignment instructions provide the EPMD control and line number.
- (3) Proposed date of removal.
- (4) Reason: 120 days advance notification was not given.
- (5) Copy of written notice of involuntary removal from flying status and proposed effective date of removal.
- (6) Copy of DA Form 759 (Individual's Flight Record and Flight Certificate - Army).

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

1 April 1982

IOI, 600-106

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-POM-I)

By Order of the Secretary of the Army:

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

Official:

ROBERT M. JOYCE
Brigadier General, United States Army
The Adjutant General

DISTRIBUTION:

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

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S/S by 2 MARCH 1992

ARMY REGULATION }
No. 600-106

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 15 May 1982

PERSONNEL—GENERAL
FLYING STATUS FOR NONRATED ARMY AVIATION PERSONNEL

Effective 15 June 1982

This revision changes the title; provides clarification and guidance on 120-day advance notification; and updates policies and procedures regarding nonrated Army aviation personnel. Local limited supplementation of this regulation is permitted, but is not required. If supplements are issued, HQDA agencies and major Army commands will furnish one copy of each to HQDA(DAPC-POM-I), ALEX, VA 22332; other commands will furnish one copy of each to the next higher headquarters. These policies and procedures remain in effect upon declaration of war or full mobilization.

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

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Section I. GENERAL

1. Purpose. This regulation prescribes procedures for administering flying status for nonrated Army personnel who must perform frequent and regular aerial flight while performing their assigned duties.

nonrated Army aviation personnel of the Active Army, Army National Guard (ARNG), and US Army Reserve (USAR).

2. Applicability. This regulation applies to all

3. References. Required publications are listed below.

*This regulation supersedes AR 600-106, 11 August 1967, including all changes.

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AR 600-106

a. AR 40-501 (Standards of Medical Fitness). Cited in paragraphs 11, 12, and 13.

b. AR 310-10 (Military Orders). Cited in paragraphs 13, and 14.

c. AR 600-105 (Aviation Service of Rated Army Officers). Cited in paragraph 10.

4. Explanation of terms. a. *Nonrated personnel.*

(1) An officer or enlisted person who has not been awarded the aeronautical rating of Army aviator or flight surgeon.

(2) A member of the Army with an aeronautical rating (aviator or flight surgeon) who is no longer in aviation service.

b. *Crewmember flying status.* The status assigned to persons whose duties are essential to operating the aircraft in flight or for completing the specific mission of the aircraft that can only be accomplished during aerial flight.

c. *Noncrewmember flying status.* The status assigned to persons who have duties directly related to the in-flight mission of the aircraft, and these duties cannot be performed by the assigned crewmembers.

d. *Frequent and regular aerial flight.* According to the DOD Military Pay and Allowances Entitlements Manual, a requirement to perform duties, as defined in b and c above, a minimum of 4 hours per month.

e. *Advance notice of removal from flying status.* Receipt of written notice from competent authority that a person is no longer required to take part in frequent and regular aerial flight and that entitlement to flight pay will be terminated.

f. *Involuntary removal from flying status.* All removals from flying status not requested by the person unless for separation, confinement, relief for cause, medical disqualifications, or absence without leave (AWOL).

g. *Officer.* Both commissioned or warrant officers unless otherwise specified.

5. **Responsibilities.** a. The Commanding General, US Army Military Personnel Center (CG, MILPERCEN), will supervise the flight program for nonrated Army personnel.

b. Commanders at all levels will—

(1) Insure that only those positions mentioned in this regulation are authorized as flight positions.

(2) Insure that all flight positions are so coded in The Army Authorization Documents System.

c. Unit commanders will—

(1) Insure that soldiers receive the required flight physicals before being placed on flying status.

(2) Initiate requests for orders to place persons on flying status or to terminate flying status, when appropriate.

(3) Set up controls to permit at least 120 days advance notice before soldiers are involuntarily removed from crewmember flying status.

6. **Entitlement.** The entitlement portion of this regulation on pay and allowances has been approved by the DOD Military Pay and Allowance Committee. These procedures are prescribed by the Secretary of Defense as outlined in 37 USC 1001.

Section II. FLYING STATUS FOR NONRATED PERSONNEL

7. **Flying time and entitlement for flight pay.** A person is required to fly a minimum of 4 hours each month, except as stated in the DOD Military Pay and Allowances Entitlements Manual, to be entitled to flight pay. Flying time to qualify for entitlement to flight pay must be a product of the performance of duties which required the person to be placed on flying status orders. A person will

not be placed on flying status for the following reasons:

a. Participating in aerial flights as a means of transportation.

b. Performing duties on the ground at destination or points en route.

8. Authority to issue orders. *a.* As outlined in paragraph 20113, DOD Military Pay and Allowances Entitlement Manual, authority to issue orders requiring nonrated personnel to perform frequent and regular aerial flights is delegated to the following:

(1) For persons who meet the requirements of paragraphs 9, 10, and 11: Active Army commanding generals, commanders of continental United States (CONUS) installations, and Chief, National Guard Bureau.

(2) For students receiving training for operation of airborne electronic sensor systems: Commander, US Army Intelligence Center and School, Fort Huachuca, AZ 85613; or the Commander of any training command established by HQDA for training personnel to operate airborne electronic sensory, intelligence, or target acquisition systems.

(3) For Aeromedical Physicians' Assistants: The Surgeon General (HQDA(DASG-PTZ)).

b. Commands, services and activities not under the jurisdiction of the authorities in *a* above will send requests for approval to award flying status to MILPERCEN ATTN: DAPC-POM-1, 200 Stovall Street, ALEX, VA 22332. All requests will be submitted as stated in paragraph 11.

c. When commanders issue orders awarding flying status under paragraph II, they will send a copy of the request for flying status and one copy of orders awarding flying status to MILPERCEN, ATTN: DAPC-POM-1. This will be done within 5 working days of publishing the orders. Orders for terminating flying status for persons placed on flying status para 11) will be sent to MILPERCEN in a like manner.

9. Crewmember flying status. The following persons will be considered crewmembers under paragraph 20101, DOD Military Pay and Allowances Entitlements Manual:

a. Warrant officer candidates taking flight training that leads to appointment as warrant officers and award of the aeronautical rating as Army aviator.

b. Military medical students, not yet commissioned in the Medical Corps, but receiving aviation

medical training that leads to the award of the aeronautical rating of flight surgeon.

c. Authorized tables of organization and equipment (TOE) or tables of distribution (TD) crew chief or aircraft mechanic assigned to a crew chief position. Enlisted personnel in positions for the type aircraft shown in (1) through (9) below will be placed on flying status under this authorization. Commanders issuing orders will insure that the number of people on flying status does not exceed the following limits per assigned aircraft:

(1) CH-54—Heavy Lift Helicopter (Reserve and National Guard only)—Two.

(2) CH-47—Medium Helicopter—One.

(3) UH-1/UH-60—Utility Helicopter and Tactical Transport Helicopter—One.

(4) C-12—Medium Fixed Wing Transport Airplane—One.

(5) U-21—Utility Airplane—One.

(6) U-8/U-3/T-42—Utility Airplane (Reserve and National Guard only)—One.

(7) UV-18—Twin Otter Airplane (Reserve and National Guard only)—One.

(8) OV-1/RV-1—Observation Airplane (Electronic sensor, intelligence collection or target acquisition systems operator)—One.

(9) C-7A—Caribou Cargo Airplane (Reserve and National Guard only)—One.

d. Persons in TOE or TD positions as door gunners when assigned to a tactical unit engaged in actual combat.

e. Students attending a crewmember training course.

(1) Flying status for nonrated enlisted and officer personnel taking formal crewmember training is authorized only when students are a member of the crew complement and are receiving concurrent indoctrination and training with the rated members.

(2) Flying status is not authorized for nonrated persons receiving individual crew training in aviation maintenance training courses.

(3) Flying status orders issued under this authority will be effective only for the duration of the course.

f. Medical aidmen. There will be no more than one and one-half medical aidmen per each assigned aircraft in TOE or TDA air ambulance units to give medical care to patients while being transported in flight.

g. Crash rescue specialist. TOE or TD positions identified as crash rescue specialists will not exceed one for each aircraft used in the crash rescue mission.

h. Airborne electronic systems operators.

(1) Students receiving training for operating airborne electronic sensor, intelligence collection, and target acquisition systems at the US Army Intelligence Center and School or at any other DA training command established for training these operators.

(2) Persons in TOE or TD operator positions for primary airborne electronic sensor, intelligence collection, or target acquisition systems. However, these persons must be military occupational specialty (MOS) qualified and the specific electronic systems must be authorized and available in the unit for training, operational, or combat use. One operator will be authorized per assigned aircraft with installed electronic system.

i. Air observers whose normal ground mission requires the use of observation aircraft (fixed or rotary wing) for air observation purposes. Observer status is not authorized in units that employ aircraft only for transportation purposes. Except as indicated in (4) and (5) below, all persons will take a scheduled course of instruction in air observation before being placed on flying status. Flying status is authorized for training in air observer duties under the conditions described in (1) through (5) below. Normally, air observer duties are restricted to company grade officers and enlisted personnel. Field grade officers will be placed on flying status to perform air observer duties only in unusual cases, and when approved by HQDA.

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

(a) Air observer trainees will not exceed two per assigned observation aircraft on an aggregate basis in aviation units authorized to train air observers.

(b) Air observer trainees must successfully

complete the ground school phase of the course before being placed on flying status.

(c) The period of authorized flying status will be limited to the dates of the flight phase. The flight phase of the observer training course will not exceed 30 training days.

(2) *Full-time observer.* Qualified persons in TOE or TD positions of fulltime air observers must have completed a scheduled course of instruction in air observation.

(3) *Field exercises.* During tactical field exercises or maneuvers, persons who have completed a scheduled course of instruction in air observation and who perform air observer duties as participants in the exercise may be placed on flying status. This number of air observers will not exceed one per observation aircraft used by the element in the exercise. The period of authorized flying status will be limited to the dates of the exercise.

(4) *Operational requirement in oversea commands.* Persons in oversea commands may be placed on flying status when there is an operational requirement in their unit for scheduled air observer duty for military purpose other than training or transportation. Flying status for these people will remain in effect only for the duration of the requirement.

(5) *Combat or during national emergency.* A maximum of two persons per observation-type aircraft in units other than Aero Scout Platoon may be placed on flying status if air observer duties are their primary duties.

j. Enlisted personnel in Aero Scout Platoons. One enlisted person may be assigned to aero scout observer duties per each assigned aircraft in aviation units.

10. *Noncrewmember flying status.* Noncrewmembers are authorized flying status if they must perform frequent and regular aerial flight in the discharge of their primary duties. Commanders will insure that only those persons needed to accomplish the assigned mission are placed on this status. TOE and TD positions or other conditions that may qualify for award of noncrewmember flying status are described below. When noncrewmember flying status is desired for persons not described below and this flying status is to meet the

units' operational mission requirements, requests will be submitted as shown in paragraph 11.

a. Enlisted aircraft maintenance personnel.

(1) The following persons are authorized noncrewmember flying status:

(a) Aviation platoon, section, and detachment sergeants (chiefs), and aircraft maintenance supervisors in units and detachments which are assigned a total of six or more observation, reconnaissance, surveillance, utility fixed or rotary wing aircraft. For units and detachments equipped with this aircraft, one aircraft repairer or one aircraft component repairer per each six aircraft or major fraction thereof. (A major fraction is defined as a number larger than half the total.)

(b) Aviation platoon, section, and detachment sergeants (chiefs), and aircraft maintenance supervisors in units and detachments equipped with two or more medium or larger cargo-type fixed or rotary wing aircraft. For units and detachments equipped with this aircraft, one aircraft repairer or one aircraft component repairer per each three aircraft or major fraction thereof.

(c) Aircraft maintenance platoon, section and detachment sergeants (chiefs) and aircraft maintenance supervisors assigned in headquarters companies, batteries, troops or detachments of TOE aviation groups, brigades, battalions, or squadrons with direct or continuous command over two or more operational aviation companies, batteries, or troops.

(d) Aircraft maintenance or repair platoon sergeants, shop foremen, aircraft maintenance section or branch sergeants, and aircraft maintenance or repair supervisors in TOE or TD aviation intermediate maintenance and depot aircraft maintenance units and activities.

(e) Aircraft technical inspectors assigned to TOE and TD aircraft technical inspector positions if actively engaged in the technical inspection of aircraft.

(2) Units with more than one type or model of aircraft assigned will compute the number of persons to be placed on noncrewmember flying status on the aggregate number of aircraft assigned.

b. Aerial photographers. Two persons in aerial photography positions, in units whose normal

ground mission requires the use of aircraft for air photography, mapping, or similar purposes. This mission does not include combat surveillance.

c. Armorers of attack helicopter weapons systems. TOE armorers of attack helicopter weapons systems not to exceed two per unit when required to perform frequent and regular aerial flight while performing their maintenance or troubleshooting duties on the aerial weapons systems.

d. ARNG personnel. Enlisted members assigned in an aircraft maintenance TOE position; however, the total in a given State must not exceed one enlisted man per six aircraft or major fraction assigned to a State.

e. ARNG and USAR adviser personnel. Enlisted persons assigned to TOE or TD positions as aircraft maintenance advisers to elements of the ARNG or USAR maintaining six or more Army aircraft.

f. Military Assistance Advisory Group and Mission advisor personnel. Enlisted persons assigned to TOE or TD positions as aircraft maintenance advisors to foreign countries maintaining six or more Army aircraft furnished that government.

g. Ground liaison officers.

(1) Army ground liaison officers who are attached for duty with the United States Air Force (USAF), United States Navy (USN), or United States Marine Corps (USMC) aviation organizations and are required to take part in frequent and regular aerial flight, while performing their duties, are authorized noncrewmember flight pay.

(2) Rated aviators who qualify for aviation service (AR 600-105, chap 3) and perform ground liaison officer duties, whether or not receiving aviation career incentive pay, are not authorized noncrewmember flight pay.

h. Aeromedical Physician's Assistant (APA) (must be a graduate of an approved course in aviation medicine). APAs if determined by HQDA that they are actively and continuously engaged in aeromedical duties. These duties include medical care or treatment of patients while being transported in flight and/or actively and continuously engaged in assisting the flight surgeon in conducting the local Aviation Medicine Program. The

Surgeon General may authorize noncrewmember flying status for APAs. This authorization will normally be one per division or separate brigade.

i. Other medical personnel. Persons who occupy TD positions and assigned a primary responsibility to transport, monitor in-flight, and care for human organs. Authorizations will not exceed two per medical treatment facility which frequently performs organ transplants.

j. Full-time manning program. Persons who are assigned against a carrier TDA position and meet the following conditions:

(1) The source Reserve Component unit TOE or Modification Table of Organization and Equipment (MTOE) position against which the person is aligned needs noncrewmember flying status.

(2) The flying requirement has been approved by HQDA and documented.

(3) Persons filling the position are actually performing the required functions.

11. Flying status for personnel not otherwise specified. *a.* Persons, other than those cited in paragraphs 9 and 10, who must take part in frequent and regular aerial flights while performing their primary duties may be recommended for flying status as outlined in this paragraph. A separate request is required for each person.

b. Unless otherwise prescribed by HQDA, requests will contain the following information.

(1) Name, grade, social security number (SSN), and MOS or specialty code.

(2) Flight surgeons statement that the person meets the medical requirement (flight physical) for flying duty (AR 40-501).

(3) Title, number, and date of MTOE to which person is assigned.

(4) Paragraph number, line number, MOS or specialty, and grade of position occupied by the person as shown in section II of MTOE or TDA.

(5) Duty titles, MOS or specialty codes, grades, and numbers of persons the individual directly supervises (if any).

(6) Numbers and types of aircraft being operated or maintained by the element to which the

person is assigned or attached and for which the element is directly responsible.

(7) Complete description of duties to be performed by the person while flying; also, the estimated number of hours that will be spent in aerial flight per month while performing these duties.

(8) Names, grades, SSNs, duty titles, and MOS or specialty codes of all nonrated persons on flying status in the requesting element.

(9) When a person is recommended for flying status to inspect aircraft maintenance in flight, a statement that no other qualified person on flying status is available in the unit, in adjacent units or at higher or lower echelons, or support units for these maintenance tasks.

c. Authority to issue flying status orders for persons in positions approved under this paragraph are as stated in paragraph 8. Commanders issuing orders will maintain controls to insure that flying status authorizations are terminated when either of the following occurs:

(1) The duties of the position are no longer needed.

(2) The person is reassigned to another duty position or to another organization.

12. Medical qualifications. *a.* Nonrated Army personnel covered by section II must meet class 3 flight physical standards per AR 40-501.

b. Ground liaison officers attached to the USAF, USN, or USMC must meet the flight physical standards of the Service concerned. These standards must be met before personnel are placed on flying status and required to take part in frequent and regular aerial flight.

c. In unusual cases, it may not be possible to get a flight physical. However, orders may be published to place nonrated personnel on flying status and the physical examination temporarily deferred by commanders issuing orders. If an appropriate medical authority determines, at a later date, that these persons are not physically qualified for flying duty, the flying status will be terminated. The effective date of this termination will be given by the medical authority. Commanders who defer a physical examination will notify MILPERCEN, (ATTN: DAPC-POM-I) of the following—

(1) Name, grade, SSN, and unit of assignment.

(2) In-flight duties to be performed in aerial flight.

(3) Circumstances that preclude completing the flight physical before the person is placed on flying status.

13. Instructions for issuing and terminating flying status orders. *a.* Requirements on performing frequent and regular aerial flight and entitlement to nonrated crewmember or noncrewmember flight pay and the removal from this duty will be issued by competent orders. (See AR 310-10, app A, format 332.)

b. When flying status for nonrated personnel is to cover a certain period of time only, the orders will cite the exact dates for which flying status is authorized. These dates will coincide with the dates of assignment to duties requiring participation in frequent and regular aerial flight. 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. In no case will initial flying status orders be issued as stated in paragraph 11 confirming verbal orders. Orders awarding flying status will state that the person must perform frequent and regular aerial flight, the duty position of the person, and the purpose for being placed on flying status.

c. Flying status orders will be terminated at the times or under the conditions shown below.

(1) Orders authorizing flying status will automatically terminate on the date shown in the orders; on reassignment of the incumbent to a new unit or activity; upon relief from assignment to the position for which flying status was authorized if a 120-day advance notice of removal from flying status was given; and upon separation of the person from the Army. The issuing authority may, for good cause, terminate or suspend flying status orders. New orders are not needed to continue flying status in effect for persons who reenlist or extend their service commitment. This applies only if they remain in the same duty position at the same station without a break in service; also, the orders in

effect at time of separation are so worded that, by their express terms, they remain effective after separation and immediate reenlistment.

(2) Persons who have not had a current valid medical examination as stated in AR 40-501 will be automatically suspended from flying status. The suspension will be effective on the date their medical examination expires. Commanders will notify the servicing Finance and Accounting Office when nonrated Army aviation personnel have been suspended from flying status.

14. Advance notice to remove enlisted crewmembers from flying duty. The procedures below give guidance on advance notice to remove crewmembers from flying duty and attendant loss of flight pay. They do not alter or interfere with the minimum performance requirements established by Executive Order 11157, 22 June 1964, or the provisions of the DOD Military Pay and Allowances Entitlements Manual. Exceptions are shown in paragraph 15.

a. Enlisted crewmembers will be notified at least 120 days before being involuntarily removed from flying duty through no fault or action of their own. Exceptions are shown in paragraph 15.

b. Assignments of enlisted crewmembers will be carefully managed to achieve the required advance notice before removal from flying duty.

c. Advance notice will be done by issuing of orders as shown in (1) through (4) below.

(1) *Known termination date.* When flying duty exceeds 120 days and a termination date is known, that date will be cited in the flying status orders.

(2) *Reassignment within CONUS or within an oversea command.* Orders will provide a termination date. This date will be the same as the departure date from the losing command if this date gives at least a 120-day advance notice. If the orders are issued less than 120 days before the date of departure, the date of termination of flight pay will be set as stated in paragraph 15.

(3) *Reassignment from CONUS to an oversea command.* Commanders will notify enlisted crewmembers and issue termination orders not less than 120 days before the reassignment date. If

the 120-day notice goes beyond the date the crewmember position is vacated, a request for exception will be prepared. (Follow procedures in para 15.) If a person is placed in a crewmember position by the gaining command, the gaining unit will issue the orders. This will be done when authority is received. The effective date of flying status entitlement will be the same as the date of arrival at the gaining unit.

(4) *Reassignment from an oversea command to CONUS or between oversea commands.* Oversea commands will notify enlisted crewmembers and issue termination orders not less than 120 days before the date eligible for return from overseas or the date of reassignment to another oversea command. If a person is placed in a crewmember position by the gaining command, the gaining unit will issue orders. This will be done when competent authority is received. The effective date of flight status entitlement will be the same as the date of arrival at the gaining oversea or CONUS unit.

d. When notice of impending removal from flying status cannot be done by orders, a competent authority may give a written or verbal notice. If verbal notice is given, a memorandum for record will be made and later confirmed in writing. This type of notice does not remove the requirement for the issuance of formal orders (e below).

e. Documentation of the requirement to perform enlisted crewmember flying duty and removal from this duty will be issuance of competent orders (AR 310-10, app A, format 332). This will be accomplished regardless of the method used for advance notice.

15. Exceptions to the 120-day advance notification requirement for removal of persons from flying duty. a. Advance notice may be less than 120 days for the following reasons:

(1) Service members may voluntarily waive the advance notice in writing to competent authority. Voluntary termination occurs when a person accepts the results of a favorable personnel action. Example of this termination are shown below.

(a) A person applying for officer candidate school and is accepted. In this case, voluntary waiver is not effective until the person in crew-

member status accepts the results of the personnel action.

(b) Acceptance of commission or warrant.

(c) Promotion or acceptance of approved application for school training.

(2) The requirement to perform enlisted crewmember flying duty is known to be less than 120 days. In this case, the termination date will be cited in the orders awarding the flying status.

(3) Exceptions are authorized by MILPERCEN(DAPC-POM-I) on a case-by-case basis.

b. Flying pay may be continued for 120 days when authorized by MILPERCEN (DAPC-POM-I) even if the advance notice is less than 120 days and minimum performance requirements are not met.

(1) An enlisted crewmember who is involuntarily removed from flying duties, with less than 120 days advance notice, may be considered to have fulfilled all the requirements for flight pay up to 120 days from the date of notice of this removal. This 120 days' advance notice requirement is prescribed by Executive Order 11157, 22 June 1964, as amended.

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

(3) This exception authority will be used only in unusual cases, such as national emergencies, short notice unit inactivations, manpower authorization reductions, urgent fill of personnel requirements, or transfer or loss of aircraft.

c. Advance notice is not required if removal from flying status is for the following reasons:

(1) AWOL.

(2) Confinement.

(3) Relief for cause.

(4) Medical unfitness, including failure to maintain a current medical examination.

d. Requests for exception to the 120-day advance notice requirement will be sent to MILPERCEN, ATTN: DAPC-POM-I, 200 Stovall Street, ALEX, VA 22332. The request will contain the following information:

(1) Name, grade, MOS, and SSN.



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(2) Reason for removal. If by DA assignment instructions, provide the EPMD control and line number.

(3) Propose date of removal.

(4) Reason 120-day advance notice was not given.

(5) Copy of written notice of involuntary removal from flying status and proposed effective date of removal.

(6) Copy of DA Form 759 (Individual's Flight Record and Flight Certificate—Army).

The proponent agency of this regulation is the Office of Personnel Operations. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) direct to HQDA(DAPC-POM-1) 200 Stovall St., ALEX VA 22332.

By Order of the Secretary of the Army:

Official:

ROBERT M. JOYCE
Brigadier General, United States Army
The Adjutant General

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

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