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Army Regulation 600-106

Personnel—General

Flying Status for Nonrated Army Aviation Personnel

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Department of the Army
Washington, DC
2 March 1992

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SUMMARY of CHANGE

AR 600-106

Flying Status for Nonrated Army Aviation Personnel

This revision--

- o Establishes "The Army Authorization Document System" (TAADS) as the source document for establishment of crewmember flying positions (paras 1-4 and 2-3).
- o Requires the orders issuing authority or medical facility to send a copy of each document that authorizes, terminates or suspends a soldier's flying status, to the soldier's servicing finance office (para 1-4).
- o Revises the authority to issue flight orders (para 2-2).
- o Updates the list of assigned aircraft for which crewmembers are authorized (para 2-3).
- o Adds the requirements for Special Operations units and aircraft (para 2-3).
- o Provides for the addition of flight stewards and flight engineers for VC-11/C-20 jet aircraft as crewmembers (para 2-3).
- o Updates and clarifies aerial observer crewmember requirements (para 2-3).
- o Provides for an additional crewmember/noncrewmember during night vision device (NVD) flights (paras 2-3 and 2-4).
- o Clarifies office symbols for HQDA approval/waiver authorities (paras 2-2, 2-3, 2-5, and 2-9).
- o Provides for the addition of aviation maintenance technicians (WO--MOS 151A) for entitlement to noncrewmember flight pay (para 2-4).
- o Deletes the requirement to forward a copy of flight orders to PERSCOM.

Effective 2 April 1992

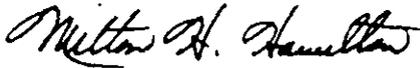
Personnel—General

Flying Status for Nonrated Army Aviation Personnel

By Order of the Secretary of the Army:

GORDON R. SULLIVAN
General, United States Army
Chief of Staff

Official:



MILTON H. HAMILTON
Administrative Assistant to the
Secretary of the Army

History. This UPDATE printing publishes a revision of this publication. Because the publication has been extensively revised, the changed portions have not been highlighted.

Summary. This regulation provides a single reference for flying status for nonrated Army aviation personnel. This publication updates policies and procedures regarding Army aviation personnel.

Applicability. This regulation applies to all unit commanders of nonrated Army aviation personnel of the Active Army, Army

National Guard (ARNG) and U.S. Army Reserve (USAR). It applies to both officers and enlisted personnel occupying authorized crewmember and noncrewmember flight positions. The policies and procedures of this regulation remain in effect upon declaration of war, partial or full mobilization. Orders accomplished under authority of paragraph 2-2 shall remain valid for the soldier up to 179 days upon unit mobilization unless specified otherwise by orders.

Internal control systems. This regulation is subject to the requirements of AR 11-2. It contains internal control provisions but does not contain checklists for conducting internal control reviews. These checklists were originally published in DA Circular 11 series.

Supplementation. Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Commander, U.S. Total Army Personnel Command, ATTN: TAPC-EPT-B, Alexandria, VA 22331-0457.

Interim changes. Interim changes to this regulation are not official unless they are authenticated by the Administrative Assistant to the Secretary of the Army. Users will destroy interim changes on their expiration date unless sooner superseded or rescinded.

Suggested improvements. The proponent agency of this regulation is the Office of the Deputy Chief of Staff for Personnel. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to Commander, U.S. Total Army Personnel Command, ATTN: TAPC-EPT-B, Alexandria, VA 22331-0457.

Distribution. Distribution of this publication is made in accordance with the requirements on DA Form 12-09-E, block number 3603, intended for command levels A, B, C, D, and E for Active Army, ARNG, and the USAR (battalion level).

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RESERVED

Chapter 1 General

1-1. 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.

1-2. References

Required and related publications are listed in appendix A.

1-3. Explanation of abbreviations and terms

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

1-4. Responsibilities

a. The Commanding General, U.S. Total Army Personnel Command (CG, PERSCOM), will supervise the flight program for nonrated Army personnel.

b. The Chief, National Guard Bureau (CNGB) will supervise the flight program for nonrated Army National Guard (ARNG) personnel.

c. Commanders at all levels will—

(1) Ensure only those positions authorized in this regulation are authorized as nonrated flight positions.

(2) Ensure all nonrated crewmember flight positions are coded in The Army Authorization Documents System (TAADS) per AR 310-49.

d. Unit commanders will—

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

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

(3) Provide at least 120 days advance notice before soldiers are involuntarily removed from crewmember flying status.

(4) Ensure the number of personnel in crewmember flying positions does not exceed the number of authorized nonrated flight positions documented in TAADS. Excess, overstrength and dual-slotted personnel are not authorized crewmember flying status.

(5) Ensure the servicing finance office is furnished a copy of each document generated to authorize, terminate or suspend a soldier's flying status.

1-5. Entitlement

The entitlement portion of this regulation on pay and allowances has been approved by the Defense Finance and Accounting Service (DFAS). These procedures are prescribed by the Secretary of Defense as outlined in 37 USC 1001.

1-6. Proponency

The proponent of this regulation is the Deputy Chief of Staff for Personnel (DCSPER). The DCSPER has the authority to approve exceptions to this regulation which are consistent with controlling law and regulation. Subject to the following limitation, the DCSPER may delegate this authority in writing to the commander of a field operating agency under the DCSPER's supervision or a division chief within the proponent agency who holds the rank of colonel or the civilian equivalent. The authority to approve on a case by case basis, exceptions to paragraph 2-8 not covered by paragraph 2-9, may be delegated to the Commander, U.S. Total Army Personnel Command; Director, Army National Guard; and Chief, Army Reserve. This authority may not be further delegated. The approval authority will coordinate all questions regarding the scope of authority to approve exceptions with HQDA (DAJA-AL), WASH DC 20310-2200.

Chapter 2 Flying Status for Nonrated Personnel

2-1. Flying time and entitlement for flight pay

a. A soldier is required to fly a minimum of 4 hours each month, except as stated in the Department of Defense Military Pay and Entitlements Manual (DODPM), 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 requires the soldier to be placed on flying status orders. Procedures for logging of flight time are outlined in AR 95-1. A soldier will not be placed on flying status for the following reasons:

(1) Participating in aerial flights as a means of transportation. Exceptions see paragraph 2-3 d.

(2) Performing duties on the ground at destination or points en route.

(3) Flying in an aircraft other than the one indicated on flight orders (e.g., UH-1 crew chief logging flight time in a CH-47 or weapons system repairer logging flight time in a UH-1 which has no weapons system). For exceptions, see paragraph 2-3.

b. Aviation unit commanders may, as an exception to a (1) above, authorize logging of flight time for pay for noncrewmember maintenance personnel on maintenance recovery and unit deployment flights utilizing assigned unit aircraft.

c. Aviation unit commanders may, as an exception to a (3) above, authorize logging flight time in aircraft other than indicated on flight orders when required to accomplish unit mission.

2-2. Authority to issue orders

a. As outlined in DODPM, paragraph 20114, authority to issue orders requiring nonrated personnel to perform frequent and regular aerial flights is delegated to the following:

(1) For soldiers who meet the requirements of paragraphs 2-3, 2-4, and 2-5: Active Army major command (MACOM) commanding generals, commanders of continental United States (CONUS) installations, and National Guard Bureau State adjutants general. Due to wide dispersion of aviation units and finance office support, outside continental United States (OCONUS) MACOM commanders may further delegate authority to issue flight status orders to no lower than the battalion commander.

(2) For students receiving training for operation of airborne electronic sensor systems: Commander, U.S. Army Intelligence Center and School, Fort Huachuca, AZ 85613-7000; 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, ATTN: DASG-PTZ, 5111 Leesburg Pike, Falls Church, VA 22041. ARNG—State adjutants general.

(4) For students undergoing training as aeroscout observers or aerial fire support observers: Commander, U.S. Army Aviation Center, Fort Rucker, AL 36362-5214. For students undergoing the ARNG aeroscout observer exportable training course: State adjutants general.

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 Commander, PERSCOM, ATTN: TAPC-EPT-B, 2461 Eisenhower Avenue, Alexandria, VA 22331-0457. All requests will be submitted as stated in paragraph 2-5.

c. When State adjutants generals issue orders awarding flying status under this paragraph, a copy of the request for flying status and one copy of orders awarding flying status will be forwarded to Chief, National Guard Bureau, ATTN: NGB-AVN-O, WASH DC 20310-2500. This will be done within 5 working days of publishing orders. The same procedure will be used to forward copies of termination orders.

2-3. Crewmember flying status

The following persons will be considered crewmembers under DODPM, paragraph 20101:

a. *Warrant officer candidates.* Warrant officer candidates taking flight training as part of a formal training program established to qualify candidates for appointment as warrant officers and award of the aeronautical rating of Army aviator.

b. *Medical students.* Medical students, not yet commissioned in the Medical Corps, but receiving aviation medical training as part of a formal training program established to qualify candidates for award of the aeronautical rating of flight surgeon.

c. *Crew chiefs, flight engineers, flight stewards, nonrated crewmember instructors (FI) or standardization instructors nonrated (SI), assigned to authorized crewmember flight positions as documented in TAADS.* Except where otherwise authorized by HQDA or CNGB for ARNG, only personnel in positions designated with SQI "F" on the authorization document for the type aircraft shown in (1) through (9) below will be placed on flying status under this authorization provided soldier is MOS qualified. Authorization for crew chiefs on aircraft not listed below will be requested through command channels to PERSCOM (TAPC-EPT-B) or NGB-AVN-O for ARNG with supporting documentation (i.e., copy of TAADS indicating flight positions). Commanders issuing orders will ensure the number of people on flying status does not exceed the following crew chief limits per assigned aircraft:

- (1) CH-54, Heavy Lift Helicopter—two.
- (2) CH-47, Medium Helicopter—two; Special Operations MH-47, Medium Helicopter—three.
- (3) UH-1/UH-60; EH-1/EH-60, Utility/Electronic Helicopter and Tactical Transport Helicopter—One; Aeromedical evacuation units —one and one-half crew chiefs per aircraft; Special Operations UH-1/MH-60—two.
- (4) C-7A, Caribou Cargo Airplane—one.
- (5) VC-11/C-20, Gulfstream Jet—three (one flight engineer, two flight stewards).
- (6) C-12, Medium Fixed Wing Transport Airplane—one (Reserve Component only in peacetime).
- (7) U-21, Utility Airplane—one (Reserve Component only in peacetime).
- (8) U-8/U-3/T-42, Utility Airplane—one (Reserve Component only in peacetime).
- (9) UV-18, Twin Otter Airplane—one (Reserve Component only in peacetime).

d. *Soldiers in documented TAADS positions as door gunners when assigned to a tactical unit or when deployed to an area designated by proper authority as an imminent danger/hostile fire area.* Those organizations with assigned UH-1/UH-60 aircraft and no documented TAADS door gunner positions may place soldiers on crewmember flying status as the second door gunner once the unit is deployed in an imminent danger/hostile fire area. Soldiers assigned in this category cannot exceed one per assigned UH-1/UH-60 aircraft.

e. *Flight stewards (VC-11/C-20 aircraft only).* Enlisted soldiers assigned to TAADS documented positions as flight stewards.

f. *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 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.

g. *Medical aidmen.*

(1) There will be no more than one and one-half medical aidmen authorized crewmember flying status per each assigned aircraft in TAADS documented air ambulance units to give medical care to patients while being transported in flight.

(2) For Special Operations Flight Medics there will be no more than three and one-half crewmembers per each MH-47 and two and one-half crewmembers per UH-1/MH-60.

h. *Firefighter/crash rescue specialist.* TAADS documented positions identified for crewmember flight pay as firefighter/crash rescue specialists will not exceed one for each aircraft used in the crash rescue mission.

i. *Airborne electronic systems operators.*

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

(2) Soldiers in TAADS documented operator positions for primary airborne electronic sensor, intelligence collection, target acquisition systems, or Electronic Warfare Signal Intelligence (EW SIGINT) operator and interceptor. 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. For aircraft with installed systems, operators will be authorized as listed below. (These are in addition to crew chief positions authorized in paragraph 2-3 c.)

- (a) OV/RV-1, Mohawk—one.
- (b) EH-1, Quickfix—two.
- (c) EH-60, Quickfix—two.
- (d) RC-12, Reconnaissance Aircraft—two.
- (e) RU-21A, Reconnaissance Aircraft—two (Reserve Component only in peacetime).
- (f) RU-21B, Reconnaissance Aircraft—three (Reserve Component only in peacetime).
- (g) RU-21C, Reconnaissance Aircraft—two (Reserve Component only in peacetime).

j. *Field artillery aerial observers (FAAO) in authorized, properly coded TAADS positions.* In peacetime, all persons will complete the formal course of instruction to include the flight portion conducted at the U.S. Army Aviation Center, Fort Rucker, AL. Flying status is authorized for training in FAAO duties. The period of student flying status will be limited to the flight training phase of instruction. One person may be assigned to FAAO duties per each assigned observation aircraft.

k. *Aeroscout observer personnel, qualified in MOS 93B, in authorized, properly coded TAADS positions.* One enlisted soldier may be authorized crewmember flying status for performing aeroscout observer duties per each assigned observation aircraft.

l. *Instructors.* Instructors assigned to an authorized TAADS position (SQI "F") at a training center who must fly frequently as a requirement of the program of instruction (POI).

m. *Units with multiple type aircraft.* In units with multiple type aircraft (i.e., test activities) and authorized flight positions which do not cover all assigned aircraft by type, crew chiefs may log flight time for pay in any aircraft assigned to the unit but not covered by authorized flight positions. However, the crew chief position must be essential to operating the aircraft in-flight or for completing a specific mission of the aircraft that can be accomplished only during aerial flight. Individual flight orders in these unique units will indicate the specific type aircraft in which aerial flight will be credited.

n. *Accrued flight time.* Crewmembers may also accrue flight time for pay when the unit commander authorizes additional crewmembers under the following conditions.

(1) *Night Vision Device (NVD) flights.* One additional crewmember who is NVD qualified and current is authorized when two crewmembers are required to be positioned in the rear of the UH/EH-1 or UH/EH-60 to observe both sides of the aircraft for safety purposes.

(2) *Training or service flights.* Training/evaluation grade slips must be completed for each nonrated crewmember receiving training during these flights. Additional crewmembers are authorized when—

(a) Nonrated crewmember training/evaluations or Night Vision Goggle (NVG) training/evaluations are conducted by a qualified SI, FI or Nonrated Crewmember Night Vision Goggle Trainer (NCT).

(b) The training is being conducted per the TC 1-210 and the appropriate Aircrew Training Manual (ATM).

2-4. Noncrewmember flying status

Noncrewmembers are authorized flying status if they must perform frequent and regular aerial flight in the discharge of their primary duties. Noncrewmembers may accrue flight time for pay when performing duties for those crewmembers who are unable to fly with their assigned aircraft due to authorized absence (i.e., leave, TDY, crew rest, medical grounding). Noncrewmembers must be MOS qualified in type airframe crewmember duties are performed. Additionally, noncrewmembers must be fully integrated into the commander's Air Training Program (ATP) to include aircrew training folders and Annual Proficiency and Readiness Test (APART) requirements per the ATM. Supervisory personnel (i.e., platoon sergeants or section sergeants) may accrue flight time when training or evaluating subordinate personnel and when performing crewmember duties in place of an absent crewmember. The aircraft DA Form 2408-12 (Army Aviator's Flight Record) will be annotated in the remarks section when this paragraph applies. Commanders will ensure only those persons needed to accomplish the assigned mission are placed on this status. TAADS 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 unit's operational mission requirements, requests will be submitted as shown in paragraph 2-5.

a. Enlisted aircraft maintenance (mechanical) personnel.

(1) The following persons are authorized noncrewmember 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, attack, utility fixed or rotary wing aircraft. For units and detachments equipped with these type 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 these type aircraft, one aircraft repairer or one aircraft component repairer per each three aircraft or major fraction thereof.

(c) Aircraft maintenance or repair platoon sergeants, shop foremen, aircraft maintenance section or branch sergeants, production control noncommissioned officer (NCO) and aircraft maintenance or repair supervisors in TAADS documented aviation unit maintenance (AVUM), aviation intermediate maintenance (AVIM), and depot aircraft maintenance units and activities.

(d) Aircraft technical inspectors assigned to TAADS documented positions, actively engaged in inspecting aircraft and MOS qualified. Inspectors may accrue flight time on maintenance test flights, mission symbol "F" as annotated on DA Form 2408-12, maintenance test flight training flights, while recovering aircraft evacuated on one time flights, while troubleshooting or evaluating in-flight discrepancies not necessarily requiring a test flight and at the discretion of the unit commander when deemed necessary for mission accomplishment or safety reasons.

(e) Aircraft avionic mechanics/repairmen, not to exceed two per unit, assigned to TAADS documented avionics mechanic positions if actively engaged in in-flight avionics equipment repair.

(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 including maintenance float aircraft if these float aircraft are maintained and routinely utilized by the unit.

b. *Aerial photographers.* Two soldiers in authorized TAADS documented 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. *Helicopter weapons system repairman.* TAADS documented helicopter weapons system repairman not to exceed two per unit when required to perform frequent and regular aerial flight while performing their maintenance or trouble-shooting duties on the aerial weapons system.

d. *ARNG and U.S. Army Reserve (USAR) advisor personnel.* Enlisted soldiers assigned to TAADS documented positions as aircraft maintenance advisors to elements of the ARNG or USAR maintaining six or more Army aircraft.

e. *Military Assistance Advisory Group (MAAG) and mission advisory personnel.* Enlisted persons assigned to TAADS aircraft maintenance positions in foreign countries maintaining six or more Army aircraft furnished that government.

f. *Ground liaison officers.* 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 are authorized noncrewmember flight pay only if frequent and regular aerial flight is a primary or major portion of their job description when determined by the MACOM commander.

g. *Aeromedical Physician's Assistant (APA) (must be a graduate of an approved course in aviation medicine).* APAs, if determined by HQDA (DAPE-MPO) 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 or a designee may authorize noncrewmember flying status for APAs.

h. Other medical personnel.

(1) Soldiers who occupy documented TAADS positions and assigned a primary responsibility to transport, monitor in-flight, and care for human organs. The number authorized noncrewmember flying status will not exceed two per medical treatment facility which performs organ transplants.

(2) Noncrewmember positions identified for members of the Flight Burn Team assigned to the U.S. Army Institute of Surgical Research will not exceed authorized positions.

i. *Full-time manning program.* Soldiers assigned to a carrier TAADS position and who meet the following conditions:

(1) The TAADS position against which the person is aligned requires noncrewmember flying status.

(2) The flying requirement has been approved by PERSCOM (TAPC-EPT-B) and documented in TAADS.

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

j. *Aviation maintenance technicians.* Warrant officers with MOS 151A (previously 160A) who are required to participate in maintenance test flights of military aircraft or flights directed by the unit commander to accomplish the mission of the unit to which assigned.

k. *Noncrewmembers.* Noncrewmembers may also accrue flight time for pay when the unit commander authorizes additional noncrewmembers under the following conditions:

(1) *NVD flights.* A noncrewmember is authorized when an additional crewmember is required for safety purposes. The noncrewmember must have an Individual Aircrew Training Folder (IATF) maintained either by the unit Standardization Instructor Pilot (SP), SI or NCT. Additionally, the noncrewmember must be qualified and current per TC 1-210.

(2) *Training or service flights.* Training/evaluation grade slips must be completed for each noncrewmember receiving training during these flights. Noncrewmembers are authorized when—

(a) Nonrated crewmember training/evaluations or NVG training/evaluations are conducted by a qualified SI, FI or NCT.

(b) The training is being conducted per the TC 1-210 and the appropriate ATM.

2-5. Flying status for personnel not otherwise specified

a. Soldiers, other than those cited in paragraphs 2-3 and 2-4, 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 soldier.

b. Unless otherwise prescribed by PERSCOM (TAPC-EPT-B), requests will contain the following information.

(1) Name, grade, social security number (SSN), and MOS or area of concentration (AOC).

(2) Flight surgeon's verification the soldier meets the medical requirement (flight physical) for flying duty (AR 40-501).

(3) Title, number, and date of TAADS document to which the soldier is assigned.

(4) Paragraph number, line number, MOS or AOC and grade of position occupied by the soldier as shown in section II of TAADS document.

(5) Duty titles, MOS or AOC, grades, and number of soldiers the individual directly supervises (if any).

(6) Numbers and types of aircraft being operated or maintained by the element to which the soldier is assigned or attached and for which the element is directly responsible.

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

(8) Names, grades, SSN, duty titles, and MOS or AOC of all nonrated soldiers on flying status in the requesting element.

(9) When a soldier 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 soldiers in positions approved under this paragraph are as stated in paragraph 2-2. Prior to issuing orders, commanders will have approval from PERSCOM (TAPC-EPT-B) or CNGB for ARNG. Commanders issuing orders will maintain controls to ensure flying status authorizations are terminated when either of the following occurs:

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

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

2-6. Medical qualifications

a. Nonrated Army personnel covered by this chapter must meet class 3 flight physical standards per AR 40-501. Enlisted, aeroscout observers and aerial fire support observers must meet class 2S flight physical standards. Aeromedical physician assistants must meet class 2F medical standards for fitness for flying duties.

b. Army 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 receive a flight physical. However, orders may be published to place personnel on noncrewmember flying status and the physical temporarily deferred by commanders issuing orders. If an appropriate medical authority determines, at a later date, that these soldiers are not physically qualified for flying duty, the flying status will be terminated. The effective date of this termination will be recommended

by the medical authority and established by the commander. Deferment of flight physicals may not exceed 30 days. Commanders who defer a physical examination will notify PERSCOM (TAPC-EPT-B) 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 soldier is placed on flying status. ARNG commanders are not authorized to defer physical examinations for nonrated ARNG personnel.

d. Central review by aeromedical authorities by Commander, U.S. Army Aeromedical Center, ATTN: HSXY-AER, Fort Rucker, AL 36362-5333, will be accomplished for:

(1) Flying duty medical examinations and reports of medical disqualification for all enlisted aeroscout observers, aerial fire support observers, and aeromedical physician assistants.

(2) Reports of medical disqualification for alcohol/drug abuse or dependence for any personnel covered by AR 600-106.

2-7. 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 removal from this duty will be issued by competent orders. (See AR 310-10, appendix 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. Orders awarding flying status will state that the soldier must perform frequent and regular aerial flight, the duty position of the soldier, and the purpose for placing the soldier on flying status.

c. Flying status 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; or upon separation of the soldier from the Army. The issuing authority may, for cause (i.e., disciplinary/medical/administrative/performance), terminate or suspend flying status orders. Soldier must be notified in writing by the issuing authority of said termination or suspension, and the reason for said action. New orders are not needed to continue flying status in effect for soldiers 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) Soldiers 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.

(3) Soldiers who fail to complete ATP requirements as outlined in AR 95-1 and TC 1-210, will be terminated from flying status.

d. ARNG nonrated personnel must be placed on written flying status orders by the respective State adjutants general prior to performing crewmember or noncrewmember duties. Flying status orders are valid only within the issuing state. Orders terminating flying status must be issued upon soldier's activation into Federal service, mobilization, or transfer to another State, or when disqualifying administrative or medical conditions exist.

e. The executive agent for enlisted flying status program management within the State is the State Army Aviation Officer.

2-8. Advance notice to remove crewmembers (enlisted and officer) from crewmember flying duty (Advance 120-day notice is not applicable for personnel receiving noncrewmember flight pay.)

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, as amended, or the provisions of the DODPM. Exceptions are shown in paragraph 2-9.

a. All crewmembers (not including noncrewmembers) will be notified at least 120 days before being involuntarily removed from duty through no fault or action of their own. Exceptions are shown in paragraph 2-9.

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

c. Advance notice will be accomplished by issuing 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 OCONUS 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 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 2-9.

(3) *Reassignment from CONUS to an OCONUS command.* Commanders will notify crewmembers and issue termination orders not less than 120 days before the reassignment date. If a soldier 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 OCONUS command to CONUS or between OCONUS commands.* OCONUS commands will notify crewmembers and issue termination orders not less than 120 days before the date eligible for return from OCONUS or the date of reassignment to another OCONUS command. If a soldier 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 flying status entitlement will be the same as the date of arrival at the gaining OCONUS or CONUS unit.

d. When notice of impending removal from flying status cannot be accomplished by orders, a competent authority, no lower than the soldier's unit commander, may give the soldier a written or verbal notice. If verbal notice is given, the unit commander will write a memorandum for record which will be placed in the soldier's flight records. The soldier will be provided with a copy of the memorandum. This type of notice does not remove the requirement for the issuance of formal orders (e below).

e. Documentation of the requirement to perform 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.

2-9. Exceptions to the 120-day advance notification requirement for removal of persons from crewmember flying duty

a. Advance notice may be less than 120 days for the following reasons:

(1) Personnel may voluntarily waive the advance notice in writing. Voluntary termination occurs when a soldier accepts the results of a favorable personnel action. Examples of this termination are shown below.

(a) A soldier applies for officer candidate school and is accepted. In this case, voluntary waiver is not effective until the person in crewmember status accepts the results of the personnel action.

(b) Acceptance of appointment as a commissioned officer or warrant officer.

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

(2) The requirement to perform 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) Late receipt of DA directed assignment instructions. Personnel will be given 120-day notice from the date of delayed notification.

b. Flying pay may be continued for 120 days when authorized by PERSCOM (TAPC-EPT-B) even if the advance notice is less than 120 days and minimum performance requirements are not met.

(1) A 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 (e.g., DA directed reclassification/training). This 120 days advance notification requirement is prescribed by Executive Order 11157, 22 June 1964, as amended.

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

(3) This exception authority will be used only in unusual cases as decided by the unit commander 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 and entitlement to flying pay will be terminated if removal from flying status is for the following reasons:

(1) Absence without leave (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 notification requirement will be sent to Commander, PERSCOM, ATTN: TAPC-EPT-B, 2461 Eisenhower Avenue, Alexandria, VA 22331-0457. The request will contain the following information:

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

(2) Reason for removal. If by DA assignment instructions, provide the EPMD control and serial number. For officers, the requisition identification number (ID) number.

(3) Proposed 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 Flight Record and Flight Certificate—Army).

Appendix A References



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Section I Required Publications

There are no entries in this section.

Section II Related Publications

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

AR 40-501
Standards of Medical Fitness

AR 95-1
Army Aviation: General Provisions and Flight Regulations

AR 310-10
Military Orders

AR 310-49
The Army Authorization Documents System

AR 600-105
Aviation Service of Rated Army Officers

AR 611-201
Enlisted Career Management Fields and Military Occupational Specialties

DODPM
DOD Military Pay and Allowances Entitlements Manual

TC 1-210
Aircrew Training Program Commanders Guide

Section III Prescribed Forms

There are no entries in this section.

Section IV Referenced Forms

There are no entries in this section.

DA Form 759
Individual Flight Record and Flight Certificate—Army

DA Form 2408-12
Army Aviator's Flight Record

Glossary

Section I Abbreviations

AOC
area of concentration

APA
Aeromedical Physician's Assistant

APART
Annual Proficiency and Readiness Test

ARNG
Army National Guard

ATM
Aircrew Training Manual

ATP
Aircrew Training Program

AVIM
aviation intermediate maintenance

AVUM
aviation unit maintenance

AWOL
absence without leave

CONUS
Continental United States

DCSPER
Deputy Chief of Staff for Personnel

DFAS
Defense Finance and Accounting Service

DODPM
Department of Defense Military Pay and Entitlements Manual

EW SIGINT
Electronic Warfare Signal Intelligence

FAAO
field artillery aerial observers

FI
nonrated crewmember flight instructor

HQDA
Headquarters Department of the Army

IATF
Individual Aircrew Training Folder

ID
identification number

MAAG
Military Assistance Advisory Group

MACOM
major Army commands

MOS
military occupational specialty

NCO
noncommissioned officer

NCT
Nonrated Crewmember Night Vision Goggle Trainer

NGB
National Guard Bureau

NVD
Night Vision Device

NVG
Night Vision Goggle

OCONUS
outside continental United States

PERSCOM
U.S. Total Army Personnel Command

POI
program of instruction

SI
Nonrated Crewmember Standardization Flight Instructor

SP
Standardization Instructor Pilot

TAADS
The Army Authorization Documents System

TDY
temporary duty

USAR
U.S. Army Reserve

Section II Terms

Advance notice of removal from crewmember flying status
Receipt of written notice from soldier's commander a soldier is no longer required to take part in frequent and regular aerial flight and entitlement to flight pay will be terminated.

Crewmember flying status
The status assigned to soldiers whose duties are essential to operating the aircraft in flight or for completing the specific mission of the aircraft that can be accomplished only during aerial flight. Crewmember flight status is authorized only for positions coded in TAADS with a code "F" in the position identifier (AR 611-201).

Frequent and regular aerial flight
According to the DODPM, a requirement to perform either crewmember or non-crewmember duties, a minimum of 4 hours

per month. For ARNG, minimum flight requirements are one-half of those prescribed for a member on active duty.

Hostile fire/imminent danger area
An area that has been designated as such by the Secretary of Defense or his designee for entitlement to special pay.

Involuntary removal from flying status
All terminations from flying status not requested by the soldier unless for separation, confinement, relief for cause, medical disqualifications, or AWOL.

Noncrewmember flying status
The status assigned to soldiers who have duties directly related to the in-flight mission of the aircraft and these duties either supplement or cannot be performed by the assigned crewmembers.

Nonrated personnel
a. An officer or enlisted soldier who has not been awarded the aeronautical rating of Army aviator or flight surgeon.
b. A member of the Army with an aeronautical rating (aviator or flight surgeon) who is no longer in aviation service.

Officer
Both commissioned or warrant officers unless otherwise specified.

Peacetime
That period in time short of armed conflict.

Section III Special Abbreviations and Terms

There are no entries in this section.

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