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PERSONNEL—GENERAL

**MEDICAL RESTRICTIONS AND SUSPENSIONS FROM FLIGHT DUTY
NONMEDICAL SUSPENSIONS, FLYING EVALUATION BOARDS, AND
FLIGHT STATUS REVIEW SYSTEM**

Effective 1 September 1979

This is a complete revision of AR 600-107 and changes are made throughout. Local supplementation of this regulation is prohibited except upon approval of the Commander, US Army Military Personnel Center (MILPERCEN), ATTN: DAPC-OPP-V, Alexandria, VA 22332.

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 Users will destroy interim changes on their expiration date unless sooner superseded or rescinded.

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*This regulation supersedes AR 600-107, 12 September 1969, including all changes.

CHAPTER 1

GENERAL

1-1. Purpose. This regulation prescribes procedures for medical restrictions and suspensions from flying duty, nonmedical suspensions, flying evaluation boards, and the flight status review system for Army aviators.

1-2. Neutral language. The word "he" when used in this publication represents both the masculine and feminine genders, unless otherwise specifically stated.

1-3. Applicability. This regulation applies to the commissioned officers and warrant officers of the Active Army, Army National Guard, and Army Reserve designated as Army Aviators.

1-4. Explanation of terms. For purposes of this regulation, the following terms apply:

a. Army aviation. See AR 310-25.

b. Army aviator. See AR 310-25.

c. Aviation officer. See AR 310-25.

d. Student aviator. A person taking a Department of the Army (DA) approved course of flight instruction leading to the award of the aeronautical designation of Army aviator.

e. Flight Status Review Board. An administrative board of officers appointed by the Deputy Chief of Staff for Personnel. See paragraph 5-3.

f. Flight Status Review System. Procedures for reviewing flight and personnel records of Army aviators to determine their professional qualifications for continuation on flying status.

g. Flying Evaluation Board. See paragraph 4-1a.

h. Flying status. See AR 600-106 and Part Two, Chapter 1, DOD Military Pay and Allowances Entitlements Manual (DODPM).

i. Incentive Pay. For determination of pay rates, flight requirements, and entitlements see Part Two, Chapter 1, DODPM.

j. Medical restriction from flying duty. A restriction imposed by a commander after recommendation by an appropriate medical officer. It restricts personnel on flying status from performing flight duty during periods of physical incapacity of 1 day to 6 months' duration.

k. Permanent removal from the Army Aviation Program. A condition which may be imposed on aviators indefinitely suspended from flying status. It denies consideration for return to flying status. This action is normally associated with suspension resulting from the personal request of an aviator for release from flying status, or upon approved recommendation of a flying evaluation board. This action will be announced in suspension orders.

l. Suspensions.

(1) *Temporary suspension.* The temporary removal of an Army aviator from flying status for 30 days or less for reasons other than medical incapacity.

(2) *Intermediate suspension.* Suspension of an Army aviator from flying status for more than 30 days but less than 6 months. Commanders may request extension beyond the 6 month period for exceptional cases. Extension approval rests with DA. It will be granted on a case by case basis.

(3) *Indefinite suspension.* Suspension of an Army aviator from flying status for a period expected to exceed 6 months.

m. Termination of suspension. Ending or removing a suspension from flying status.

n. Termination of medical restriction. The medical restriction may be ended by indefinite suspension or by returning the aviator to flying duty.

o. Limited flying status. A variation of flying status which can be authorized only by DA. This status allows an otherwise medically disqualified aviator to perform flying duties subject to specific limitations. An example is an aviator restricted to flying with a qualified copilot.

p. Flying status with administrative waiver. Written DA authorization that allows an otherwise medically disqualified aviator to perform flying duties (full or limited) subject to periodic DA review.

q. Flight surgeon. Medical officers with the aeromedical designation of flight surgeon, senior flight surgeon, or master flight surgeon.

CHAPTER 2

MEDICAL RESTRICTIONS AND SUSPENSIONS

2-1. General. Flight surgeons normally will advise commanders when an aviator or an individual on flight status is not medically qualified to engage in aerial flight. They will submit written recommendations to commanders on medical restriction or suspension. If local flight surgeons are not available, any medical officer or civilian employee physician may recommend medical restriction from flight duty, subject to review by the medical facility commander.

2-2. Medical restriction. a. Procedures. A medical authority may recommend medical restriction from flight duty; however, the actual restriction is imposed by the aviator's unit commander. The most current DA Form 4186 (Medical Recommendation for Flying Duty) initiated by the medical authority and indorsed by the commander of the aviator will be filed in the aviator's individual Flight Record File.

b. Period of restriction. The restriction will begin on the date imposed by the local commander. An aviator who has been restricted from flight duty because of injury, illness, or other physical incapacity will remain in a medical restriction status while incapacitated not to exceed 6 calendar months. If the aviator is restored to flight duty before the end of the 6-month period, no suspension will ensue.

c. Automatic medical restriction because of patient status. An Army aviator admitted to a hospital or placed in a sick-in-quarters status will be considered automatically medically restricted from flight duty beginning the date of admission. He must be medically cleared by a flight surgeon before return to flying status. Whenever an aviator is admitted to a hospital or placed in a sick-in-quarters status, the medical facility commander will ensure the aviator's unit commander is notified of the automatic medical restriction from flight duty. If the aviator continues in medical patient status beyond the time limit of the medical restriction, he must be recommended for suspension from flying status as specified in paragraph 2-3c.

2-3. Medical suspension. a. Procedures. A medical authority may recommend suspension from flight duty. The recommendation and medical information as shown in paragraph 10-26, AR 40-

501, will be sent to US Army Aeromedical Center, ATTN: ATZQ-AAMC-AA-ER, Fort Rucker, AL 36362. An information copy of the recommendation will be sent to the individual's commander. All actions pertaining to indefinite suspension of flying status with administrative waiver will be recorded in written DA orders.

b. Beginning date of suspension.

(1) A suspension because of persisting medical incapacity will not be effective before the end of a 6 month period of medical restriction.

(2) Exceptions to the 6 month period of medical restriction include—

(a) The aviator whose medical incapacity makes it obvious that he is a permanent loss to the aviation program.

(b) The aviator who is medically disqualified according to chapter 4, AR 40-501, but who is thought by medical authority to be eligible for DA administrative waiver. In such cases, the medical restriction must be terminated by indefinite suspension at the earliest date.

c. Mandatory suspension because of patient status. At the end of 6 months medical restriction, an aviator on patient status, i.e., sick-in-hospital, on convalescent leave, or assigned or attached to a medical holding company, will be indefinitely suspended by written DA orders. Commanders of medical treatment facilities must ensure that the procedures in *a* above are started by the end of 4 months medical restriction.

2-4. Termination of medical restriction or suspension. An appropriate flight surgeon may recommend terminating a medical restriction or suspension, using the same procedures in paragraphs 2-2a and 2-3a.

a. Restriction. The medical restriction may be terminated by the aviator's unit commander after recommendation by the appropriate flight surgeon.

b. Indefinite suspension. An indefinite suspension may be terminated by HQDA after recommendation by the Commander, US Army Aeromedical Center, Fort Rucker, Alabama.

2-5. Excusal from meeting incentive pay and proficiency requirements when physical incapacity results from an aviation accident. Officers required to meet flight requirements who are

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injured or otherwise incapacitated as a result of an aviation accident or as a result of performing flight duty are deemed to have met the incentive pay proficiency requirements for flight duty for up to 5 months following the month of incapacitation. (See DODPM for determination of entitlements.)

2-6. Duty while medically restricted or suspended. During the period of medical restriction or suspension, an aviator will not be assigned to duties requiring frequent and regular flight. An aviator must never operate a military aircraft while medically restricted or suspended.

CHAPTER 3

NONMEDICAL SUSPENSION

3-1. Authority for suspension of flying status.

All actions pertaining to suspension will be recorded in written orders. Suspensions will never be ordered as disciplinary measures. Disciplinary actions for violation of flying regulations will be taken under the Uniform Code of Military Justice. Intermediate and indefinite suspensions may be recommended by all commanders if they deem an aviator is unfit for flying duty. Custodians of Individual Flight Record folders of aviators will notify commanders when aviators fail to maintain proper proficiency and readiness standards according to AR 95-1. These suspensions must be approved and ordered by higher commanders as noted in *b* and *c* below.

a. Temporary suspension. All commanders are authorized to impose temporary suspensions. Temporary suspensions may be terminated by all commanders imposing them without referring to higher authority.

b. Intermediate suspension. Recommendations for intermediate suspension and reasons therefor will be sent through channels for approval. Active Army commanders of posts, camps, forts, stations, divisions, brigades, regiments, detached battalions or corresponding units of the Army Reserve, and the Chief, National Guard Bureau, are responsible for taking final action on intermediate suspensions and for terminating them for Army aviators under their jurisdiction.

c. Indefinite suspension.

(1) Indefinite suspension of flying status for all active duty Army aviators and for USAR aviators, not on active duty, can only be imposed by HQDA. ARNG aviators not on active duty may be indefinitely suspended by Chief, National Guard Bureau.

(2) Recommendations for nonmedical indefinite suspension will be sent through channels for consideration. Commanders with intermediate suspension authority may take final action on cases when they deem restoration of flying status is justified. See paragraph 4-6 for exceptions.

3-2. Suspension procedure. *a. Conditions for suspension.* An Army aviator will be suspended from flying status when any one of these conditions exist:

(1) *Lack of proficiency.* Evidence indicates lack of proficiency in performing flying duties, failure to meet minimum semiannual and annual flying proficiency requirements, failure to pass the annual written examination, or failure to maintain a current instrument qualification unless exempt or waived under the proper regulation.

(2) *Lack of incentive for flying (combat or otherwise).* Refusal to fly a specific category of aircraft or certain models; refusal to fly certain missions, combat or otherwise; or any similar non-medical self-imposed deficiency that limits an aviator's worldwide assignment potential.

(3) *Undesirable habits or traits of character.* Evidence indicates that the Army aviator is emotionally unstable or has inherent undesirable personality characteristics that may affect his performance in an aviation duty. This paragraph applies to the nonmedically prescribed use of hallucinogenic or narcotic drugs and alcohol abuse.

(4) *Flagrant violation of flying regulations.* An Army aviator who flagrantly violates flying regulations may be considered to have demonstrated a lack of flying judgment or proficiency to a degree to render him unfit or unqualified for flying duty.

(5) *Personal request by an Army aviator for indefinite suspension.* An Army aviator may be indefinitely suspended from flying when he makes such a request in writing. (See para 4-5e.)

(6) *Academic or flying deficiencies of student aviators.* Student aviators taking flight instruction or instrument training leading to the award of the aeronautical designation of Army aviator who fail to satisfactorily complete such training for academic or flying deficiencies will be suspended from flying status. Student aviators who fail or resign from primary flight training courses will appear before faculty boards. For ARNG student aviators, recommendation of the training facility on continued suspension or restoration of flying status will be sent to Chief, National Guard Bureau, ATTN: NGB-AVN-C, Aberdeen Proving Ground, MD 21010, for final review and disposition.

(7) *Administrative causes.* This suspension is imposed for conditions not included above. This

paragraph applies to aviators who fail or refuse to maintain a current annual flight physical (Class II).

b. Notification of suspension.

(1) An Army aviator who has been suspended will be so informed in writing by his commander. Written acknowledgment of suspension will be made immediately by the suspended aviator. Recommendations for intermediate or indefinite suspension, with all pertinent information, will be sent to the proper authority designated in paragraph 3-1. The commander imposing suspension will send a complete copy of approved suspension actions to the US Army Agency for Aviation Safety, Fort Rucker, AL 36360. The unit commander will also provide the servicing Finance and Accounting office with a copy of suspension orders.

(2) An aviator whose suspension has been ended will be informed in writing by his commander. The unit commander will provide the aviator and the proper disbursing office a copy of the terminating order to include those received from higher authority.

c. Duty while suspended. While suspended, an Army aviator will not be assigned to duties requiring frequent and regular flight. An aviator under suspension may never operate a military aircraft until final restoration to flight duty by headquarters authorized to impose or end such a suspension.

d. Action in case of reassignment. If a unit commander receives reassignment orders or instructions for an Army aviator being considered for suspension or awaiting final decision on a suspension, he will notify the career management branch of the aviator within 10 days. (For Reserve aviators reassigned from troop program units to an individual Ready Reserve Control Group, notify Commander, RCPAC, ATTN: AGUZ-OEC-V.) If an aviator is reassigned while suspended from flying status, the losing unit commander will include in the individual's flight records folder, for the information of the gaining commander, a case résumé including a copy of the suspension orders.

e. Orders format. Format 332—appendix A, AR 310-10.

CHAPTER 4

FLYING EVALUATION BOARDS

4-1. General. *a.* Flying Evaluation Boards are convened as quasi-judicial bodies of officers—

(1) To evaluate the professional qualifications of suspended Army aviators and make recommendations on their continued use in Army aviation, or

(2) To evaluate the professional qualifications of Reserve component officers not on active duty who have been previously awarded a US military aeronautical rating as pilot or naval aviator and make recommendations on the award of the aeronautical designation of Army aviators.

b. Aviators referred to the board as respondents will be placed on an intermediate suspension from flying duty in accordance with paragraph 3-1 pending final disposition of the board proceedings.

4-2. Appointing authority. Flying Evaluation Boards are authorized to be appointed by—

a. Commanding generals of the Active Army.

b. Chief, National Guard Bureau; the adjutant generals of the States and Commonwealth of Puerto Rico; and the Commanding General, District of Columbia National Guard.

c. Active Army commanders in command of posts, camps, forts, or stations.

d. Active Army commanders in command of brigades, regiments, detached battalions, or corresponding units of the Army.

4-3. When convened. Flying Evaluation Boards will be convened when required by the commanders listed in paragraph 4-2 or when directed by HQDA to determine the flying qualifications of Army aviators suspended from flying status. Cases of suspension for reason of physical incapacity are excepted. Flying Evaluation Board action is mandatory—

a. For each Army aviator who requests or who is recommended for indefinite suspension from flying status.

b. For each Army aviator who has been indefinitely suspended from flying status and who is recommended for restoration to flying status.

c. For an Army aviator when his aviation record/experience indicates that his flying ability or safety is questionable.

d. When the school commandant determines that the flying ability or flying safety of an Army

aviator who fails or submits a resignation from an advanced course of flight instruction warrants consideration for suspension. If no grounds exist for questioning flying status, the case will be referred to a faculty board for recommendation for retention or elimination from the course of instruction.

e. For officers and warrant officers not on active duty who have been previously awarded a US Military Aeronautical rating and desire the designation of Army Aviator. (See para 4, AR 600-106).

f. For nonunit Reserve Aviators, HQDA may direct a commander listed in paragraph 4-2 to convene a flying evaluation board. Intermediate suspension orders will be published by Commander, RCPAC when proper. Board recommendations will be forwarded to Commander, RCPAC for review and revocation of suspension orders if proper.

4-4. Composition. The composition of a Flying Evaluation Board will be in accordance with AR 15-6 with the added qualification that—

a. Each board will consist of an uneven number of voting officer members (minimum: three).

b. One voting member of each board must be an Army aviator on flying status.

c. One voting member must be a nonaviator.

d. One nonvoting advisory member will be an Army Flight Surgeon, if reasonably available.

e. Board composition will be reflected on DA Form 1574 (Report of Proceedings by Investigating Officer/Board of Officers) as to aviator or non-aviator status.

f. National Guard boards must include an officer from the US Army Advisory Group to the Army National Guard of a State to satisfy *b* or *c* above.

g. If the respondent is a warrant officer, a warrant officer senior in grade may sit on the board as a voting member (never as president), if commissioned officers are not reasonably available.

4-5. Proceedings. *a. Conduct of proceedings.* Flying Evaluation Boards will be conducted as prescribed by AR 15-6, with proper modification.

b. Findings. The findings in any Flying Evaluation Board will be in accordance with section II, chapter 3, AR 15-6.

c. Recommendations. Recommendations will be

submitted in accordance with section II, chapter 3, AR 15-6 but are restricted to the following:

(1) Orders suspending respondent from flying will be revoked and respondent be restored to flying status. (Additional recommendations, consistent with this recommendation, may be made when deemed appropriate to improve aviation operations or the flying ability of the respondent.) or

(2) Respondent be indefinitely suspended from flying status, or

(3) Respondent be indefinitely suspended from flying status and permanently removed from the Army aviation program, or

(4) Respondent be indefinitely suspended from flying status, permanently removed from the Army aviation program and no longer authorized to wear the Army Aviation Badge. (See para 1-29, AR 672-5-1, for criteria for this recommendation.)

d. Preparation and disposition of report of proceedings.

(1) Reports will be prepared in duplicate according to AR 15-6.

(2) The original copy will be forwarded to the convening authority for review. This copy will be kept for not less than 1 year by the reviewing authority taking final action. When final actions result in indefinite suspensions, the original will be filed permanently in the respondent's official military personnel file (OMPF). The duplicate copy, after deletion of classified portions, will be furnished by the board to the respondent or his counsel for review before action by the convening authority. This copy will be returned to the respondent by the reviewing authority taking final action. Each headquarters in the reviewing chain need not retain a copy of the report of the proceedings.

e. Waiver of flying evaluation board proceedings. A waiver of flying evaluation board proceedings is authorized for aviators who seek indefinite suspension from flying by personal request (para 3-2a(5)). Waiver approval rests with DA and will be granted on a case by case basis. Requests will be submitted through channels to Cdr. MILPERCEN, ATTN: DAPC-OPP-V, Alexandria 22332.

4-6. Approving authority. When indefinite suspension is deemed appropriate by the convening authority or a higher reviewing authority, the re-

port of proceedings will be sent for review to the next higher reviewing authority. The convening authority or any higher reviewing authority may take final action on the board proceedings when that action results in restoration of flying status. If a waiver of flying requirements or extension of time for instrument renewal and qualifications is recommended (in addition to restoration to flying status), the convening authority may take final action on restoring the individual to flying status; however, a request for waiver or extension of time will be sent to the MACOM according to AR 95-1. When all reviews result in recommendations for indefinite suspension, the board proceedings will be sent to Cdr. MILPERCEN, ATTN: DAPC-OPP-V, 200 Stovall Street, Alexandria, VA 22332, for final action. (Exception: final approving authority rests with DA or Chief, National Guard Bureau, as appropriate, on all Flying Evaluation Boards convened under paragraph 4-3b.)

4-7. Appeal. Based on additional information or extenuating circumstances constituting cogent reasons, an Army Aviator may request HQDA or Chief, National Guard Bureau for ARNG aviators, to reconsider its decision resulting from the final review of a Flying Evaluation Board's findings and recommendations. No further consideration will be made in any case once an appeal has been adjudicated by HQDA or Chief, National Guard Bureau.

4-8. Time phasing. Flying Evaluation Boards will be processed according to the schedule shown below. Reports that are delayed beyond these limits must be accompanied by written explanation citing the reason for late submission.

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

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

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

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

CHAPTER 5

FLIGHT STATUS REVIEW SYSTEM

5-1. Purpose. The DA Flight Status Review System establishes procedures for the review of flight and personnel records of Army aviators to determine their professional qualifications for continuation on flying status.

5-2. Responsibility for review. *a.* Any commander having aviators under his command will—

(1) Provide for semiannual review of individual flight record files for fulfillment of flight requirements.

(2) Establish procedures necessary for suspension action as outlined in paragraph 3-2*a.*

(3) Take appropriate action under chapter 4.

b. The CG, MILPERCEN, will review the personnel records of all active duty Army aviators in conjunction with those reviews required by 10 U.S.C. 3781, AR 135-215, and AR 635-100 and take necessary action.

c. Chief, NGB, is responsible for review (*b* above) for ARNG aviators not on active duty.

d. Responsibility for review (*b* above) for Army Reserve aviators not on active duty is assigned to—

(1) CG, Reserve Component Personnel Administration Center (RCPAC) St. Louis, MO, for aviators who are not unit members.

(2) Major Army oversea commanders, commanders of major Army commands, CONUS Armies, and the Military District of Washington, US Army, for aviators who are unit members.

5-3. Flight Status Review Board. *a.* This administrative board will be appointed by the Deputy Chief of Staff for Personnel (DCSPER) when forced attrition is necessary to balance authorized strengths. As a minimum, the board will be composed of one general officer; four aviators senior in grade to aviators whose records are to be reviewed; one nonvoting flight surgeon; and one nonvoting officer as recorder. Appointment and composition of Flight Status Review Boards for Army Reserve aviators not on active duty will be directed by Chief, Army Reserve.

b. The board will review the flying and personnel records of aviators referred to it. Selection of aviators to be suspended from flying status will be based on criteria furnished by the DCSPER.

c. The board will submit findings and recommendations to the DCSPER.

d. Officers considered will not appear before the board. Officers to be suspended from flying status will be notified by HQDA. Notification of suspension actions for ARNG aviators not on active duty will be made by Chief, National Guard Bureau. Suspensions will be effective 90 days from the date that notification is forwarded from HQDA.

e. The board action will be filed in the aviator's permanent OMPF or ARNG personnel records.

f. Appeals of the kind described in paragraph 4-7 apply to Flight Status Review actions. Appeals should reach DA not later than 45 days prior to effective date of impending suspension.

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

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