

Army Regulation 600-106

Personnel-General

Flying Status for Nonrated Army Aviation Personnel

**Headquarters
Department of the Army
Washington, DC
8 December 1998**

UNCLASSIFIED

SUMMARY of CHANGE

AR 600-106

Flying Status for Nonrated Army Aviation Personnel

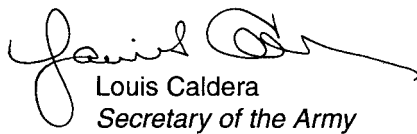
This revision--

- o Deletes interim changes paragraph (title page).
- o Changes "Applicability" paragraph from "orders issued per paragraph 2-2 remain valid for up to 179 days..." to "orders issued per paragraph 2-2 remain valid for up to 270 days" (title page).
- o Provides detailed requirements for Reserve Component members on Flight Status (para 2-1).
- o Changes reference to "flight pay" in paragraph 2-1a to "hazardous duty incentive pay (HDIP) for flying duty." Thereafter, all reference to "flight pay" changed to "HDIP for flying duty."
- o Clarifies office symbols for Headquarters, Department of the Army (HQDA), approval/waiver authorities (paras 2-2, 2-3, 2-5, and 2-9).
- o Updates the list of assigned aircraft for which crewmembers are authorized (para 2-3).
- o Deletes warrant officer candidates from those considered crewmembers, as appointment to warrant officer currently occurs prior to starting class (para 2-3).
- o Provides to a nonrated crewmember flight instructor (FI) or nonrated standardization flight instructor (SI) in military occupational specialty (MOS) 67N, 67V, 67S, 67T, and 67U the authorized crewmember flying status on UH-1, MH-60/UH-60, and CH-47/MH-47 Helicopters (para 2-3).
- o Provides to an aeromedical psychological investigator the authorized noncrewmember flight status for psychological and performance research (para 2-4).
- o Adds appendix B, "Time of Aerial Flight Required for Fractional Part of the Month."
- o Adds appendix C, "Army Management Control Evaluation Checklist."

Effective 8 January 1999

Personnel-General

Flying Status for Nonrated Army Aviation Personnel



Louis Caldera
Secretary of the Army

History. This is a revision of this regulation. Because this 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, the Army National Guard of the United States, and the U. S. Army Reserve. 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 or partial or full mobilization. Orders issued under authority of paragraph 2-2 will remain valid for the soldier up to 270 days after unit mobilization unless specified otherwise by orders.

Proponent and exception authority. The proponent of this regulation is the Deputy Chief of Staff for Personnel (DCSPER). The proponent has the authority to approve exceptions to this regulation that are consistent with controlling law and regulation. The proponent may delegate this authority, in writing, to a division chief within the proponent agency in the grade of colonel or civilian equivalent.

Army management control process. This regulation contains management control provisions in accordance with AR 11-2 and

contains a checklist for conducting management control reviews.

Supplementation. Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Office of the DCSPER (ODCSPER) through Commander, U.S. Total Army Personnel Command (TAPC-PLP-I), 200 Stovall Street, Alexandria, VA 22332-0406.

Suggested Improvements. 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 (TAPC-PLP-I), Alexandria, VA 22332-0406.

Distribution. Distribution of this publication is made in accordance with initial distribution number (IDN) 093603, intended for command levels A, B, C, D, and E for Active Army, the Army National Guard of the United States, and the U.S. Army Reserve.

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*This regulation supersedes AR 600-106, dated 2 March 1992.

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

Related publications and referenced forms 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 Active Army personnel.

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

c. The Chief, U.S. Army Reserve will supervise the flight program for nonrated Army Reserve personnel.

d. 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.

e. 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.

(6) Ensure annual audits are completed using the checklist at appendix B.

f. The ARNGUS authorities issuing orders will perform an internal audit and provide a summary of all personnel of nonrated flying status to include the paragraph and line to NGB (NGB-AVN-OR), Arlington, VA 22204-1382, not later than 30 September annually.

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 section 301, title 37, of the U.S. Code (USC).

Chapter 2 Flying Status for Nonrated Personnel

2-1. Flying time and entitlement for flight pay

a. A soldier who is in an active duty status is required to fly a minimum of 4 hours each month, except as otherwise stated in Department of Defense (DOD) Regulation DOD 7000.14-R, vol. 7A, Department of Defense Financial Management Regulation, to be entitled to hazardous duty incentive pay (HDIP) for flying duty. Flying time to qualify for entitlement to HDIP for flying duty 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 2-3c.

(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 (for example, UH-1 crew chief logging flight time in a CH7-47 or weapons system repairer logging flight time in a UH-1 which has no weapons system). For exceptions, see paragraph 2-3.

b. Minimum flight requirements for a Reserve Component member not on active duty are one-half of those prescribed for a member on active duty that is, 2 hours per month when the calendar month is the unit period. If a fraction of a calendar month is the unit period, flying time required for such period will be as shown in table C-1 at appendix C, under "Inactive Duty."

(1) A member who has performed less than the total number of regularly scheduled drills or unit training assemblies during a month or a fractional part of a month must meet the minimum flight requirements for the month or fraction thereof, in order to be entitled to any HDIP for flying duty for the drills or unit training assemblies actually performed.

(2) When scheduled inactive duty training was not attended and performed in a subsequent month, HDIP for flying duty for such period(s) is payable, provided the member met minimum flight requirements for each period involved.

c. A Reserve Component soldier on flying status who performs active duty special work, full-time training duty, annual training duty and attendance while in active service at a school designated as a service school must fly additional time proportionate to the amount of active duty days to be eligible for HDIP for flying duty during those active duty days.

(1) Flying time accumulated during periods of active duty or active duty for training may not be used to satisfy inactive duty flight requirements in other months unless the member was on continuous active duty for a period of 30 days or more.

(2) Flying time accumulated during periods of inactive duty training which is in excess of inactive duty flight requirements may be applied to active duty or active duty for training flight requirements. However, requirements for the inactive duty training portion of the month must be satisfied before flying time can be applied to the active duty or active duty for training portion.

(3) Flying time accumulated during periods of active duty for training may not be used to satisfy inactive duty flight requirements. For example, if a member performs 15 days active duty and is in an inactive duty training status 15 days in the same calendar month, the member must perform 3 hours of flying to qualify for incentive pay for that month; 2 hours for the active duty (15/30ths of 4 hours) and 1 hour (15/30ths of 2 hours) for the inactive duty training. Excess flying hours accumulated during inactive duty training may be used to meet the requirements for this entire period, if available.

d. Flying time to qualify for entitlement to HDIP for flying duty must be in a military status and be a product of the performance of duties which requires the soldier to be placed on flying status orders.

e. Aviation unit commanders may, as an exception to paragraph *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.

f. Aviation unit commanders may, as an exception to paragraph *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 DOD 7000.14-R, vol. 7A, paragraph 220114, 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 Army command (MACOM) commanding generals, commanders of continental United States (CON-US) installations, and 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 is authorized to issue orders for flying status.

(3) For Aeromedical Physicians' Assistants: The Surgeon General (DASG-PTZ), 5111 Leesburg Pike, Falls Church, VA 22041 or for ARNGUS - 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 ARNGUS aeroscout observer exportable training course: State Adjutants Generals.

b. Commands, services, and activities not under the jurisdiction of the authorities in paragraph *a* above, will send requests for approval to award flying status to Commander, PERSCOM (TAPC-PLP-I), 200 Stovall Street, Alexandria, VA 22332-0406. All requests will be submitted as stated in paragraph 2-5.

c. When State Adjutants General issue orders awarding flying status under this paragraph, one copy of the orders awarding flying status will be forwarded to Chief, National Guard Bureau (NGB-AVN-O), 111 South George Mason Drive, Arlington, VA 22204-1382. 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 DOD 7000.14-R, vol. 7A, paragraph 220101:

a. 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.

b. Crew chiefs, flight engineers, flight stewards, nonrated crewmember flight instructors (FI) or standardization flight instructors, nonrated (SI), assigned to authorized crewmember flight positions as documented in TAADS. Except where otherwise authorized by HQDA or CNGB for Army National Guard (ARNG), only soldiers in positions designated with special qualifications identifier (SQI) "F" on the authorization document for the type aircraft shown in (1) through (12) below will be placed on flying status provided the soldier is MOS qualified. Authorization for crew chiefs on aircraft not listed below will be requested through command channels to PERSCOM (TAPC-PLP-I) or to the NGB(NGB-AVN-O) for ARNGUS with supporting documentation (that is, copy of TAADS indicating flight positions). Commanders or authorities issuing orders will ensure the number of people on flying status does not exceed the following crewmember limits per assigned aircraft:

- (1) CH-47, Medium Helicopter—Two.
- (2) MH-47, Medium Helicopter—Four and One-Half.
- (3) UH-1, Utility Helicopter—One, except Aeromedical evacuation units—One and one-half crew chiefs per aircraft, and Special Operation—Two.
- (4) EH-60, Electronic Helicopter—One.
- (5) UH-60, Utility Tactical Transport Helicopter; Aeromedical Evacuation Unit—One and one-half crew chiefs per aircraft; all others—Two.
- (6) MH-60, Tactical Transport Helicopter—Three.
- (7) AH-6/MH-6, Observer Helicopter—One.
- (8) VC-11/C-20, Gulfstream Jet—Three (One flight engineer, two flight stewards).
- (9) C-23, Large Fixed Wing Transport Airplane—One
- (10) C-12/C-26, Medium Fixed Wing Transport Airplane—One (Reserve Component only in peacetime).

(11) U-21, Utility Airplane—One (Reserve Component only in peacetime).

(12) OH-58, Observation Helicopter—One (Reserve Component only in peacetime)

c. Soldiers in documented TAADS positions as door gunners when assigned to a tactical unit that is 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.

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

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 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.

(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 each UH-1/MH-60.

g. Firefighter/crash rescue specialist. TAADS documented positions identified for crewmember flight pay as firefighter/ crash rescue specialists will not exceed two 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 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 2-3b.)

(a) EH-60, Quickfix—Two.

(b) RC-12, Reconnaissance Aircraft—Two.

(c) RU-21A, Reconnaissance Aircraft—Two

(d) RU-21B, Reconnaissance Aircraft—Three

(e) RU-21C, Reconnaissance Aircraft—Two

(f) RC-7B, Reconnaissance Aircraft—Four

i. 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 inFAAO 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 (Reserve Components only.)

j. Aeroscout observer personnel, qualified in MOS 67V or 67S, in authorized, properly coded TAADS positions. One enlisted soldier may be authorized crewmember flying status for performing aeroscout observer duties per each assigned single pilot observation aircraft (Reserve Components only).

k. 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).

l. Nonrated crewmember instructors (FI) or nonrated standardization instructors (SI), qualified in MOS 67N, 67V, or 67S, 67T, 67U, or 91B in authorized, properly coded TAADS positions. One enlisted soldier performing FI or SI duties may be authorized crewmember flying status in each aviation/aeromedical/cavalry battalion/cavalry squadron and one in each company/troop/separate detachment that are assigned AH-6/UH-1, MH-60/UH-60 or CH-47/MH-47 helicopters. For ARNGUS, if no command aviation structure above company level is authorized for the state, the FI or SI may be authorized within the State Aviation Office.

m. In units with multiple type aircraft and authorized flight positions that 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. 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, or FI.

(b) The training is being conducted per Training Circular (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 (that is, leave, temporary duty (travel) (TDY), crew rest, medical grounding). Noncrewmembers must be MOS qualified in the type of airframe crewmember duties are performed. Additionally, noncrewmembers must be fully integrated into the commander's Aircrew Training Program (ATP), to include Individual Aviation Training Folder (IATF) Preparation and Annual Proficiency and Readiness Test (APART) requirements per the ATM. Supervisory personnel (that is, 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 block 6b, beneath the "last entry" 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 that are assigned a total of six or more observation, reconnaissance, surveillance, attack, or utility fixed or rotary wing aircraft. For units

and detachments equipped with these 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 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 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 avionics 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 base 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. *Army National Guard of the U.S. (ARNGUS) and U.S. Army Reserve (USAR) advisor personnel.* Enlisted soldiers assigned to TAADS documented positions as aircraft maintenance advisors to elements of the ARNGUS 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 a foreign country maintaining six or more Army aircraft furnished the government of that country.

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 as determined by the MACOM commander.

g. *Aeromedical physician's assistant.* Aeromedical physician's assistant (APA) (must be a graduate of an approved course in aviation medicine). The APAs, if determined by the Officer Division, Military Personnel Management Directorate, DCSPER (DAPE-MPO), to be 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 his designee may authorize noncrewmember flying status for APAs.

h. *Aeromedical Psychological Investigator.* Aeromedical Psychological Investigator in authorized, properly coded TAADS positions. Medical officers who have completed the Aeromedical Psychology

Training Course at the U.S. Army School of Aviation Medicine, who are assigned duties as Aeromedical Principal Investigators responsible for conducting psychological and performance research on various in-flight protocols may be placed on noncrewmember flight status.

i. 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 performing 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.

j. 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 HQDA (TAPC-PLP-I) and documented in TAADS.

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

k. 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.

l. Noncrewmembers. Noncrewmembers may also accrue flight time for pay when the unit commander authorizes additional crewmembers under the following conditions:

(1) *Night vision device flights.* A noncrewmember is authorized when an additional crewmember is required for safety purposes. The noncrewmember must have an Individual Aviation Training Folder (IATF) maintained either by the unit standardization instructor pilot (SP), nonrated crewmember standardization flight instructor (SI), or nonrated crewmember night vision goggle trainer (NCT). Additionally, the noncrewmember must be qualified and current per ATZQ-ATB-NS message DTG 281309Z Aug 91 or 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 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-PLP-I), 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 that the soldier meets the medical requirements (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) Name, grade, SSN, duty title, 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, "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-PLP-I) or CNGB (NGB-AVN-O) for ARNGUS. Commanders/authorities 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.

d. ARNGUS technicians. If an ARNGUS technician is not already assigned to a compatible military position in which they are appropriately placed on military flying status, they may be issued orders authorizing the performance of crew duties, as required by their technician positions, provided—

(1) Their technician position description indicates, "When designated on flying status orders may participate in aerial flights for the purpose of diagnosing problem areas..." or "designated to participate in Army maintenance test flights" or "designated to support flight training requirements."

(2) They possess a current class III flight physical.

(3) Facility commanders must ensure that the duties performed are directly related to their technician duty description and an appropriate facility training program has been established.

(4) Additional pay code will be listed as "0."

2-6. Medical qualifications

a. Nonrated Army personnel covered by this chapter must meet class III 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 flight 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 competent 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-PLP-I). The ARNGUS commanders are not authorized to defer physical examinations for nonrated ARNGUS personnel without the prior authorization of CNGB (NGB-AVN-O). The following items will be reported:

(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.

d. Central review by aeromedical authorities by Commander, USAAMC (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 for performing frequent and regular aerial flight, entitlement to nonrated crewmember or noncrewmember flight pay and removal from this duty will be provided for by competent orders. (See AR 600-18-105, 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 date flying status commences 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) 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 (for example, 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 discharge for 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. The ARNGUS 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 while the individual is assigned to the authorized position within the issuing state. Orders terminating flying status must be issued upon soldier's order to extended active duty, 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 DOD 7000.14-R, vol. 7A. Exceptions are shown in paragraph 2-9.

a. All crewmembers will be notified at least 120 days before being involuntarily removed from duty through no fault of their own. Exceptions are shown in paragraph 2-9.

b. Assignment 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 HDIP for flying duty 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. 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. The OCONUS commands will notify crewmembers and issue termination orders not less than 120 days before the date the soldier is 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. 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 600-8-105, 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. HDIP for Flying Duty may be continued for 120 days when authorized by TAPC-PLP-I 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 HDIP for Flying Duty up to 120 days from the date of notice of this removal (for example, 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 determined 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 HDIP for Flying Duty will be terminated 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.

(5) Unsatisfactory participation in an RC unit.

d. Requests for exception to the 120-day advance notification requirement will be sent to Commander, PERSCOM (TAPC-PLP-I), 200 Stovall Street, Alexandria, VA 22332-0406.

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 Enlisted Personnel Management Directorate (EPMD) control and serial number. For officers, the requisition identification (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

Section I Required Publications

There are no entries in this section.

Section II Related Publications

A related publication is a source of additional information. The user does not have to read a related publication to understand or comply with this policy.

AR 40-501
Standards of Medical Fitness

AR 95-1
Flight Regulations

AR 600-8-105
Military Orders

AR 310-49
The Army Authorization Documents System (TAADS)

AR 600-105
Aviation Service of Rated Army Officers

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

DOD 7000.14-R, vol. 7A
Department of Defense Financial Management Regulation (Military Pay Policy and Procedures Active Duty and Reserve Pay)

TC 1-210
Aircrew Training Program Commanders Guide to Individual and Crew Standardization

Section III Prescribed Forms

There are no entries in this section.

Section IV Referenced Forms

DA Form 11-2-R
Management Control Evaluation Certification Statement

DA Form 759
Individual Flight Record and Flight Certificate - Army

DA Form 2028
Recommended Changes to Publications and Blank Forms

DA Form 2408-12
Army Aviator's Flight Record

Appendix B Management Control Evaluation Checklist

B-1. Function

The function covered by this checklist is Flying Status for Nonrated Army Aviation Personnel.

B-2. Purpose

The purpose of this checklist is to assist unit commanders in evaluating their key management controls. It is not intended to cover all controls.

B-3. Instructions

Answers must be based on the actual testing of key management controls such as document analysis, direct observation, interviewing, sampling, and simulation. Answers that indicate deficiencies must be explained and corrective action indicated in supporting documentation. These management controls must be evaluated at least once every 5 years. Certification that this evaluation has been conducted must be accomplished on DA Form 11-2-R (Management Control Evaluation Certification Statement). DA Form 11-2-R is printed at the back of this publication for local reproduction on 8 1/2- by 11-inch paper.

B-4. Test questions

- a. Is a monthly review conducted to ensure that—
- (1) Only fully qualified soldiers are receiving flight pay?
 - (2) Soldier has current flight physical?
 - (3) Soldier is in a documented flight position?
 - (4) Soldier is receiving correct rate of pay based on noncrew-member or crewmember status?
 - (5) If soldier is no longer in a flight position, has soldier's flight pay been terminated?
- b. Is there a unit standing operating procedures established and maintained?

B-5. Supersession

This checklist replaces the checklist for personnel activities/special officer and enlisted personnel programs/eligibility determination for entitlement to flight pay, Circular 11-90-1.

B-6. Comments

Help make this a better tool for evaluating management controls. Submit comments to Commander, U.S. Total Army Personnel Command (TAPC-PLP-I), Alexandria, VA 22332-0406.

Appendix C Aerial Flight Requirements

Flight time requirements follow in table C-1.

Table C-1
Time of aerial flight required for fractional part of the month

Days	Active	Inactive
1	.2	.1
2	.3	.2
3	.4	.2
4	.6	.3
5	.7	.4
6	.8	.4
7	1.0	.5
8	1.1	.6
9	1.2	.6
10	1.4	.7
11	1.5	.8
12	1.6	.8
13	1.8	.9
14	1.9	1.0
15	2.0	1.0
16	2.2	1.1
17	2.3	1.2
18	2.4	1.2
19	2.6	1.3

Table C-1
Time of aerial flight required for fractional part of the
month—Continued

Days	Active	Inactive
20	2.7	1.4
21	2.8	1.4
22	3.0	1.5
23	3.1	1.6
24	3.2	1.6
25	3.4	1.7
26	3.5	1.8
27	3.6	1.8
28	3.8	1.9
29	3.9	2.0
30-31	4.0	2.0

Glossary

Section I Abbreviations

AOC

area of concentration

APA

Aeromedical Physician's Assistant

APART

Annual Proficiency and Readiness Test

ARNGUS

Army National Guard of the United States

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

DODFMR

Department of Defense Financial Management Regulation

EW SIGINT

Electronic Warfare Signal Intelligence

FAAO

field artillery aerial observers

FI

nonrated crewmember flight instructor

HDIP

Hazardous Duty Incentive Pay

HQDA

Headquarters Department of the Army

IATF

Individual Aircrew Training Folder

ID

identification number

MAAG

Military Assistance Advisory Group

MACOM

major Army command

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 that the 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 DODFMR, a requirement to perform either crewmember or noncrewmember duties, a minimum of 4 hours per month. For ARNGUS, 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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MANAGEMENT CONTROL EVALUATION CERTIFICATION STATEMENT

For use of this form, see AR 11-2; the proponent agency is ASA(FM).

1. REGULATION NUMBER

2. DATE OF REGULATION

3. ASSESSABLE UNIT

4. FUNCTION

5. METHOD OF EVALUATION *(Check one)*

a. CHECKLIST

b. ALTERNATIVE METHOD *(Indicate method)*

APPENDIX *(Enter appropriate letter)*

6. EVALUATION CONDUCTED BY

a. NAME *(Last, First, MI)*

b. DATE OF EVALUATION

7. REMARKS *(Continue on reverse or use additional sheets of plain paper)*

8. CERTIFICATION

I certify that the key management controls in this function have been evaluated in accordance with provisions of AR 11-2, Army Management Control Process. I also certify that corrective action has been initiated to resolve any deficiencies detected. These deficiencies and corrective actions *(if any)* are described below or in attached documentation. This certification statement and any supporting documentation will be retained on file subject to audit/inspection until superseded by a subsequent management control evaluation.

a. ASSESSABLE UNIT MANAGER

(1) Typed Name and Title

b. DATE CERTIFIED

(2) Signature

UNCLASSIFIED

PIN 004340-000