

Army Regulation 600–105

Personnel–General

Aviation Service of Rated Army Officers

**Headquarters
Department of the Army
Washington, DC
22 June 2010**

UNCLASSIFIED

SUMMARY of CHANGE

AR 600-105

Aviation Service of Rated Army Officers

This administrative revision, dated 22 June 2010--

- o Updates the name of the former U.S. Army Aviation Warrior Center to the U.S. Army Aviation Center of Excellence (para 1-4g).
- o Clarifies that an application for reentry to aviation service must have an aeronautical rating from a U.S. military Service (table 2-4).
- o Corrects verbiage regarding flying duty credit waiver eligibility (para 3-5a(1)).
- o Makes administrative changes (throughout).

Effective 6 July 2010

Personnel–General

Aviation Service of Rated Army Officers

By Order of the Secretary of the Army:

GEORGE W. CASEY, JR.
General, United States Army
Chief of Staff

Official:


JOYCE E. MORROW
Administrative Assistant to the
Secretary of the Army

History. This is an administrative revision. The portions affected by this administrative revision are listed in the summary of change.

Summary. This regulation prescribes the aviation service policies of rated Army officers and flight surgeons.

Applicability. This regulation applies to the Active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve, unless otherwise stated. Also, it applies to the Active Army and Reserve Component officers and warrant officers (Army National Guard and U.S. Army Reserve) ordered into aviation service by the Secretary of the Army and applies to all commissioned and warrant officers who are training for or have Army aeronautical ratings. The policies and procedures of this regulation remain in effect upon declaration of war or mobilization.

Proponent and exception authority.

The proponent of this regulation is Deputy Chief of Staff, G–1. The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations. The proponent may delegate this approval authority, in writing, to a division chief within the proponent agency or its direct reporting unit or field operating agency, in the grade of colonel or the civilian equivalent. Activities may request a waiver to this regulation by providing justification that includes a full analysis of the expected benefits and must include formal review by the activity’s senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting activity and forwarded through their higher headquarters to the policy proponent. Refer to AR 25–30 for specific guidance.

Army internal control process. This regulation contains internal control provisions and identifies key internal controls that must be evaluated (see appendix B).

Supplementation. Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Deputy Chief of Staff, G–1, 300 Army Pentagon, Washington, DC 20310–0300.

Suggested improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to U.S. Army Human Resources Command

(AHRC–OPA–V), 200 Stovall Street, Alexandria, VA 22331–0302.

Committee Continuance Approval.

The Department of the Army committee management official concurs in the establishment and/or continuance of the committee(s) outlined herein. AR 15–1 requires the proponent to justify establishing/continuing committee(s), coordinate draft publications, and coordinate changes in committee status with the U.S. Army Resources and Programs Agency, Department of the Army Committee Management Office (AARP–ZX), 2511 Jefferson Davis Highway, 13th Floor, Taylor Building, Arlington, VA 22202–3926. Further, if it is determined that an established “group” identified within this regulation, later takes on the characteristics of a committee, as found in the AR 15–1, then the proponent will follow all AR 15–1 requirements for establishing and continuing the group as a committee.

Distribution. This regulation is available in electronic media only and is intended for command levels A, B, C, D, and E for the Active Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

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Glossary

Chapter 1 Introduction

1–1. Purpose

This regulation sets policies, responsibilities, and procedures for—

- a. Qualifying, disqualifying, and re-qualifying officers for aviation service.
- b. Establishing and adjusting aviation service entry dates (ASED).
- c. Awarding Army aeronautical ratings.
- d. Army implementation of the Aviation Career Incentive Pay (ACIP) laws.
- e. Describes conditions for disqualification (or termination) and requalification for aviation service.
- f. Contains additional procedures for convening and conducting a Flying Evaluation Board (FEB).
- g. Contains procedures for an aeromedical consultation and in-flight evaluation.

1–2. References

Required and related publications and prescribed 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. *Secretary of the Army.* The Secretary of the Army (SA) awards Army aeronautical ratings. The SA has further delegated this responsibility to the authorities listed in table 2–7.

b. *Deputy Chief of Staff, G–1.* The Deputy Chief of Staff, G–1 (DCS, G–1) has the authority to approve exceptions to this regulation.

c. *Deputy Chief of Staff, G–3/5/7.* The Deputy Chief of Staff, G–3/5/7 (DCS, G–3/5/7) has Army staff responsibility for determining the composition of Army aviation.

d. *Commander, U.S. Army Human Resources Command.* The Commander, U.S. Army Human Resource Command (USAHRC) will—

- (1) Issue orders authorizing or terminating aviation career incentive pay.
- (2) Issue orders designating members of the U.S. Army Reserve (USAR) and Army National Guard of the United States (ARNGUS) as Army aviators.
- (3) Approve exception to policy requests on Class 1 flight physicals on a case-by-case basis.
- (4) Approve aeromedical waivers and terminations
- (5) Assist in developing, recommending, and executing personnel policies, requirements, and organization of Army aviation elements.
- (6) Publishes aviation service and aeronautical rating orders, as required.

e. *Chief, National Guard Bureau.* The Chief, National Guard Bureau (CNGB), publishes aviation service and aeronautical rating orders as required for ARNG personnel.

f. *Surgeon General.* The Surgeon General publishes aviation service and aeronautical rating orders as required for Medical service personnel.

g. *Commander, U.S. Army Aviation Center of Excellence.* The Commander, USAACE, publishes aviation service and aeronautical rating orders, as required.

h. *Unit commanders.* The unit commanders establish procedures to ensure compliance with the policy and procedures outlined in this regulation.

Chapter 2 Aviation Service for Rated Officers

The active or inactive service performed in compliance with all applicable Army aviation regulations and requirements by an officer who holds or is in flight training leading to an aeronautical rating is considered to be aviation service.

Section I

Qualification for aviation service

2–1. Initial qualification for aviation service

a. Officers are initially qualified for aviation service at the start of the initial flight training course or aviation medicine course leading to the award of an aeronautical rating.

b. The CG, USAACE, will publish initial aviation service orders using AR 600–8–105, format 331.

c. When student officers fail the qualification course, or are medically or non-medically eliminated from the course before completion, the aviation service order will be promptly terminated.

d. The officer's aviation service is continuous unless terminated in accordance with chapters 4, 5, or 6.

e. The ARNGUS personnel must apply for aviation service orders according to paragraph 2-2.

2-2. Aviation service authority

The SA has authorized the commanders in table 2-1 to enter officers into aviation service.

Table 2-1 Entry into aviation service	
Authority	Applies to
CG, USAWWC	Student officers enrolled in the flight training course leading to the award of an Army aviator aeronautical rating. Medical Corps officers when they are enrolled in the U.S. Army School of Aviation Medicine.
CDR, HRC	Aviators who receive inter-service transfers to the U.S. Army and aviators recalled for extended active duty.
CNGB	Aviators or flight surgeons that have left active duty or other RCs and become active members of ARNGUS units. The ARNGUS officers whose aviation service has been terminated because of medical or non-medical reasons. requalification must be verified. Prior service aviators assigned to ARNGUS units who have been awarded aeronautical rating of Army Aviator by HRC. Officers on active duty under the Active Guard Reserve (AGR) program in ARNGUS aviation positions, ARNGUS graduates of flight training course leading to the award of an Army aviator aeronautical rating and ARNGUS flight surgeons who have been assigned to ARNGUS units.
HQDA, TSG	Medical Corps officers attending another military service aviation medicine basic course or a HQDA approved residency program in Aerospace Medicine. Medical students who have graduated from the Army Flight Surgeon Primary Course on appointment in the Medical Corps.

2-3. Aviation service entry date

a. The initial aviation service order establishes an officer's ASED. Table 2-2 defines ASED for aviators and flight surgeons.

b. The ASEDs are used in several key areas including determining an officer's ACIP rate, termination date of continuous ACIP, and qualification criteria for aeronautical ratings.

c. The ASEDs will only be adjusted when—

(1) Officers fail to complete the qualification course leading to the award of an aeronautical rating and are later allowed to reenter that course. The ASED will then become the date of reentry.

(2) Officers were terminated from aviation service and subsequently re-qualified for aviation service.

(3) An officer enters active service through a call to active duty after a break in aviation service.

d. When an officer's application for return to active duty is accepted, or an officer's aviation service is reinstated, incentive pay branch, HRC determines whether or not a change to the ASED is needed. If a change is made, a letter of notification is sent to the individual and a copy is maintained by HRC. Incentive pay branch will change the ASED in the appropriate database, create the pay order and input the pay transaction and send a copy of the pay order to the individual. Criteria for adjustment is—

(1) The original ASED will be adjusted forward the number of days the officer was out of aviation service.

(2) Qualification for aviation service in any other service or component will be considered as time in aviation service.

Table 2-2
Aviation service entry date

Personnel	Aviation Service Entry Date
Commissioned officers who attend U.S. flight or aviation medicine course.	The day that military flight training or aviation medicine training begins.
Warrant officers who attend a U.S. flight course.	Effective 1 October 1992, the day that military flight training begins. Prior to 1 October 1992, the date a warrant officer graduated military flight training course.
Medical students who graduate from the Aviation Medicine Basic Course.	The day that military aviation medicine training begins.

2-4. Termination of aviation service

a. Aviation service orders will remain in effect for an active Army and/or USAR aviator's entire aviation career unless terminated in accordance with paragraphs 4-4, 5-4, 5-5, and 6-3. For termination of flight surgeons see paragraph 3-8.

b. When an active Army and/or USAR aviator enters the ARNGUS, their aviation service orders are suspended. The appropriate state ARNGUS organization will publish applicable aviation orders for service in their state ARNGUS.

c. The ARNGUS aviators will be terminated from aviation service at the State level using AR 600-8-105, format 331. The termination orders will specify whether or not the individual is entitled to continuous ACIP and if so, to what aviation service gate-year.

d. Upon an aviator's reentry into either the active Army or USAR, the previously suspended aviation service order will be reviewed and revalidated by appropriate active Army or USAR office. The individual will submit the appropriate documentation per table 2-4 for review and audit. Following review and audit the applicable office for the active Army or the USAR will either validate the original orders or will publish new orders adjusting the ASED in accordance with paragraph 2-3, above.

e. Termination by reason of medical incapacitation is covered in chapter 4.

f. If an officer's aviation service is terminated, the appropriate organization (see table 2-3) will publish the aviation service order terminating aviation service.

Table 2-3
Aviation service termination authority

Officer Component	Organization	Authority
Aviation Branch officers and Medical Service Corps.	Active Army and USAR.	CDR, HRC (AHRC-OPA-V).
Medical Corps (Flight Surgeons)	Active Army	TSG (Request for termination orders are coordinated through HRC (AHRC-OPH-MC)).
	Reserve	Chief, USAR.
All National Guard.	ARNGUS.	CNGB (Termination orders for NGB may be issued at the state level (see para 2-4c)).

Table 2-4
Application for reentry in aviation service

Applicants	Application will include but not limited to—	Comments
For active duty, Aviators with an aeronautical rating from a U.S. military Service	1) DA Form 4187 (Personnel Action). 2) Copy of original designation order (U.S. Army, USAF) or undergraduate flight training completion certificate (USN, USMC, or USCG). 3) Copy of current class 2 flight physical exam results completed within the previous 12 months and approved by Director, USAAMA. 4) Copy of officer's record brief; or order determining Aviation Service Entry Date (ASED) or applicable service documentation appropriate for previous serviced component. 5) Copies of DA Form 759 (Individual Flight Record and Flight Certificate-Army), that cover all previous periods of aviation service or applicable service documentation appropriate for previous serviced component. 6) Current order to active duty and previous qualification order (when applicable). 7) Time line of previous aviation service to include time spent in operational flying duty positions and time spent in non-operational flying duty positions. 8) The signed statement below. "I understand that a service member who knowingly makes a false official statement may be punished under the Uniform Code of Military Justice (UCMJ), article 107. With this understanding I make the following official statement (excluding medical suspension of less than 30 days). I have never been restricted or suspended from flight duty or involved in an aircraft accident other than (fully explain any of the below or if none so state)— a. Restrictions from flight duty. b. Suspensions from flight duty. c. Military aircraft accidents. d. Any other aircraft accidents.	Send request through command channels to CDR, HRC Incentive Pay Branch, (AHRC-PDP-I) 200 Stovall St, Alexandria, VA 22332.
For USAR duty, Aviators with an aeronautical rating from a U.S. military Service	1) In addition to the above add the following to the DA Form 4187: a. Name, grade, SSN, specialty and branch. b. Current duty status, Active Guard Reserve (AGR), Troop Program Unit (TPU) or control group. c. Current Unit and location. d. Duty assignment, paragraph and line number. 2) An additional signed statement prepared by the officer as follows, "I have/have not been suspended or relieved from aviation service before my release from active duty (REFRAD), discharge, or release from ARNGUS extended active duty. " (If yes, explain).	Send this request through command channels to CDR (AHRC-DDM-MA) 1 Reserve way, St. Louis, MO 63132.

Notes:

¹ If officer is medically disqualified, send application to Director, USAAMA (MCXY-AER). USAAMA will forward the application and a medical recommendation to CDR, HRC. If the officer is disqualified because of an FEB, application must be sent to the proper FEB approving authority for action. Then forward to either CDR, HRC, or CNGB as appropriate. See appendix C for all addresses.

Section II
Aeronautical Ratings

2-5. General

An aeronautical rating certifies successful completion of prescribed aviation related training and experience. Current U.S. Army aeronautical ratings are Army aviator, senior Army aviator, master Army aviator, flight surgeon, senior flight surgeon, and master flight surgeon.

2-6. Detailed requirements

a. After meeting the eligibility requirements of table 2-5, U.S. Army aeronautical ratings are awarded to Army officers in accordance to tables 2-6 and 2-7, by publishing an aeronautical order (AR 600-8-105, format 331). CG,

USAACE will award the initial rating when the Army training has been successfully completed. Only the CDR, HRC or CG, USAACE, will issue the initial ratings of Army aviators or flight surgeons.

b. Army aeronautical ratings will not be awarded to members of other military services or foreign armed forces. See AR 600–8–22 for award of aviation badges to persons who are not U.S. Army officers.

c. Before an officer may fly and be entitled to ACIP, they must be qualified for aviation service and be authorized by aeronautical orders.

d. The aeronautical order awarding the rating of Army aviator or flight surgeon (see table 2–7), as well as other awards of advanced ratings, also authorizes wear of the proper aviation badge (AR 600–8–22).

e. Once awarded this rating becomes part of the officer’s credentials and can only be terminated in accordance chapters 5 and 6 by the appropriate authorities listed in table 2–3 or the FEB approval authority as applicable. A copy of the aeronautical order(s) will become a permanent part of the official military personnel file (OMPF) and individual flight records folder (IFRF).

**Table 2–5
Eligibility requirements for aeronautical ratings**

Rating	Rated Service ¹	Basic Requirements ²	Special requirements	Apply
Army Aviator	None	Graduate of the Initial Entry Rotary Wing (IERW) Course or Flight School XXI (FSXXI) and medically qualified class II.	Army commissioned officer or warrant officer;	No, unless re-qualifying
Army Aviator	Rated service in another U.S. military Service.	Graduate of fixed wing (FW) or rotary wing (RW) pilot training by another U.S. military Service plus held both an aviation service order and aeronautical designation or rating from that other U.S. military Service that was not removed by that service for derogatory reasons. Medically qualified class II.	Commissioned officer or warrant officer. HRC will determine training requirements per AR 95–1 when accepting the officer into the U.S. Army.	Yes
Senior Army Aviator	At least 7 years of rated aviation service (of which 4 years must be as an Army aviator).	Hold a rating of Army aviator with at least 1000 hours of DOD aviator flight time which must include flight time as a pilot in command. At least 84 months of TOFDC and medically qualified class II.	Are entitled to either continuous or conditional ACIP and are career field designated as aviation branch, acquisition corps or medical service corps.	Yes
Master Army Aviator	At least 15 years of rated aviation service (of which 12 years must be as an Army aviator).	Hold a rating of senior Army aviator with at least 2000 hours of DOD aviator flight time which must include flight time as a pilot in command. At least 120 months of TOFDC and medically qualified class II.	Are entitled to either continuous or conditional ACIP and are career field designated as aviation branch, acquisition corps or medical service corps.	Yes

**Table 2-5
Eligibility requirements for aeronautical ratings—Continued**

Rating	Rated Service ¹	Basic Requirements ²	Special requirements	Apply
Flight Surgeon	None	Graduate of the U.S. Army Flight Surgeon Primary Course and medically qualified class 2F.	Medical students who complete the basic course are not awarded the rating until appointment in the Medical Corps.	No, unless re-qualifying.
Flight Surgeon	Aeromedical service in another U.S. military Service.	Graduate of like training by another U.S. military Service, plus the Army Aviation Medicine Orientation Course. Medically qualified class 2F	Medical students who complete the basic course are not awarded the rating until appointment in the Medical Corps.	Yes
Senior Flight Surgeon	At least 5 years flying duty as a flight surgeon.	At least 400 hours of flying time of which 30 hours may be SFTS/CMS/AV-CATT time and medically qualified class 2F.	Qualified for aviation service	Yes
Senior Flight Surgeon	Or- At least 3 years flying duty as a flight surgeon plus 2 years as an army aviator.	At least 350 hours of total flying time in military aircraft of which 30 hours may be SFTS/CMS/AV-CATT time and medically qualified class 2F.	Qualified for aviation service	Yes
Senior Flight Surgeon	Or -At least 2 years flying duty as a flight surgeon.	At least 300 hours of flying time of which 24 hours may be SFTS/CMS/AV-CATT time and medically qualified class 2F.	Qualified for aviation service plus residency training and board certification as a specialist in aerospace medicine	Yes
Master Flight Surgeon	At least 10 years flying duty as a flight surgeon and designated as a senior flight surgeon.	At least 850 hours of flying of which 60 hours may be SFTS/CMS/AV-CATT time and medically qualified class 2F.	Certified by American Board of Preventive Medicine as a specialist in aerospace medicine or comparable credentials as determined by OTSG, HRC-St. Louis or NGB ³	Yes

Notes:

¹ Rated service is computed from the date the officer was awarded the U.S. military aeronautical rating.

² Time logged in military aircraft as a student pilot, pilot, co-pilot, or instructor pilot (AR 95-1). Time logged in a Synthetic Flight Training System (SFTS) or Combat Mission Simulator (CMS), not to be confused with procedural trainers, may be included (exception: flight surgeons see table for guidelines).

³ Medical comparable credentials include board certification in another medical specialty that directly supports the Army aviation medicine program.

Table 2-6
How to apply for an aeronautical rating

Aeronautical rating	Application will include—	Comments
Army aviator (with a rating from another U.S. military Service)	1) A copy of the original aeronautical rating (USAF) or undergraduate flight training completion certificate (USN, USMC, USCG). 2) An official certification of total military flying time by category (fixed or rotary wing), skill qualifications, and hours flown in the past 12 months. 3) A current class 2 flight physical completed within the last 12 months and approved by the U.S. Army Aeromedical Activity (USAAMA) (see app B). 4) The following signed statement. "I understand that a service member who knowingly makes a false official statement may be punished under the Uniform Code of Military Justice (UCMJ), article 107. With this understanding I make the official statement below: Excluding medical suspension of less than 30 days, I have never been restricted or suspended from flight duty or involved in an aircraft accident other than (fully explain any of the below or if none so state)— a. Restrictions from flight duty. b. Suspensions from flight duty. c. Military aircraft accidents. d. Any other aircraft accidents.	Include application as part of an inter-service transfer (AR 614-120), a recall request (AR 135-210), or a direct appointment request (AR 135-100) through command channels to proper headquarters (see table 2-7).
Army aviators other than above		CG, U.S. Army Aviation Warfighting Center (USAACE), (initial awards without application).
Flight Surgeons		CG, USAACE, CDR, HRC (AHRC-OPH-MC), or CNGB will award all basic ratings.
Senior or Master Army Aviator	1) The original aeronautical rating order. If applying for the Master award, include the Senior Army Aviator rating order. 2) A current class 2 flight physical completed within the last 12 months, or the previous class 2 flight physical with a current DA Form 4186 (Medical Recommendation for Flying Duty) approved for flight duty for RC. It must be approved by the USAAMA. 3) The latest DA Form 759 showing enough flying time; HRC, (AHRC-OPA-V), HRC-St. Louis, or NGB documents concerning the status of members under their control per the ACIA-74 and/or ACIA-89.	To apply, complete DA Form 4187 through command channels to the proper headquarters (see table 2-7).
Army National Guard Personnel	For ARNGUS personnel, an application will be submitted according to NGR 600-105.	

Table 2-6
How to apply for an aeronautical rating—Continued

Senior or Master Flight Surgeon	<p>1) The U.S. Army School of Aviation Medicine attendance dates and graduation. A copy of basic flight surgeon aeronautical rating. Include the senior flight surgeon rating if applying for the master award.</p> <p>2) A copy of the original and other (if any) aviation service qualification orders.</p> <p>3) A copy of the latest DA Form 759 that shows enough flight time to qualify for award (table 2-5).</p> <p>4) A current class 2F flight physical completed within the last 12 months approved by Director, USAAMA (MCXY-AER). 5) For master flight surgeon, a certificate from the American Board of Preventive Medicine indicating individual is a specialist in aerospace medicine, or comparable credentials as determined by OTSG, HRC-St. Louis, or NGB (see table 2-7).</p>	Apply through OTSG Aviation Medicine Consultant to CDR, HRC (AHRC-OPH-MC). NGB flight surgeons apply to CNGB. All addresses at appendix C. USAR flight surgeons apply to CDR, HRC-St. Louis.
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Table 2-7
Awarding aeronautical ratings

Rating	Awarded by	Awarded to
Army Aviators or Flight Surgeons	CG, USAACE.	Officers who have never held an aeronautical rating from a U.S. military Service; officers who complete flight training; posthumously; officers who complete aviation medicine training (Medical Corps only, not aeromedical physician assistants (see table 2-5)).
Army Aviators or Flight Surgeons	CDR, HRC (AHRC-OPA-V)	Inter service transfers who previously held an aeronautical rating in another service; officers recalled to active duty or appointed in an RC who previously held an aeronautical rating in another service and U.S. Army officers re-qualifying.
Army Aviators or Flight Surgeons	CDR, HRC (AHRC-OPH-MC), or CNGB for flight surgeons.	Flight Surgeons. See table 2-5 for inter-service transfer of flight surgeons.
Senior Army Aviator and Master Aviator	Commanders who have Special Court Martial Convening Authority, or CDR, HRC-St. Louis.	All officers except ARNGUS officers.
	CNGB.	ARNGUS officers.
Senior Flight Surgeon and Master Flight Surgeon	CDR, HRC-St. Louis, TSG, CNGB.	USAR officers not on extended duty. Active duty officers. ARNGUS officers.

Section III
Career Aviation Service

2-7. Rated inventory

- a. To be considered part of the rated inventory, an officer must—
- (1) Have a valid aviation service order.
 - (2) Hold or be in training for an aeronautical rating.
 - (3) Meet Class 2 medical fitness standards.
 - (4) Be a commissioned or warrant officer (WO) aviator on extended active duty or active guard and/or reserve duty that maintains a pilot status code (PSC) of 1 (or PSC 3 in TOPMIS) and holds a basic branch code (BC) 15 (Aviation) or area of concentration (AOC) of 67J (Medical Service Corps) or primary military occupational specialty (PMOS) 152 through 155. Additionally, a commissioned or WO aviator not on extended active duty must be—
 - (a) Assigned to and performing operational flying duty (except Individual Ready Reserve (IRR)) or;
 - (b) Assigned to a rated position in the RC or;

(c) Considered by component (active or reserve) as part of their rated inventory.

b. Commissioned Medical Corps officers who maintain an AOC of 61N and have been placed on operational flight status by CDR, HRC; TSG; CDR, HRC-St. Louis; or CNGB are considered to be in aviation service but are not part of the rated inventory.

c. All aviators and flight surgeons in aviation service, whether or not assigned to flying duty positions, must meet class 2 medical fitness standards for aviators and class 2F medical fitness standards for flight surgeons for flying duty (see AR 40-501), and be issued a medical clearance on DA Form 4186.

2-8. Qualification for aviation service on a career basis

Service performed by an aviator in the rated inventory. Aviation service continues without interruption as long as the aviator remains in the rated inventory.

Chapter 3

Aviation Career Incentive Pay for Rated Officers

Aviation Career Incentive Pay is intended to extend the aviation careers of Aviation Officers and is not “Flight Pay” or Hazardous Duty Incentive Pay. The ACIP is derived from Title 37 of the U.S. Code, Chapter 5, Section 301a (37 USC 301a) as implemented by DOD 7000.14-R (DODFMR), Volume 7A Chapter 22 and is broken down into continuous or conditional ACIP earned monthly. This chapter administers the Army ACIP program but is used in conjunction with DODFMR 7000.14-R.

3-1. Qualification factors for aviation career incentive pay

a. *Officers entitlement to aviation career incentive pay.* Officers entitled to ACIP include those who—

- (1) Are officers in the grade of WO1 through COL and are entitled to basic pay.
- (2) Are in and remain qualified for aviation service.
- (3) Have an aeronautical rating or are a student officer in training in the qualification course leading to the award of an aeronautical rating.
- (4) Serve in operational aviation positions (as coded on TDA/MTOE as explained in para 3-3, below) accumulating operational duty credit and/or meet monthly flight requirements.

b. *Continuous aviation career incentive pay.* Army aviators that remain fully qualified for aviation service are entitled to continuous ACIP for at least 12 years following their ASED. Subsequent to this date, Army aviators must remain in the rated inventory or the Acquisition Corps and meet the criteria for entitlement to continuous ACIP in table 3-1 to remain entitled to continuous ACIP.

c. *Conditional aviation career incentive pay.*

- (1) Administered in accordance with DOD Financial Management Regulations.
- (2) Aviators that remain in the rated inventory but fail to meet the criteria for entitlement to continuous ACIP in table 3-1, may receive conditional ACIP while serving in an operational flying position. The pay rate will be the same as for continuous ACIP. These aviators must meet the monthly flight or banking minimums prescribed in DODFMR 7000.14-R, to be eligible. Flight hours used to qualify for conditional ACIP must be performed in an aircraft (no simulator time) while logging a rated crewmember duty symbol other than “CP” per AR 95-1. When verified that the aviator is assigned to an operational flying position (as coded on the TDA/MTOE), the military personnel office will inform the servicing finance and accounting office (FAO) that the officer is eligible for conditional ACIP. The effective date is the day the officer is assigned to the position. Conversely, the military personnel office will direct the FAO to stop ACIP when the officer leaves the position or fails to meet the flying requirements.

(3) Flight surgeons may receive conditional ACIP while serving on operational flying duty. These flight surgeons must meet the monthly flight or banking minimums prescribed in DODFMR 7000.14-R, to be eligible. Flight hours used to qualify for conditional ACIP may be performed in any aircraft while logging “MO” per AR 95-1. Flight surgeons must also meet the requirements outlined in paragraphs 3-6 through 3-8 below, but table 3-1 does not apply.

d. *Aviation career incentive pay for Reserve Component aviators, not on extended active duty.* The RC aviators, not on extended active duty, will receive ACIP per (1), above. TOFDC audit procedures for ARNGUS personnel are contained in NGR 600-105.

e. In the event aviation service is terminated due to permanent medical incapacitation, the commander HRC will determine the date ACIP is stopped based on the approval of permanent medical disqualification recommendation by Director, USAAMA and circumstances applicable to each case.

3-2. Aviation career incentive pay rate determination

The ACIP rates and ACIP termination dates are determined by an officer’s ASED per paragraph 2-3.

3-3. Operational aviation positions

a. Operational flying duty is flying performed under competent orders by rated or designated members while serving in assignments (occupying operational aviation positions) in which basic flying skills are **normally** maintained in the performance of assigned duties as determined by the Chief of Staff of the Army. It also includes flying performed by members in training that leads to the award of an aeronautical rating or designation.

b. Army authorization documents with officer positions coded for 15 (all), 67J, 51*15 and 152-155 (all) are operational aviation positions except:

- (1) Positions with a "G7" on the line and usually under an ASI column are non-operational.
- (2) All 15 (all), 67J, 51*15 positions located in the National Capital Region without aircraft are non-operational.
- (3) Any position coded for any AOC or MOS other than 15 (all), 67J, 51*15 and 152-155 (all) is not an aviation position and therefore not an operational position.

c. Rated aviators assigned to an operational aviation position must be integrated into a unit Aircrew Training Program per AR 95-1.

3-4. Total operational flying duty credit

a. *Conditions for accumulating total operational flying duty credit*. An aviator must be in aviation service, part of the rated inventory and assigned to an operational position coded for an aviation officer on the unit MTOE or TDA per paragraph 3-3, above. For ARNGUS and USAR aviators, some career development and functional area training assignments may qualify as determined by the ARNGUS and USAR. In addition, total operational flying duty credit (TOFDC) may be credited to the following:

- (1) Aviators who are prisoners of war or are declared missing in action.
- (2) Aviators whose release from active duty is voided by the Army Board for Correction of Military Records (ABCMR).
- (3) Aviators who have been issued a temporary medical suspension for 365 days or less.

b. *Operational flying duty credit*. Operational flying duty credit begins the day following the date the aviator signs out of a nonoperational flying duty position in route to an operational flying duty position. Credit is continuous until the aviator signs out in route to a non-operational flying duty position.

c. *Operational flying duty dates*. TOFDC is recorded by number of months. The 15th day is the "break even" point for crediting or not crediting a month. For example, if an aviator signs out of a non-operational duty position in route to an operational duty position on the 14th day of a month or earlier, credit begins the following day and the month is counted. Conversely, if the date of sign out is the 15th day of a month or later, the month is not counted. If departure from an operational duty position is on the 15th day or later, the full month is counted. Departures on the 14th day of the month or earlier cause the month not to be counted.

d. *Consecutive assignments*. If an aviator remains in operational flying duty positions in consecutive assignments, credit is continuous. Leave, temporary duty (TDY), and travel time between assignments are included. Assignments after 1 October 1991 to the Aviation Captains Career Course, will receive TOFDC. Officers attending the Medical Service Corps or Combined Logistics Officer Advanced Course after 1 October 1991, and who also attend the 5-week AIRNET/SIMNET portion of the Aviation Officer Advanced Course, will also receive TOFDC.

e. *Total operational flying duty credit. Audits*.

(1) A TOFDC audit will be completed by HRC (RA or AR as applicable) Incentive Pay Branch NLT 12 months prior to each gate. HRC's audit will be the audit of record for calculation of TOFDC. Officers who dispute the findings may appeal the audits through HRC (RA or AR as applicable) Incentive Pay Branch to DCS, G-1 (DAPE-PRP) Aviation PERSSO who will make the final determination. Dispute appeals must be filed within 24 months of the close of the gate in question. Disputes to audits may not be made if the officer has requested a waiver of that gate.

(2) The Army's authorization documents maintained by the U.S. Army Force Management Support Agency (USAFMSA) will be the exclusive test for whether a position is/was operational. In the event that a position is changed from operational to non-operational the officer in the position will be given operational credit for the entire tour as long as he remains in that position. Officers in non-operational positions that are converted will be given credit for operational time based on the effective date of the change.

(3) When USAFMSA does not have an applicable authorization document, officers may demonstrate that positions held were operational by submitting certified DA Form 759s covering the time period in question. These DA Form 759s must clearly indicate the unit ATP, APART completion, aircraft/simulator flight hours or a valid waiver of those minimums and completion of their flight physical. Determination to accept the DA Form 759s rests with HRC Incentive Pay Branch and may be appealed per paragraph 3-4 e(1), above.

Table 3–1
Gate criteria for continuous aviation career incentive pay

GATE	Months TOFDC required	Continuous ACIP to—
12-year gate	96 months or greater	18 years of aviation service
18-year gate	120 months through 143 months	22 years of aviation service
	144 months or greater ¹	25 years of aviation service

Notes:

¹ Warrant officers who pass their 18-year gate and have accumulated at least 144 months of TOFDC will be paid continuous ACIP until disqualified, terminated, or retired.

3–5. Total operational flying duty credit waiver

Human Resource Command will attempt to manage the aviation career of aviators in the rated inventory to meet table 3–1 requirements. However, the needs of the Army come first and some officers will fail to meet these gates. Some needs of the service assignments are considered critical and may be eligible for a waiver. These waivers only waive the gate as if it did not exist and move the termination date to the next termination point (18 or 22 years, termination of aviation service, disqualification, leaving the rated inventory, and so forth).

a. Eligibility requirements.

(1) Aviators with an ASED of 1 October 1979 and after, who have failed to meet the TOFDC requirements due to the needs of the service assignments, are eligible for a waiver. The officer must not have voluntarily left the Aviation Branch (CNTL BRANCH, as listed in the top line of the Officer Record Brief) for another branch or functional area other than acquisition. Needs of the service assignments as listed below are only waiverable if the officer was a member of the rated inventory at the time they were assigned to these position. If an aviator branch transfers and then is assigned to one of these needs of the service assignment that time is not waiverable. Needs of the service assignments are defined as—

(a) DOD or joint duty in a designated critical billet.

(b) Mandatory Army education requirements schooling (AERS) and utilization tour. Alternate service or country schools do not fit this category unless the officer in question was directed against his or her wishes into an alternate course by HQDA.

(c) U.S. Army Recruiting Command (USAREC), Reserve Officers' Training Corps (ROTC), or U.S. Military Academy (USMA) cadre assignment.

(d) Aviation officer position (coded 15, 67J, or 152–155) on the TDA of the Army Staff (ARSTAF), field operating agency (FOA) of the ARSTAF in the National Capital Region, or ACOM, ASCC, or DRU headquarters without assigned aircraft.

(e) Assigned when medically disqualified but subsequently re-qualified for aviation service.

(f) Assigned to a Brigade Aviation Element coded 15 or 152–155 position.

(g) Any position in an area designated as a hostile fire zone at the time of assignment.

(2) Officers who decline flying assignments will sign a declination memorandum from HRC. The memorandum will be filed in the officers' career management individual file (CMIF) and a copy will be provided to the Chief, Incentive Pay Branch (AHRC–PDP–I).

b. Prerequisites for requesting a waiver.

(1) The officer must have accrued at least 72 months TOFDC.

(2) The request must be submitted no earlier than 18 months prior to the gate for which the waiver is being requested.

(3) Aviators who receive a waiver are not eligible for a second waiver.

(4) Aviators applying for an 18-year gate waiver are only eligible for continuous ACIP to 22 years of aviation service. They are not eligible for a waiver for pay to 25 years of aviation service, or from 22 to 25 years of aviation service.

c. Waiver request procedures.

(1) Submit the request for a waiver through command channels to the appropriate career management branch—AHRC–OPA–V, for aviation officers (WO1–LTC); AHRC–OPH–MS, for Medical Service Corps officers; AHRC–OPB–E, for Army Acquisition Corps officers; AHRC–OPA–V–S, for USAR aviators; and NGB for ARNG aviators for verification. All components will forward the request through HQDA G–1 (DAPE–PRP) to the Secretary of the Army for approval or disapproval.

(2) Human Resource Command and NGB career management branches will document officer's needs of the service assignments which precluded TOFDC. This will establish an audit trail should the officer require a waiver.

3-6. Operational flying duty for flight surgeons

a. Flight surgeons are considered on operational flying duty when placed on aviation service orders by TSG, CDR, HRC–St. Louis or CNGB. This duty entitles them to conditional ACIP. Questionable cases will be submitted for review by OTSG, HRC–St. Louis or CNGB.

b. Duties include the following:

- (1) Formal aviation medicine training leading to the award of an aeronautical rating.
- (2) Formal aerospace medicine residency training leading to certification in aerospace medicine.
- (3) An assignment to a position or location determined by TSG; CDR, HRC–St. Louis; or CNGB that requires the flight surgeon to conduct a local aviation medicine program.
- (4) Any assignment for an aerospace medicine specialist, primary AOC 61N9A/B/C, provided the person remains actively involved in an aviation medicine program.

3-7. Flight surgeons annual minimum flying hours

a. Table 3-2 defines semiannual and annual minimum ATP flight requirements for flight surgeons. These minimums may be prorated per TC 1-210.

b. Local unit commanders whose mission includes little or no night flying are authorized to waive night hour requirements for their assigned or attached flight surgeons. Questionable cases may be referred to TSG; CDR, HRC–St. Louis; or CNGB for determination as applicable. Minimum flying requirements for pay required by paragraph 3-1c(1) are not waivable.

c. Flight surgeons are considered essential aircrew and are expected to fly—

- (1) Primarily with the unit(s) they support.
- (2) In all of the mission profiles within their unit aircraft offering seating without access to flight controls.
- (3) May log up to 12 hours (Active Army) or 6 hours (ARNGUS and USAR) of SFTS time toward accomplishment of annual flying hour requirements. SFTS may not be counted toward the accomplishment of flight pay requirements.

3-8. Operational flying duty orders for flight surgeons

a. Only TSG; CDR, HRC–St. Louis or CNGB, will issue orders initiating or terminating flying duty and entitlement for conditional ACIP for flight surgeons. AR 600-8-105, format 331, will be used for all orders. Entitlement to ACIP for periods of travel, TDY, and leave will be determined according to paragraph 3-6, so long as semi-annual and annual flight surgeon flying minimums are met (DODPM, part two). Orders for flight surgeons will normally qualify them for aviation service and will, in addition, indicate whether or not they are being assigned to operational flying duty (duty AOC 61N).

b. Normally, all Medical Corps officers who have been awarded AOC 61N, and who meet the requirements in paragraph 3-6, will be placed on flying duty orders. Officers in other positions, not qualifying under paragraph 3-6, are authorized to practice aviation medicine on an occasional or short term substitute basis without being on orders. Those serving more than 2 weeks as a substitute for the regular flight surgeon will be placed on temporary flight status.

c. Once entered into aviation service, flight surgeons continue in aviation service regardless of duty. However, TSG; CDR, HRC–St. Louis; or CNGB will issue assignment instructions in the orders that terminate or continue operational flying duty and entitlement to ACIP or upon reassignment to nonoperational flying duty.

Table 3-2
Flight surgeons annual flying hour minimums

Component	Minimum hours required			
	Semi-annual		Annual	
	Active Army	ARNG/USAR	Active Army	ARNG/USAR
Night	0	0	10	4
Total	24	12	48	24

Chapter 4

Aeromedical Disqualification

4-1. Disqualification factors

An aeromedical disqualification exists when an officer does not meet the medical fitness standards for flying duties (AR 40-501 and Aeromedical Policy Letter Series).

a. Aviation officers medically suspended will be considered qualified for aviation service unless such suspension continues for more than twelve months.

b. For the purpose of aeromedical disqualification, the immediate aviation commander is defined as the aviation unit commander or designated official who maintains the officer's flight records.

c. Aeromedical disqualification requires either—

- (1) Temporary medical suspension (see para 4-3) or,
- (2) Medical termination from aviation service (see para 4-4) or,
- (3) Qualification with an aeromedical waiver (see para 4-6).

d. Aeromedical disqualification does not necessarily require termination of aeronautical rating(s) but does remove an aviator from the rated inventory and terminate entitlement to ACIP.

4-2. Procedures

a. Officers will report a history of the following conditions to a flight surgeon—

- (1) Symptoms indicating a change of health.
- (2) Illness requiring the use of medication, visit to a health care provider for evaluation and medical or dental care, restriction to quarters, or hospitalization.
- (3) Exposure to exogenous factors that might require a restriction from flying duties (see AR 40-8).
- (4) Drug or alcohol use that results in driving under the influence or driving while intoxicated (DUI or DWI) arrest regardless of the outcome of the charge; positive blood or urine screen; arrests for intoxication, Family member abuse; psychosocial dysfunction (absence or tardiness from work or school, severe marital discord, and so forth); medical or psychological incapacitation; or history of evaluation or treatment for drug or alcohol misuse, abuse, or dependency.

b. The immediate aviation commander will request an aeromedical consultation with a local flight surgeon when an officer develops a change in health (see para 4-2*a* (1) through (4), above).

c. The local flight surgeon will make a preliminary determination of medical fitness for flying duties and recommend full flying duties or duties not to include flying by issuance of DA Form 4186.

d. In the case of medical disqualification, the DIRECTOR, USAAMA, makes the final medical disposition and recommends continuation of aviation service with an aeromedical waiver or medical termination from aviation service.

4-3. Temporary medical suspension

Temporary medical suspension restricting officers from flying duties is required for aeromedical disqualifications that are minor, self-limited, and likely to result in requalification within 365 days.

a. Temporary medical suspension does not interrupt an officer's—

- (1) Aviation service.
- (2) TOFDC.
- (3) Time credited toward senior or master aeronautical ratings.
- (4) Entitlement to continuous ACIP.

b. The immediate commander is required to endorse the date of incapacitation and imposes the temporary medical suspension. An aviation service order for temporary medical suspension is not required.

c. The local flight surgeon will evaluate officers with a possible medical disqualification as identified by the aviator, immediate commander, flight surgeon, or USAAMA.

d. The flight surgeon will recommend a date of medical incapacitation on DA Form 4186. The flight surgeon will follow the established standards of aeromedical care (see AR 40-501 and Aeromedical Policy Letter Series) and recommend restriction from flying duties on DA Form 4186.

e. An officer under temporary medical suspension may not be assigned flying duties or operate the flight controls of a military aircraft. As an exception, the flight surgeon may recommend and the immediate commander may endorse on a DA Form 4186 that the officer operate flight simulators, perform ground run-up procedures, and/or undergo an aeromedical in-flight evaluation with an instructor pilot (see chap 7).

f. The immediate commander may only remove the temporary medical suspension upon favorable recommendation by a flight surgeon on DA Form 4186.

g. The flight surgeon will recommend medical termination from aviation service if the term of the medical disqualification and/or temporary medical suspension will exceed 365 days. The flight surgeon will notify the immediate commander by DA Form 4186 and forward an Aeromedical Summary to Director, USAAMA (MCXY-AER).

4-4. Medical termination

Medical termination from aviation service is required for aeromedical disqualifications that are not likely to result in medical requalification with or without an aeromedical waiver (see paras 4-5 and 4-6) within 365 days.

a. For aviators, medical termination from aviation service results in—

- (1) Termination of continuous or conditional ACIP.

- (2) Termination of authority to pilot Army aircraft (to include SFTS).
- (3) The PSC adjusted by HRC.
- (4) Termination of flying duty credit toward meeting the flight gates.
- (5) Termination of time creditable toward award of a senior or master aviator rating.
- (6) Removal from the rated inventory.
- b.* For flight surgeons, medical termination from aviation service results in—
 - (1) Termination of conditional ACIP.
 - (2) Termination of authority to fly in crewmember status in Army aircraft.
 - (3) Termination of time creditable toward award of a senior or master flight surgeon rating.
- c.* Medical termination does not result in the loss of aeronautical rating(s), the authority to wear the proper aviation badge, or the authority to function as a flight surgeon (except for flying duties) in support of the Army Aviation Medicine Program.
- d.* The local flight surgeon will evaluate the aeromedical disqualification and make a preliminary determination of medical fitness for flying duty. If an officer is found to be medically unfit for flying duty (see AR 40–501), they will be medically disqualified from aviation service. Termination from aviation service by reason of medical incapacitation will be effected on the first day following a period of 365 days that commences on the date of incapacitation, or on the date a competent medical authority determines the medical incapacitation to be permanent, whichever is earlier.
- e.* The flight surgeon will recommend a medical termination from aviation service on DA Form 4186 and forward the notification to the immediate commander.
- f.* The flight surgeon will prepare an Aeromedical Summary and forward it to Director, USAAMA.
- g.* The Director, USAAMA, will review the medical report and make the final recommendation of medical fitness for flight duty. The Director, USAAMA will make recommendations to either HRC, OTSG, or NGB and recommend the following:
 - (1) Date of aeromedical incapacitation.
 - (2) Final aeromedical disposition such as—
 - (a) Qualification without a waiver, or;
 - (b) Qualification with an aeromedical waiver, or;
 - (c) Medical termination from aviation service.
- h.* The CDR, HRC, or CNGB will establish the date of medical termination from aviation service and publish an order (AR 600–8–105, format 331) disqualifying the officer and terminating entitlement to ACIP (see para 3–1).
- i.* The appropriate personnel career division will reclassify or re-branch the officer from aviation service as warranted.

4–5. Medical requalification after medical termination from aviation service

A flight surgeon may recommend to Director, USAAMA, by an aeromedical summary that an aviator who has been medically terminated from aviation service be re-qualified with or without an aeromedical waiver. If USAAMA concurs, a recommendation requesting requalification for aviation service will be forwarded to HRC or NGB. If the recommendation is approved, an order re-qualifying the officer for aviation service will be published.

4–6. Aeromedical waivers

- a.* Medically disqualified officers may be evaluated by a flight surgeon for consideration of qualification for aviation service with an aeromedical waiver. The flight surgeon will submit an aeromedical summary to Director, USAAMA, who will make the final recommendation of medical fitness for flying duty to CDR, HRC, or CNGB for approval. If a waiver is granted, an order qualifying the officer for aviation service with an aeromedical waiver will be published.
- b.* Officers medically terminated from aviation service may not be issued a recommendation by a flight surgeon for full flying duties (DA Form 4186) until receipt of aeromedical waiver orders from the waiver authority. Officers not medically terminated from aviation service may be issued a recommendation by a flight surgeon (on DA Form 4186) for temporary full flying duties pending receipt of waiver. Complex or questionable cases will be discussed with the Director, USAAMA (MCXY–AER), Ft. Rucker, AL 36362–5333, DSN: 558–7430 or COMM: (334) 255–7430, before recommending flying duties on DA Form 4186.
- c.* When no longer justified by either medical condition or Army requirements, the local flight surgeon may recommend via an aeromedical summary an amendment to annual waiver requirements or removal of the medical waiver to the Director, USAAMA. The Director, USAAMA, will review the aeromedical summary and make the final recommendation to CDR, HRC, TSG, or CNGB, as appropriate.
- d.* If the appropriate authority (see table 2–3) determines that the disabling condition cannot be waived, the officer

will be medically terminated from aviation service. An order terminating the officer from aviation service will then be published by the appropriate authority (see table 2–3).

Chapter 5

Non-Medical Termination from Aviation Service

Terminations are serious matters and must be considered carefully at all levels of command. In the final analysis, the best interest of the Army remains the prime criterion in evaluating each case.

5–1. Conditions for non-medical termination

An officer's aviation service may be non-medically terminated—

- a. When an officer opts out of the aviation branch or the medical service or acquisition corps.
- b. When an officer requests a waiver of the FEB and voluntarily terminates aviation service.
- c. As a result of civilian convictions and/or convictions under the UCMJ.
- d. As a result of an FEB (see chap 6).

5–2. Non-medical suspension

Any commander in the chain of command may impose a non-medical suspension. The commander must determine whether the officer is unfit for flying duty because of one or more of the conditions in paragraph 6–1. The suspensions are limited to times listed in table 5–1.

5–3. Non-medical suspension pending a Flying Evaluation Board

a. *Conditions.* A temporary suspension is mandatory when a commander intends to request a FEB. A suspension will never be ordered as a disciplinary measure. Violations of flying or other regulations may be corrected by using judicial, non-judicial or administrative measures.

b. *Suspension authority.* Suspension authority and time limits are listed in table 5–1.

c. *Notice of suspension.* The commander imposing a suspension will inform the officer and servicing FAO in writing of the effective date the ACIP will be suspended. The suspended officer will promptly acknowledge the suspension in writing.

d. *Duty while suspended.* While suspended, an officer will not be assigned to flying duties. A suspended officer may not perform crew duties in a military aircraft or flight simulator until restored to flying duty.

e. *Action in case of reassignment orders.* If reassignment orders or instructions are received for an officer being considered for suspension or awaiting final decision on a suspension, the unit commander will inform the officer's career management branch within 10 days of receipt of orders to ensure the officer is not reassigned. (For Reserve officers reassigned from troop program units to a HRC–St. Louis Control Group, inform CDR, HRC–St. Louis (ARPC–OPC–AV). HRC will not allow a suspended officer to be reassigned prior completion of the action which caused the suspension.

f. *Removal of suspension (restoration).*

(1) Any commander authorized to impose a temporary suspension may remove the suspension, restore the officer to aviation service, and retroactively reestablish the ACIP.

(2) If an FEB recommends reinstatement and the approving authority concurs, the approving authority will remove the temporary suspension, restore the officer to flying duty, and retroactively reestablish the ACIP.

5–4. Non-medical termination not requiring Flying Evaluation Board action

a. An officer may request branch transfer or a change in their AOC or MOS. The proper career management division will review the application and consider individual qualifications and Army requirements and provide comments. If approved, the appropriate authority (see table 2–3) will publish the order terminating aviation service. In this case the aeronautical order will remain in effect but will result in the following:

(1) For Aviators termination from aviation service results in—

- (a) Termination of continuous or conditional ACIP.
- (b) Termination of authority to pilot Army aircraft (to include SFTS).
- (c) The PSC adjusted by HRC.
- (d) Termination of flying duty credit toward meeting the flight gates.
- (e) Termination of time creditable toward award of a senior or master aviator rating.
- (f) Removal from the rated inventory.

(2) For flight surgeons, termination from aviation service results in—

- (a) Termination of conditional ACIP.
- (b) Termination of authority to fly in crewmember status in Army aircraft.

(c) Termination of time creditable toward award of a senior or master flight surgeon rating

b. Under certain conditions, an officer may request waiver of the FEB and voluntarily terminate aviation service. Such a request may only be approved when such action is clearly in the Army's best interest. Prior to waiving the FEB and requesting voluntary termination of aviation service, the officer will consult with legal counsel, a memorandum signed by the Trial Defense Service (TDS) and the officer will be included as part of this request. The officer must request in writing for a waiver of the FEB and voluntary termination of aviation service to the FEB waiver authorities listed in table 2-3.

(1) Unless there are unusual or compelling reasons, an officer will not be granted a voluntary termination if—

(a) The officer has not completed an active duty service commitment incurred because of initial entry or graduate flight training, or post graduate medical training in aviation.

(b) The officer has accepted assignment to or is enrolled in a formal graduate flight or aviation medicine training course.

(2) For (1), above, the following are not unusual or compelling reasons—

(a) A personal desire not to incur an active duty service commitment for a permanent change of station (PCS) or flight training.

(b) A refusal to fly a certain type of aircraft.

(c) A refusal to perform a particular mission.

(d) A refusal to fly in a certain location.

(3) Requirements for submitting a DA Form 4187 are outlined below—

(a) The officer must submit a DA Form 4187 to his or her immediate commander requesting voluntary termination of aviation service. The statement, "I understand that if this request is approved, both my aviation service order and aeronautical rating(s) will be permanently terminated. I understand that I will no longer be authorized to wear any aviation badge." will be added to section IV (Remarks) of the DA 4187.

(b) If the immediate commander recommends the request be approved, the officer will be temporarily suspended from flying duty pending final action (see paras 5-3c through e).

(c) The voluntary request and supporting documents are sent through the chain of command to the appropriate approval authority (see table 2-3). Authorities at any level within the chain of command may disapprove the request, return it to the officer, and, if proper, direct the commander to remove the temporary suspension. The FEB appointing authority (see para 5-3b) reviews the request and if recommending approval, prepares recommendations from paragraphs 6-3c and d, below, and forward to the appropriate approval authority (see table 2-3) for final determination. The aviation service order that permanently disqualifies the officer from aviation service will be published by the appropriate approval authority in table 2-3.

(d) Submitting a voluntary request may not be used as the sole basis for other administrative or disciplinary actions. This does not preclude proper action if material in the request so warrants. Examples are admitting a violation of law or directive or professing a fear of flying.

c. Actions resulting in civilian convictions and/or under the UCMJ may be grounds for non-medical termination of the aviation service order and aeronautical ratings under this paragraph. The commander will submit a memorandum requesting a non-medical termination based on conviction through command channels to the appropriate authority (see table 2-3). Supporting documents are required with the memorandum.

d. For aviators, paragraphs 5-4b and c, above, non-medical termination of their aviation service order results in—

(1) Termination of continuous or conditional ACIP.

(2) Termination of authority to pilot Army aircraft and SFTS.

(3) The PSC adjusted by HRC.

(4) Termination of flying duty credit toward meeting flight gates.

(5) Termination of time creditable toward award of a senior or master aviator rating.

(6) Loss of aeronautical rating(s) and the authority to wear a previously awarded aviation badge (see para 2-6).

(7) Removal from the rated inventory.

e. For flight surgeons, paragraphs 5-4b and c, above, non-medical termination of their aviation service order results in—

(1) Termination of conditional ACIP.

(2) Termination of authority to fly in crewmember status in Army aircraft.

(3) Termination of time creditable toward award of a senior or master flight surgeon rating.

(4) Termination of the authority to perform flight surgeon duties.

(5) Loss of aeronautical rating(s) and the authority to wear a previously awarded aviation badge (see para 2-6).

5-5. Requalification

a. Officers may request requalification and restoration of aviation service when the original reason(s) for the disqualification no longer exists. Termination authorities listed in table 2-3 may approve requalification and restoration, based on the best interests of the Army.

b. If the request is approved, a copy of the aviation service requalification order will become a permanent part of the officer's—

- (1) CMIF.
- (2) Field Military Personnel Records Jacket.
- (3) Individual Flight Records Folder.
- (4) OMPF.

c. An officer who requests voluntary disqualification in lieu of an FEB or was involuntarily disqualified due to convictions under civilian or the UCMJ will be permanently disqualified and not eligible for requalification.

Table 5–1
Suspension and appointing authority

Authority	Action and length of suspension
Any commander in the chain-of-command.	May impose and remove a temporary suspension for up to 60 days.
CGs of the Active Army. CG, USARC; CGs, U.S. Army Reserve Commands/GOCOMS; CDR, HRC–St. Louis; CNGB; and commanders of posts, camps, forts, or stations. Army commanders of divisions, brigades, regiments, detached battalions or corresponding units of the Army.	May appoint an FEB and impose a temporary suspension for up to 365 days. This suspension runs concurrent with any 60 day suspension already imposed. If final fitness has not been determined by the end of 365 days, the appointing authority may request an extension from the approving authority or in the case of ARNGUS aviators from CNGB. The request will include the reason for delay and the expected completion date.

Chapter 6

Flying Evaluation Board

6–1. Standards

Each officer authorized to pilot a military aircraft or perform crewmember duties must maintain the highest professional standards. When an officer's performance is doubtful, justification for continued aviation service and aeronautical ratings are subject to a complete review.

a. *When the Flying Evaluation Board should convene.* An FEB should be convened if an officer—

- (1) Fails to remain professionally qualified.
- (2) Has marginal potential for continued aviation service.
- (3) Is currently non-medically disqualified for aviation service and meets the provisions for requalification (see para 6–6).

b. *Appointing authority.* An FEB may be appointed by officers holding 365-day suspension authority in table 5–1.

c. *Reasons for an FEB to convene.* An FEB will be convened for the following reasons—

- (1) *Lack of proficiency* Evidence that shows the officer—
 - (a) Lacked proficiency in flying duties.
 - (b) Failed to meet ATP requirements (proficiency, flying hours, task iterations, PIC requirements and APART) unless waived (AR 95–1).

(2) *Failure to maintain medical certification.* All officers in aviation service, regardless of component or whether or not assigned to operational flying duty assignments must maintain medical certification for flying duty through timely physical examinations (AR 40–501). If the certification expires, the officer is unfit until medically re-qualified or a temporary medical extension is provided. Aviation service is suspended effective the day following the last day of his or her birth month. In cases where temporary medical extension has been provided, aviation service is suspended on the first day following the last day of the extension. The immediate commander will temporarily suspend the officer from flying duty according to table 5–1.

(a) If not physically examined and medically recertified within 365 days following the date of suspension, the proper appointing authority may convene an FEB.

(b) If the officer is given a physical examination within 365 days and the examination shows that the officer is unfit the officer will be handled per chapter 4.

d. *Flagrant violation of flying regulations.* This may show a lack of judgment or proficiency that renders the officer unfit or unqualified to perform flying duties.

e. *Undesirable habits or traits of character.* Evidence that shows the officer is emotionally unstable or has inherent undesirable personality traits that may affect the officer's duties as an aviation officer. These traits include, but not limited to-alcohol abuse; illegal use of hallucinogenic, narcotic, federally controlled drugs and substances; incarceration as a result of judicial action; or willful concealment of disqualifying medical history.

(1) *Urinalysis testing.* Failure to comply with urinalysis testing requirements or positive urinalysis results for controlled or illegal substance.

(2) *Unsatisfactory duty performance.* Evidence shows that an officer's overall duty performance is unsatisfactory. This may result from performance in and out of the aircraft and may be the result of lack of motivation, improper attitudes, or inability to perform duties of an aviation officer. The individual's overall demonstrated performance as an aviation officer is to be considered and a judgment made as to whether the facts are such that he or she should be removed from continued aviation service.

(3) *Insufficient motivation.* Lack of motivation is any self-imposed deficiency not covered under medical unfitness in AR 40–501 (for example, apathy or fear of flying not because of psychiatric illness) that limits the duty or location to which an officer may be assigned. The underlying cause may, but need not, be determined. Insufficient motivation may be proven by unjustified deficient conduct, such as refusing to fly a specific aircraft or category, type, or model of aircraft or refusing to fly certain missions or in a particular theater of operations, combat, or otherwise. This should not be confused with valid safety concerns. This paragraph does not preclude a commander from taking any proper measures, to include action under UCMJ, if the commander determines or suspects such measures may be warranted by the officer's conduct. When a commander discovers a self-imposed deficiency on the part of an officer such as a profession of "fear of flying" the following action must be taken by the commander:

(a) Suspend the officer.

(b) Require the officer to have a flying duty medical examination (see AR 40–501). The examining physician will determine if any disabling physical or psychiatric conditions exist. If the determination of medical fitness for flying is made, the report will be returned to the commander who should consider what action under UCMJ would be appropriate, if any. If the aviator is medically unfit, the flight surgeon will notify the commander of the duration and severity of the condition. The flight surgeon will also notify USAAMA.

(4) *Request to appear before an Flying Evaluation Board.* When an officer submits a written request to appear before an FEB to their commander. The commander will send the request, with recommendations, to the FEB appointing authority.

f. *FEB functions and duties are administrative.* The FEB does not make recommendations on disciplinary actions. The conduct of the FEB will be guided by AR 15–6 and this regulation. When AR 15–6 and this regulation conflict, the guidance found in this regulation will prevail.

g. Appointing authority will be per table 5–1.

h. *Approving authority.* An FEB report will be approved or disapproved by the approving authority. This is the first commander with General Courts Martial Convening Authority (GCMCA). If the appointing authority exercises such judgment, approval authority may be exercised at that level. For ARNGUS, the only FEB approving authority is Chief, NGB.

i. *Reviewing authority.* An FEB may be reviewed prior to approval by the approving authority. Reviewing authorities will be in the chain of command between the appointing and approving authorities. If none exist, the approving authority may also exercise review authority.

6–2. Membership

The membership of an FEB will be according to AR 15–6. In addition—

a. Each board will consist of an uneven number of voting members (no fewer than three) who are rated commissioned and/or commissioned WO.

b. The board may include a flight surgeon as a nonvoting, advisory member when a medical problem could interfere with the officer's duty performance.

c. If the respondent is a flight surgeon, one voting member will be a flight surgeon.

d. A nonvoting legal advisor may be appointed to the board (see AR 15–6, para 5–1d).

e. If the respondent is a WO, at least 1 voting board member will be a WO, senior in grade to the respondent but not less than a CW4.

f. National Guard boards may include a rated officer from the U.S. Army Advisory Group to the ARNGUS of a State.

g. The DA Form 1574 (Report of Proceedings by Investigation Officer/Board of Officers) will show board membership, the voting members aeronautical ratings, and branch code/AOC or PMOS.

6–3. Procedures

The objective of the FEB is to ensure that all information relevant to a person's qualifications is presented and that the proceedings are objectively evaluated.

a. The board receives exhibits and hears testimony in open session, witnesses are sworn in and subject to cross examination, and the respondent may be represented by counsel. The respondent may choose to do one of the following:

(1) Request military legal counsel of the respondent's choice. The rating official of the military counsel will

determine availability of the counsel on the basis of workload, distance to be traveled, expected length of the hearing, and manning.

- (2) Request military legal counsel be assigned.
- (3) Hire civilian attorney of the respondent's choice at own expense.
- (4) Decline legal counsel.

b. The formal board will be held according to AR 15–6. Informal conversation or comments, statements “off the record” and reference to other matters will be avoided. In this regard, care should be taken that extracts or attachments from safety investigation reports will not be considered as evidence by board members. The board members discuss and evaluate the evidence and develop recommendations in closed session. Findings and recommendations are announced in open session before the board adjourns.

c. Findings and recommendations of the board will be according to AR 15–6, chapter 3, section II. Recommendations are restricted to the following:

- (1) Officers with proper training and skills be awarded an aeronautical rating.
- (2) Orders suspending the respondent from flying be rescinded and respondent be restored to aviation service. When aviation operations or the flying ability of the respondent can be improved, other recommendations may be made.
- (3) Orders disqualifying the respondent be rescinded and the respondent be re-qualified for aviation service.
- (4) Respondent's aviation service be terminated.
- (5) Respondent's aviation service and their aeronautical ratings be terminated (no longer authorized to wear the Army Aviation Badge).
- (6) Respondent's aviation service be permanently terminated.
- (7) Respondent's aviation service and their aeronautical ratings be permanently terminated (no longer authorized to wear the Army Aviation Badge).

d. Recommendation guidance. The FEB will base its recommendations on the findings. Recommendations must clearly and logically address the respondent's potential for service as an officer in active flying service. The findings will be reviewed for legal sufficiency by the servicing legal advisor before being submitted to the appointing authority. Recommendations will be made using the following guidelines:

- (1) Recommendations to terminate aviation service and/or aeronautical ratings of an officer are normally not made on the basis of an isolated incident or action. However, if an officer clearly shows a dangerous or an unacceptable change in pattern of performance, termination should be recommended.
- (2) The board must consider the officer's ability and potential to perform basic military flying duties and, when applicable, the potential for more complex skills after more training and flying experience.
- (3) Officers having marginal potential for continued aviation service should be recommended for service termination. Recommendations permanently limiting ATP participation to copilot or no PIC duties or simulator only duties will not be made as this would be marginal potential for continued performance.
- (4) In the final analysis, the best interest of the Army remains the prime criterion in evaluating each case.

e. When the appointing or a higher reviewing authority believes termination of aviation service is proper, the report will be sent through command channels to the next higher reviewing authority for review.

f. The appointing or any higher reviewing authority may take final action on the board proceedings when such action restores aviation service provided the aviator has not been previously terminated from aviation service. Authorities listed in table 2–3 will issue aviation service orders restoring the aviator once the approved FEB proceedings are received.

g. If restoring the officer to flying duties and ATP requirements have been exceeded, the appointing or any higher reviewing authority will have the authority to establish a start training date with reintegration by the commander into the unit ATP per AR 95–1, TC 1–210, and the appropriate ATM.

h. When all reviewers have made their recommendations, and when the FEB appointing authority believes termination or permanent termination of aviation service is proper, final action will be taken by the approving authority.

i. Preparation and disposition of report proceedings are according to AR 15–6, AR 95–1, and AR 95–2. If the approving authority approves the findings and recommendations, he or she will retain the copy of the report for 1 year. When final action is taken, the original will be sent to the appropriate termination authority (see table 2–3), to be filed permanently in the respondent's OMPF and according to AR 600–8–105 for preparation of orders.

6–4. Appeals

On the basis of other additional evidence or new unexpected circumstances, a respondent may request the ACOM, ASCC, or DRU commander reconsider the approving authority's decision. Appeals (complete with a copy of the disqualifying FEB) must be sent through the same channels as the FEB with each intermediate command recommendation. CDR, HRC, or CNGB, as appropriate, will consider all appeals for officers not assigned to ACOMs, ASCCs, or DRUs. Once the appellate authority has acted on an appeal, it will not be considered further. Cases that are acted on favorably will be sent to the appropriate authority (see table 2–3) for the preparation of orders.

6-5. Time phasing

The FEBs will be processed according to the conditions below. If a report is late, a written justification must be included.

- a.* The president of the board must convene the FEB within 30 days of their appointment.
- b.* The president of the board should complete and send a report of the proceedings to the appointing authority within 30 days from the convening date.
- c.* The respondent or respondent's counsel will have 10 days from receiving the report proceedings to review them and submit a brief to the appointing authority.
- d.* The appointing authority must take final action on the case or send a report of the proceedings to the next higher reviewing authority within 15 days.
- e.* The respondent or respondent's counsel has 30 days following the notice of final action (from the approving authority) in which to file an appeal.
- f.* The appointing authority will request an extension from the appropriate authority (see table 2-3) when it is apparent that final action will not be completed within 6 months from the initial date of suspension.

6-6. Requalification

a. Officers may seek requalification and restoration of aviation service when the original reason(s) for the disqualification and current circumstances warrant reconsideration. An FEB will be convened to review the officer's request for requalification. Approval authority for cases of requalification will be retained by the appropriate approval authority (see table 2-3) and will be based on the best interests of the Army and the needs of the officer.

b. An officer disqualified as the result of an FEB review may be evaluated for requalification if the officer's aviation service and their aeronautical ratings were not permanently terminated.

c. Procedures for requalification.

- (1) The officer will write their immediate commander to request requalification.
- (2) The officer's immediate commander must endorse the requalification request, with a recommendation, through proper channels to the FEB appointing authority. The appointing authority may convene an FEB to evaluate the officer's qualifications for return to aviation service or deny the request.

6-7. Aviation service orders

a. If the approving authority decides in favor of the FEB recommendation that the officer's aviation service and/or aeronautical rating be terminated, the appropriate authority (see table 2-3) will publish aviation service orders terminating aviation service.

b. FEB termination of an aviators aviation service order and/or aeronautical rating results in—

- (1) Termination of continuous or conditional ACIP.
- (2) Termination of authority to pilot Army aircraft and SFTS.
- (3) The PSC adjusted by HRC.
- (4) Termination of flying duty credit toward meeting flight gates.
- (5) Termination of time creditable toward award of a senior or master aviator rating.
- (6) If aeronautical rating also terminated- loss of aeronautical rating(s) and the authority to wear a previously awarded aviation badge (see para 2-6).
- (7) Removal from the rated inventory.

c. For flight surgeons, paragraphs 5-4*b* and *c*, above, non-medical termination of their aviation service order results in—

- (1) Termination of conditional ACIP.
- (2) Termination of authority to fly in crewmember status in Army aircraft.
- (3) Termination of time creditable toward award of a senior or master flight surgeon rating.
- (4) Termination of the authority to perform flight surgeon duties.
- (5) If aeronautical rating also terminated loss of aeronautical rating(s) and the authority to wear a previously awarded aviation badge (see para 2-6)

d. All approved FEB proceedings will be forwarded through the ACOM, ASCC, DRU, or NGB to the appropriate authority (see table 2-3). A copy of the proceedings will be included in the officer's CMIF and OMPF.

e. When an approved FEB restores an officer to aviation service who was previously terminated through FEB proceedings, the appropriate authority (see table 2-3) will, subject to Army requirements, publish the aeronautical order reestablishing aviation service, the aeronautical rating (authority to wear the appropriate aviation badge) and appropriate entitlement to ACIP.

f. The appointing or any higher reviewing authority will establish an ATP start training date with reintegration by the commander into the unit ATP per AR 95-1, TC 1-210, and the appropriate ATM.

Chapter 7 Aeromedical Consultation and In-Flight Evaluation

7-1. Applicability

This chapter—

a. Prescribes responsibilities and procedures for conducting Aeromedical Consultation and In-flight Evaluations (ACIEs) for Army officers whose physical condition precludes their meeting Class 2 or 2F (flight surgeons) medical standards of fitness for flying duties.

b. Concerns all aircrew members who—

(1) Have been medically disqualified or medically terminated from aviation service for a medical condition that renders them unfit for retention in aviation service (see AR 40–501).

(2) Possess a capability for flying duty, with possible restrictions, as determined by the flight surgeon.

(3) Meet a valid Army requirement for a particular grade and specialty.

(4) Are appropriate candidates for possible return to aviation service and whose evaluation may contribute substantive aeromedical knowledge and thereby enhance Army aviation and the practice of aviation medicine.

7-2. Responsibilities

a. Flight surgeon. Any flight surgeon may request an ACIE for a medically disqualified or medically terminated Army aviator. In cases where disagreement exists, Director, USAAMA, will make final determination on the need for further evaluation. Upon completion, results of the ACIE will be included in an aeromedical summary to the Director, USAAMA.

b. Commander of medical facility. The commander of a medical facility will send the ACIE request and the officer's health record jacket to Director, USAAMA. For ARNGUS aviators and flight surgeons, send the request through CNGB to Director, USAAMA.

c. Director, USAAMA. Director, USAAMA, through U.S. Army Aeromedical Activity will—

(1) Review the request for the ACIE, the aeromedical summary, the officer's health record jacket, and decide if further evaluation is needed.

(2) When required, assist with coordination to schedule aircraft and instructor pilot requirements with the CG, USAACE. If conducted at other than Ft. Rucker, the local flight surgeon will coordinate with the local commander meeting the ACOM, ASCC, DRU, or NGB requirements.

(3) Assist with coordination of specific Army personnel or locations for medical or in-flight evaluation and issue of temporary aviation service orders, as required.

(4) Authorize and coordinate the use of Air Force and Navy consultation services, as required.

(5) When necessary, coordinate with OTSG, HRC, USARC, or NGB concerning evaluations and TDY fund cites (see para 7–6).

(6) Inform the proper flight surgeon and aviator's unit commander of the inclusive dates of the evaluation.

(7) Review the findings and recommendations of the ACIE, and approve or disapprove recommendations.

(8) Send the formal report, with recommendations, to the appropriate waiver authority (see table 2–3).

(9) When required seek a waiver to the dual pilot requirements of AR 95–1, chapter 4.

d. CDR, HRC, CDR, USARC, or CNGB. The CDR, HRC, CDR, USARC, or CNGB will—

(1) Determine whether returning the aviator or flight surgeon to aviation service with a waiver meets Army requirements.

(2) Inform USAAMA when service needs exist.

(3) When required, issue a temporary aviation service order and TDY orders for the inclusive dates of the evaluation. Amend or revoke the aviation service order if appropriate.

(4) Determine if the officer is qualified for aviation service after the evaluation report is received. Amend or revoke the aviation service order, as appropriate.

(5) Issue assignment and travel orders for those aviators and flight surgeons returned to aviation service.

7-3. Procedures for in-flight demonstration capability

a. Aviators will—

(1) Present a copy of their most recent DA Form 759 to USAAMA personnel.

(2) Demonstrate their ability to safely perform all the normal and emergency functions involved with piloting the aircraft in which qualified. This demonstration will include ability to preflight the aircraft as well as perform all flight maneuvers.

b. A qualified instructor pilot will—

(1) Work with the flight surgeon to determine minimum ATM tasks and conditions to be performed.

(2) Accompany the aviator during all demonstrations to include but not limited to flight demonstrations with access to one set of flight controls.

- (3) Evaluate the aviator's performance.
- (4) Provide a written report to Director, USAAMA. The report will reflect the performance capabilities and limits, if any, of the aviator in each type of aircraft flown. It will also contain comments on the ability of the aviator to operate the aircraft safely and efficiently.
- (5) Provide the aviator a copy of the findings.
 - c. A flight surgeon will—
 - (1) Work with the instructor pilot to determine minimum ATM tasks and conditions to be performed.
 - (2) Accompany the aviator in all aircraft that can accommodate the flight surgeon.
 - (3) Evaluate the aviator's restrictions to physical in-flight requirements and psycho-physiologic stresses.
 - (4) Provide a report of the findings to the aviator.
 - (5) Provide USAAMA an aeromedical summary referencing the medical concern including the written report of the findings from the ACIE.

7-4. Aeromedical consultation service

The data provided by the flight surgeon and the instructor pilot are combined and submitted in the form of an aeromedical summary. This summary is reviewed by the Aeromedical Consultation Service (ACS) in the U.S. Aeromedical Activity, USAAMA. Selected cases may be forwarded to the Aeromedical Consultant Advisory Panel (ACAP) for review. ACAP consists of aeromedical specialists appointed by the Director, USAAMA, and experienced aviators appointed by the CG, USAACE. After the summary is reviewed, the ACS will make recommendations concerning the officer's fitness to perform flying duties safely and efficiently. The ACS will indicate if a reevaluation is required at a later date and state the time interval for the reevaluation. The panel will provide their conclusions, recommendations, and aeromedical summary to the Director, USAAMA, who will make the final determination of medical fitness for flying duties and send them to the appropriate authority (see table 2-3) for final action. Redress or appeal of the aeromedical recommendation shall begin with the local flight surgeon and the involved aviator presenting additional information to USAAMA for review. Redress or appeal actions will process through the ACAP with the results being forwarded to the Director, USAAMA, for final recommendation to the appropriate waiver authority. In cases where there is no new or additional information, administrative redress or appeal shall be done through the appropriate waiver authority.

7-5. Temporary aviation service orders

The USAAMA will coordinate with HRC, HRC-St. Louis and NGB, as applicable, to issue temporary aviation service orders. These orders will define the limits imposed on the aviator for the evaluation. Such orders will terminate on the specified date, at which time the aviator will revert to the previously existing suspension or disqualified status pending final decision of the case.

7-6. Travel orders

The unit commander will contact Director, USAAMA for travel details as needed and will coordinate publication of the travel order.

- a. When possible, commanders will request transportation on MILAIR.
- b. The unit will issue the officer travel orders indicating temporary duty to the appropriate location for purposes of an ACIE.
- c. For ARNGUS aviators, funding and orders will be the responsibility of the State Adjutant's General.

7-7. Distribution of the final Aeromedical Consultation In-flight Evaluation Report

The ACIE report will be distributed as follows:

- a. One copy for the aviator's medical record.
- b. One copy for the U.S. Army Health Professional Support Agency (SGPS-CP-B).
- c. One copy to the appropriate authority as indicated in table 2-3.
- d. One copy for Director, USAAMA.
- e. One copy to the officer.

Appendix A References

Section I Required Publications

AR 15-6

Procedures for Investigating Officers and Boards of Officers (Cited in paras 6-1, 6-2, and 6-3.)

AR 40-8

Temporary Flying Restrictions Due to Exogenous Factors Affecting Aircrew Efficiency (Cited in para 4-2.)

AR 40-501

Standards of Medical Fitness (Cited in paras 2-7, 4-1, 4-3, 4-4, 6-1, and 7-1.)

AR 95-1

Flight Regulations (Cited in paras 3-1, 3-3, 6-1, 6-3, 6-7, 7-2, and table 2-5.)

AR 95-2

Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigation Aids (Cited in para 6-3.)

AR 135-100

Appointment of Commissioned and Warrant Officers of the Army (Cited in para 2-6.)

AR 135-210

Order to Active Duty as Individuals for Other than a Presidential Selected (Cited in para 2-6.)

AR 600-8-22

Military Awards (Cited in para 2-5.)

AR 600-8-105

Military Orders (Cited in paras 2-1, 2-4, 2-6, 3-8, 4-4, and 6-3.)

AR 614-120

Interservice Transfer of Army Commissioned Officers on the Active Duty List (Cited in para 2-6.)

DOD 7000.14-R, Volume 7 Part A

Military Pay Policy and Procedures – Active Duty and Reserve Pay (Cited in para 3-0.)

Section II Related Publications

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

AR 11-2

Managers' Internal Control Program

DODI 7730.57

Aviation Incentive Pays and Continuation Bonus Program (Available at <http://www.dtic.mil/whs/directives/>.)

TC 1-210

Aircrew Training Program Commander's Guide to Individual, Crew, and Collective Training

NGR 600-105

Aviation Service of Rated Officers (Available at <http://www.ngbpdc.ngb.army.mil/>.)

UCMJ

Uniform Code of Military Justice (Available at <http://www.au.af.mil/au/awc/awcgate/ucmj.htm>.)

37 USC 205, 301a, 301b, 320

Eligibility and reporting requirements for aviation career incentive pay (ACIP), career enlisted flyer incentive pay (CEFIP), and aviation continuation pay (ACP)

Section III

Prescribed Forms

This section contains no entries.

Section IV

Referenced Forms

Except where otherwise indicated below, the following forms are available on the Army Publishing Directorate Web site at <http://www.apd.army.mil>.

DA Form 11-2

Internal Control Evaluation Certification

DA Form 759

Individual Flight Record and Flight Certificate—Army

DA Form 1574

Report of Proceedings by Investigating Officer/Board of Officers

DA Form 2028

Recommended Changes to Publications and Blank Forms

DA Form 4186

Medical Recommendation for Flying Duty

DA Form 4187

Personnel Action

Appendix B

Internal Control Evaluation Checklist

B-1. Function

The function covered by this checklist is rated Army aviation officers.

B-2. Purpose

The purpose of this checklist is to assist unit commanders in evaluating their key internal 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 internal controls must be evaluated at least once a year. Certification that this evaluation has been conducted must be accomplished on DA Form 11-2 (Internal Control Evaluation Certification).

B-4. Test questions

Is a monthly review conducted to ensure that—

- a.* Only fully qualified officers are receiving aviation career incentive pay (ACIP)?
- b.* Aviator has current flight physical?
- c.* Aviator is in a documented flight position?
- d.* Aviator is receiving correct rate of pay based on gate status and years of service?
- e.* If an aviator has failed a gate, has entitlement to continuous ACIP been terminated?
- f.* Aviator meets all requirements for award of senior or master army aviator/flight surgeon designation?

B-5. Supersession

This evaluation replaces the evaluation for personnel activities/special officer and enlisted personnel programs/eligibility determination for entitlement to ACIP previously published in AR 600-105, dated 23 December 2009.

B-6. Comments

Help make this a better tool for evaluating management controls. Submit comments to commander, HRC (AHRC-PDP-I), chief of incentive pay branch, Alexandria, VA 22332-0406.

Glossary

Section I Abbreviations

ABCMR

Army Board for Correction of Military Records

ACAP

Aeromedical Consultant Advisory Panel

ACIA-74

Aviation Career Incentive Act of 1974

ACIA-89

Aviation Career Improvement Act of 1989

ACIE

Aeromedical Consultation and In-flight Evaluation

ACIP

Aviation Career Incentive Pay

ACOM

Army Command

ACS

Aeromedical Consultation Service

AERS

Army education requirements schooling

AGR

Active Guard Reserve

AOC

Area of concentration

APART

Annual Proficiency and Readiness Test

ARNGUS

Army National Guard of the United States

ARSTAF

Army Staff

ASED

Aviation service entry date

ASCC

Army Service Component Command

ATM

Aircrew Training Manual

ATP

Aircrew Training Program

BC

Branch code

CDR

Commander

CG

Commanding general

CMIF

Career management individual file

CMS

Combat mission simulator

CNGB

Chief, National Guard Bureau

CONUS

continental United States

DUI

driving under the influence

DRU

Direct Reporting Unit

DWI

driving while intoxicated

FAA

Federal Aviation Administration

FAO

Finance and accounting office

FEB

Flying Evaluation Board

FOA

Field operating agency

FTSMC

Full Time Support Management Center

FW

Fixed wing

GCM

General courts martial

GOCOM

General Officer Command

HQDA

Headquarters, Department of the Army

HRC

Army Human Resource Command (both RA and USAR)

IATF

Individual aircrew training folder

IFRF

Individual flight records folder

IRR

Individual Ready Reserve

JAG

Judge Advocate General

MPA

Military personnel activity

NGB

National Guard Bureau

OMPF

Official military personnel file

OPMS

Officer Personnel Management System

ORWAC

Officer and Warrant Officer Rotary Wing Aviator Course

OTSG

Office of the Surgeon General

PCS

permanent change of station

PMOS

Primary military occupational specialty

PSC

Pilot status code

RC

Reserve Component

ROTC

Reserve Officer Training Corps

RW

Rotary wing

RWQC

Rotary wing qualification course

SA

Secretary of the Army

SFTS

Synthetic flight training system

TDA

Table of distribution and allowances

TDY

temporary duty

TFOS

Total Federal Officer Service

TOFDC

Total operational flying duty credit

TPU

troop program unit

TSG

The Surgeon General

UCMJ

Uniform Code of Military Justice

USAAMA

U.S. Army Aeromedical Activity

USAACE

U.S. Army Aviation Center of Excellence

USAF

U.S. Air Force

USAR

U.S. Army Reserve

USARC

U.S. Army Reserve Command

USCG

U.S. Coast Guard

USMA

U.S. Military Academy

USMC

U.S. Marine Corps

USN

U.S. Navy

Section II**Terms****Active Army**

The Active Army consists of: (1) Regular Army Soldiers on active duty; (2) Army National Guard of the United States and Army Reserve Soldiers on active duty (other than for training or in an Active Guard Reserve status); (3) Army National Guard Soldiers in the service of the United States pursuant to a call; and (4) all persons appointed, enlisted, or inducted into the Army without component.

Aeromedical consultation and in-flight evaluation (ACIE)

A complete clinical and/or in-flight examination to determine if experienced Army aviators or flight surgeons with a disqualifying injury, disease, or physical condition can return to flying duties without danger to themselves or the aviation safety environment.

Aeromedical physician assistant

A physician assistant who has completed an approved medical training program and has graduated from an approved military course in aviation medicine.

Aeronautical order

A published notice by proper authority to—

- a. Qualify or terminate an officer for aviation service.
- b. Begin or terminate entitlement to Aviation Career Incentive Pay.
- c. Award or terminate an aeronautical rating and badge.

Aeronautical rating

One of several qualifications awarded to officers. A rating certifies successful completion of prescribed aviation related training or equivalent experience. Current U.S. Army aeronautical ratings are Army aviator, senior Army aviator, master Army aviator, flight surgeon, senior flight surgeon, and master flight surgeon.

Army aviator

Officers who have been awarded an Army aeronautical rating. This does not include flight surgeons.

Aviation career incentive pay (ACIP)

Additional pay intended to attract and retain officers in an aviation career field on a career basis.

Aviation Career Incentive Act of 1974

An enactment of Congress that converted military flight pay from a hazardous duty to a career incentive pay system. This act prescribes the compensation procedures for rated officers who are in aviation service on a career basis. In 1989 this act was enhanced by the Aviation Career Improvement Act of 1989 which revised the military flight pay and its entitlement criteria.

Aviation “gates”

The 12th and 18th year computed from the ASED in an aviators aviation career used to determine further entitlement to continuous ACIP. Gates do not apply to flight surgeons that follow conditional ACIP rules.

Commissioned officer

Commissioned officers in the grade of CW2 to GEN .

Conditional aviation career incentive pay

Pay authorized to Flight surgeons while practicing aviation medicine in an authorized operational position and aviators who are assigned to operational flying positions and are performing the minimum flight requirements in a military aircraft, but are not otherwise entitled to continuous ACIP.

Continuous aviation career incentive pay

Pay authorized to aviators in a designated career field that remain in aviation on a career basis. Continuous ACIP is not directly linked to monthly flying requirements but instead is linked to a specified number of operational aviation assignments throughout the aviator’s career.

FEB appointing authority

The officer authorized to convene an FEB. The officer must hold 365-day suspension authority per table 5–1. For ARNG, CNGB, The Adjutant General of the States (includes territories), and both CG’s of the District of Columbia and Rhode Island National Guard may appoint an ARNG FEB.

FEB approving authority

The officer authorized to approve the findings and recommendations of an FEB. He or she will be the lowest level commander with General Courts Martial Convening Authority (GCMCA). If the appointing authority exercises GCM jurisdiction, approval authority may be exercised at this level. For ARNG, the only FEB approving authority is the CNGB.

FEB reviewing authority

Any officer(s) or organization(s) within the chain of command between the appointing and approving authority that the approving authority requires to review the FEB. Reviewing authorities may make recommendations but are not required to retain copies of the FEB.

Flight surgeon

A physician specially trained in aviation medicine practice whose primary duty is the medical examination and medical care of aircrews.

Officer

The term officer is used in this manual to indicate WO1 through General Officer aviators and flight surgeons. When the need exists they are separated but are otherwise interchangeable.

Pilot status codes

Codes used to identify aviators on the Automated Officer Master File and Officer Record Brief, as follows—

- a. PSC 1.* Qualified for aviation service.
- b. PSC 2.* Medically disqualified. In TOPMIS PSC 2 indicates non flight status.
- c. PSC 3.* Non-medically disqualified (by FEB or voluntary/involuntary disqualification). In TOPMIS PSC 3 indicates temporary flight status demonstrating entitlement to conditional ACIP.
- d. PSC 4.* Not in aviation service (terminated by branch transfer).

Student aviator

Officers who are enrolled in a course leading to the award of an aeronautical rating as an Army aviator.

TAADS (The Army Authorization Documents System)

The official repository for all Army authorizations for Army units and Army elements of joint organizations. USAFMSA maintains HQDA approved authorization documents (MTOE, TDA, and CTA) and is the only official source for documenting operational aviation positions.

TOPMIS

Total Officer Personnel Management Information System which is being replaced by the Defense Integrated Military Human Resources System (DIMHRS). Until the complete fielding of DIMHRS, Pilot Status Codes reflected on an officers Automated Officer Master File and Officer Record Brief will reflect TOPMIS definitions.

Total operational flying duty credit

The cumulative number of months of operational flying duty as defined in paragraph 3–4. The Chief of Staff of the Army has designated through TAADS those aviation positions which are non-operational by placing a “G7” code on the line of officer positions which are coded 15 (all), 67J and 51*15. If an aviation position is coded 15 (all), 67J and 51*15 and not coded non-operational then it is operational. TAADS (when USAFMSA records exist) will be the exclusive test for whether an aviation position is/was operational.

Section III

Special Abbreviations and Terms

This section contains no entries.

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