

Army Regulation 600–106

Personnel-General

Flying Status for Nonrated Army Aviation Personnel

**Headquarters
Department of the Army
Washington, DC
2 February 2022**

UNCLASSIFIED

SUMMARY of CHANGE

AR 600–106

Flying Status for Nonrated Army Aviation Personnel

This expedited revision, dated 2 February 2022—

- Clarifies minimum flight requirements for a Reserve Component Soldier not on Active Duty (para 2-1*b*).
- Updates the paragraph authorizing Door Gunners, removing the specific mission of Global Response Force and changing it to read a named response force mission requiring 30 days or less of notice to movement (para 2-3*d*(1)).
- Clarifies the Door Gunner authorization per aircraft (para 2-3*d*(2)).
- Clarifies the flight requirements for aeromedical physician assistants (para 2-4*g*).
- Adds requirement to notify Soldiers in writing of suspensions from flight status (para 2-7*d*).
- Adds chapter for Unmanned Aircraft System Operator Medical and Non-medical Suspensions and Termination (chap 3).

Effective 2 March 2022


Personnel-General

Flying Status for Nonrated Army Aviation Personnel

By Order of the Secretary of the Army:

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General, United States Army
Chief of Staff

Official:


MARK F. AVERILL
Administrative Assistant to the
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History. This publication is an expedited revision.

Summary. This regulation implements DoDI 1340.09; prescribes procedures for administering flying status for nonrated Soldiers who perform frequent and regular flight while performing their assigned duties; and prescribes procedures for medical and non-medical suspension and termination of Unmanned Aircraft System Operators.

Applicability. This regulation applies to nonrated Army aviation personnel of the

Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve. It applies to personnel occupying authorized crewmember, non-crewmember, and Unmanned Aircraft System Operator flight positions.

Proponent and exception authority.

The proponent of this regulation is the 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 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 in accordance with AR 11–2 and identifies key internal controls that must be evaluated (see appendix C).

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 (DAPE–PRP), 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 the Deputy Chief of Staff, G–1 (DAPE–PRP), 300 Army Pentagon, Washington, DC 20310–0300.

Distribution. This regulation is available in electronic media only and is intended for the Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

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Chapter 1

General

1–1. Purpose

This regulation implements DoDI 1340.09 and prescribes procedures for administering flying status for nonrated personnel who perform frequent and regular flight while performing their assigned duties and for Unmanned Aircraft System (UAS) Operators.

1–2. References and forms

See appendix A.

1–3. Explanation of abbreviations and terms

See the glossary.

1–4. Responsibilities

- a.* The Chief, National Guard Bureau (CNGB) will—
 - (1) Administer the Nonrated and UAS Operator Flying Status Program for the Army National Guard (ARNG) personnel and the nonrated flying status program for Army National Guard of the United States (ARNGUS) personnel.
 - (2) Perform an annual internal audit of ARNGUS authorities' issuing orders. The audit will include all personnel in nonrated and UAS Operator flying status, to include the paragraph and line number. Additionally, maintenance of a file copy and notification to the state, upon completion of the audit, is required not later than 30 September of each year.
- b.* On behalf of the Deputy Chief of Staff (DCS), G–1, the Commanding General (CG), U.S. Army Human Resources Command (CG, HRC) will administer the Nonrated and UAS Operator Flying Status Programs for the Regular Army Component.
- c.* The Chief, U.S. Army Reserve (USAR) will administer the Nonrated and UAS Operator Flying Status Programs for the USAR. The Army Reserve Aviation Command (ARAC) will perform an annual internal audit and recertification, which will include all personnel in nonrated flying status, as defined in this publication.
- d.* Commanders at all levels will—
 - (1) Ensure personnel in nonrated and UAS Operator flying positions are authorized by this regulation.
 - (2) Ensure all nonrated and UAS Operator flying positions are coded in the Force Management System website (FMS-Web), found at <https://fmsweb.army.mil> per AR 71–32 or meet the requirements of paragraphs 2–4 or 2–5 of this regulation.
- e.* Unit commanders will—
 - (1) Ensure personnel have a valid flight physical prior to being placed on flight status.
 - (2) Initiate requests for orders to place Soldiers on flight status and to terminate flying status.
 - (3) Provide advanced written notification 120 days before removing a crewmember from flight status.
 - (4) Ensure the number of personnel in nonrated and UAS Operator flight positions does not exceed the number of authorizations documented in FMSWeb.
 - (5) Provide the servicing finance office a copy of each document placing and removing personnel from flight status.
 - (6) Conduct annual audits using the Internal Control Evaluation Checklist located at appendix C. Ensure results are retained for audit inspections.

1–5. Records management (recordkeeping) requirements

The records management requirement for all record numbers, associated forms and reports required by this regulation are addressed in the Army Records Retention Schedule –Army (RRS-A). Detailed information for all related record numbers, forms and reports are located in Army Records Information Management System (ARIMS)/RRS-A at <https://www.arims.army.mil>. If any record numbers, forms, and reports are not current, addressed and/or published correctly in ARIMS/RRS-A, see DA Pam 25-403 for guidance.

1–6. Eligibility

Portions of this regulation pertaining to military pay and allowances are in accordance with DoD Financial Management Regulation (FMR) 7000.14-R, Volume 7A.

Chapter 2

Flying Status for Nonrated Personnel

2-1. Flying time and eligibility for hazardous duty incentive pay

a. A Soldier who is in on active duty (AD) status is required to fly a minimum of 4 hours each month, except as otherwise stated in Department of Defense Financial Management Regulation (DoDFMR) 7000.14-R, vol. 7A, and entitled to hazardous duty incentive pay (HDIP) for flying duty. Flying time to qualify for eligibility to HDIP for flying duty must be a product of the performance of duties which requires the Soldier to be placed on flying status orders. Procedures for logging of flight time are outlined in AR 95-1. A Soldier will not be placed on flying status for the following reasons:

- (1) Participating in aerial flights as a means of transportation.
- (2) Performing duties on the ground at destination or points enroute.
- (3) Flying in an aircraft other than the one indicated on flight orders (for example, utility helicopter (UH)-60 crew chief logging flight time in a cargo helicopter (CH)-47 or weapons system repairer logging flight time in a UH-72 which has no weapons system). For exceptions, see paragraph 2-3 of this regulation.

b. Minimum flight requirements for a Reserve Component (RC) Soldier not on AD are one-half of those prescribed for a Soldier on AD; that is two hours per calendar month, except as otherwise stated in DoD 7000.14-R, vol. 7A. If the Soldier is both RC and AD in any calendar month, flying time will be as shown in appendix B-1.

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

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

c. An RC Soldier on flying status who performs AD operational support, full-time training duty, or annual training duty and attendance while in active service at a school designated as a service school, must fly additional time proportionate to the amount of AD days to be eligible for HDIP for flying duty during those AD days.

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

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

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

d. Flying time to qualify for eligibility to receive HDIP for flying duty must be in a military status and be a product of the performance of duties that requires the Soldier to be placed on flying status orders.

e. Aviation unit commanders may, as an exception to paragraph 2-1a(1) of this regulation, authorize logging of flight time for pay for non-crewmember maintenance personnel on maintenance recovery and unit deployment flights utilizing unit aircraft.

f. Aviation unit commanders may, as an exception to paragraph 2-1a(3) of this regulation, authorize logging flight time in an aircraft other than indicated on flight orders when required to accomplish unit mission.

2-2. Authority to issue orders

a. Authority to issue orders requiring nonrated Soldiers to perform frequent and regular aerial flights is delegated to the following:

(1) For Soldiers who meet the requirements of paragraphs 2-3, 2-4, and 2-5 of this regulation: CGs, senior commanders, and state Adjutants General, if this authority is delegated by the CNGB. Due to wide dispersion of aviation units and finance office support, commanders may further delegate authority to issue flight status orders to no lower than the first O-5 level commander in the chain of command in accordance with AR 600-8-105.

(2) For students receiving training for operation of airborne electronic sensor systems: Commander, U.S. Army Intelligence Center of Excellence and Fort Huachuca, AZ 85613-7000 or the commander of any training command established by Headquarters, Department of the Army for training personnel to operate airborne electronic sensory, intelligence, or target acquisition systems is authorized to issue orders for flying status.

b. When State Adjutants General issue orders awarding flying status under this paragraph, one copy of the orders awarding flying status will be forwarded to NGB, 111 South George Mason Drive, Arlington, VA 22204-1373. This will be done within 5 working days of publishing orders. The same procedure will be used to forward copies of termination orders.

2-3. Crewmember flying status

The following persons will be considered crewmembers and will be fully integrated into the Aircrew Training Program (ATP) in accordance with AR 95-1:

a. Qualified Soldiers assigned to the first sergeant paragraph and line number may perform aviation crewmember duties when the O-6 brigade commander (O-5 outside the Continental United States (OCONUS)) deems it necessary to maintain operational readiness. These Soldiers must hold a 15 series military occupational specialty (MOS) or 68W and have demonstrated prior flight experience.

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

c. Aviation or aeromedical evacuation flight platoon and section sergeants serving in UH/Multipurpose Helicopter (MH)/MEDEVAC Helicopter (HH)- 60, CH/MH-47, or UH-72 units, crew chiefs, flight engineers, flight paramedics, flight stewards, nonrated crewmember flight instructors (FI) or nonrated standardization instructors (SI), assigned to authorized crewmember flight positions as documented in FMSWeb. Except where otherwise authorized by CG, HRC for RA, CG, U.S. Army Reserve Aviation Command (ARAC) for USAR, or CNGB for ARNGUS, only Soldiers in positions designated with Special Qualification Identifier (SQI) "F" on the authorization document for the type aircraft shown in (1) through (11) below will be placed on flying status, provided the Soldier is MOS qualified or 15 series MOS qualified for SOF units. Commanders or authorities issuing orders will ensure the number of people on flying status does not exceed the number of positions designated with SQI "F" on the unit's authorization document (this does not apply to non-crewmembers specified in 2-4 of this regulation). Exclusive of the supervisory personnel and trainers mentioned above, the following crewmember limits per assigned aircraft apply:

- (1) CH-47, Medium Helicopter—Two.
- (2) MH-47, Medium Helicopter—Four and one-half.
- (3) UH-72, Light Utility Helicopter—One, except aeromedical evacuation units—One and one-half crew chiefs per aircraft.
- (4) UH/HH-60, Utility Tactical Transport Helicopter; aeromedical evacuation units— One per positions designated with SQI "F" on the unit's authorization document; all others—Two.
- (5) MH-60, Tactical Transport Helicopter—Three.
- (6) AH-6/MH-6, Observer Helicopter—One.
- (7) C-20/37, Gulfstream Jet—Three (One flight engineer, two cabin attendants).
- (8) VC-23/C-27J, Large Fixed Wing Transport Airplane—One/Two for other than C-27J Administrative flights.
- (9) C-12/C-26, Medium Fixed Wing Transport Airplane—One (RC only in peacetime).
- (10) MI-17, Medium Helicopter—Two.

d. Soldiers serving as door gunners.

(1) Aviation commanders of tactical units may, upon notification of deployment to imminent danger or hostile fire areas or assumption of a named response force mission requiring 30 days or less for notice of movement, may authorize one additional Soldier to serve as a crewmember per assigned UH-60, CH-47, or USASOC non-standard organic aircraft to support door gunner missions. Effective date of flight status will not exceed 180 days prior to Soldier's deployment or assumption of named response force mission. Termination of flight status will not exceed 120 days after redeployment or transfer of named response force mission duties.

(2) Door gunners will not exceed one per assigned UH-60, CH-47, or USASOC non-standard aircraft. Door gunners will not replace all crewmembers during flight; at least one crewmember per assigned aircraft must be SQI "F" qualified. Door gunners are not required to be MOS qualified in the aircraft in which they are expected to perform duties. Door gunners will maintain their parent organization FMSWeb documented positions.

e. Flight stewards/cabin attendants (C-20/C-37 aircraft only). Enlisted Soldiers assigned to FMSWeb documented positions as flight stewards/cabin attendants.

f. Students attending a crewmember training course.

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

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

- (3) Flying status orders issued under this authority will be effective only for the duration of the course.
- g. Flight medics/nationally registered flight paramedics.
 - (1) Flight paramedic crewmember flying status will be based on the allocations listed (coded with SQI “F”) on the unit authorization document according to FMSWeb.
 - (2) For Special Operations nationally registered flight paramedics, there will be no more than three and one-half crewmembers per each MH-47 and two and one-half crewmembers per each UH/MH-60 or non-standard helicopter in SOF units.
- h. Firefighter/crash rescue specialists. FMSWeb documented positions identified for crewmember HDIP for flying duty as firefighter/crash rescue specialists will not exceed two for each aircraft used in the crash rescue mission.
- i. Airborne electronic systems operators.
 - (1) Students receiving training for operating airborne electronic sensor, intelligence collection, and target acquisition systems at the U.S. Army Intelligence Center of Excellence and Fort Huachuca, AZ or at any other Department of the Army (DA) training command established for training these operators.
 - (2) Soldiers in FMSWeb documented operator positions for primary airborne electronic sensor, intelligence collection, target acquisition systems, or electronic warfare signal intelligence operator and interceptor. However, these Soldiers must possess a MOS or additional skill identifier (ASI) which is authorized for the specific electronic systems used must be authorized and available in the unit for training, operational, or combat use. For aircraft with installed systems, operators will be authorized as listed below (these are in addition to crew chief positions authorized in paragraph 2-3c).
 - (a) Electronic Protection-5 variants, Airborne Reconnaissance Low (ARL)—Five to six depending upon installed systems.
 - (b) Electro-Optical-6 variants, ARL-Enhanced—Five to six depending upon installed systems.
 - (c) Multi-role Cargo-12S variants, Enhanced Medium Altitude Reconnaissance and Surveillance System Reconnaissance Aircraft—Two to three depending upon installed systems.
 - (d) Quick Reaction Capability variants with similar systems, reconnaissance aircraft—variable depending upon the installed system.
 - (e) Contractor aircraft performing similar missions for the Department of Defense (DoD), reconnaissance aircraft—variable depending upon the system.
 - (f) Special Mission Units with Non-Program of Record Special Mission Equipped Aircraft—variable depending on the installed system.
- j. Instructors assigned to an authorized FMSWeb position (SQI “F”) at a training center who must fly frequently as a requirement of the program of instruction.
- k. FI or SI, MOS qualified or 15 series MOS qualified for SOF units in authorized, properly coded FMSWeb positions. The number of FI or SI will not exceed the number of positions designated with ASI “N1” on the unit’s authorization document in each aviation/aeromedical/cavalry battalion/cavalry squadron and one in each company/troop/separate detachment that are assigned UH-72, AH-6, MI-17, C-27, C-20, C-37, MH-60/UH-60, HH-60, CH-47/MH-47, or non-standard helicopters. For ARNGUS, if no command aviation structure above company level is authorized for the state, the FI or SI may be authorized within the State Aviation Office.
- l. Crew chief positions. In units with multiple type aircraft and authorized flight positions that do not cover all assigned aircraft by type, crew chiefs may log flight time for pay in any aircraft assigned to the unit but not covered by authorized flight positions. However, the crew chief position must be essential to operating the aircraft in-flight or for completing a specific mission of the aircraft that can be accomplished only during aerial flight. Individual flight orders in these unique units will indicate the specific type aircraft in which aerial flight will be credited.

2-4. Non-crewmember flying status

Non-crewmembers are authorized flying status if they must perform frequent and regular aerial flight in the discharge of their primary duties. Non-crewmembers will be fully integrated into the ATP in accordance with AR 95-1. Non-crewmembers may also accrue flight time for pay when performing duties for those crewmembers who are unable to fly with their assigned aircraft due to authorized absence (that is, leave, temporary duty, crew rest, medical grounding). Non-crewmembers performing crewmember duties must be MOS qualified in the type of airframe crewmember duties being performed. Supervisory personnel (that is, platoon sergeants or section sergeants) may accrue flight time when training or evaluating subordinate personnel and when performing crewmember duties in place of an absent crewmember. Commanders will ensure only those Soldiers needed to accomplish the assigned mission are placed on this status. FMSWeb positions or other conditions that may qualify for award of non-crewmember flying status are described below, these positions may not have the (SQI “F”) on their FMSWeb position. When non-crewmember flying status is desired for Soldiers not described below and this flying status is to meet the unit’s operational mission requirements, requests will be submitted as shown in paragraph 2-5 of this regulation.

a. Enlisted aircraft maintenance (mechanical) personnel.

(1) The following Soldiers are authorized non-crewmember status:

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

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

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

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

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

(2) Units with more than one type or model of aircraft assigned will base the number of persons to be placed on non-crewmember flying status on the aggregate number of aircraft assigned, including maintenance float aircraft if these float aircraft are maintained and routinely used by the unit.

b. Aerial photographers. Two Soldiers in authorized FMSWeb documented aerial photography positions, in units whose normal ground mission requires the use of aircraft for air photography, mapping, or similar purposes. This mission does not include combat surveillance.

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

d. Army National Guard of the United States and U.S. Army Reserve advisor personnel. Enlisted Soldiers assigned to FMSWeb documented positions as aircraft maintenance advisors to elements of the ARNGUS or USAR maintaining six or more Army aircraft.

e. Military assistance advisory group and mission advisory personnel. Enlisted persons assigned to FMSWeb aircraft maintenance positions in a foreign country maintaining six or more Army aircraft furnished by the government of that country.

f. Ground liaison officers. Army ground liaison officers who are attached for duty with the United States Air Force (USAF), United States Navy (USN), or United States Marine Corps (USMC) aviation organizations are authorized non-crewmember HDIP for flying duty only if frequent and regular aerial flight is a primary or major portion of their job description as determined at the O-6 commander level. This may be delegated in writing to the O-5 commander level.

g. Aeromedical physician assistants and aviation medicine nurse practitioners. Individuals must be a graduate of an approved course in aviation medicine and actively and continuously engaged in aeromedical duties. These duties include medical care or treatment of patients while being transported in-flight and/or actively and continuously engaged in assisting the flight surgeon in conducting the local Aviation Medicine Program. Aeromedical physician assistants are not required, but must fly if their unit CDR deems it so or there is no flight surgeon in their unit. Aeromedical physician assistants should fly in operational units in order to better medically treat aviators and help the flight surgeon manage the aeromedical program.

h. Aeromedical psychologists and aeromedical psychological investigators. Aeromedical psychological investigators (API) are medical officers who have completed the Aeromedical Psychology Training Course at the U.S. Army School of Aviation Medicine and are assigned duties in authorized and properly coded FMSWeb positions.

(1) Aeromedical psychologists conduct psychological evaluations, in-flight evaluations, and require continuous exposure and familiarization of crew and individual dynamics in the aircrew environment.

(2) APIs are responsible for conducting psychological and performance research on various in-flight protocols. Additional APIs who are required, but not documented, will be approved in accordance with paragraph 2-5 of this regulation.

(3) Principal investigators are responsible for conducting psychological and performance research on various in-flight protocols. Additional APIs required, but not documented, will be approved in accordance with paragraph 2-5 of this regulation.

i. Other medical personnel.

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

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

j. Full-time manning program. Soldiers assigned to a carrier FMSWeb position and who meet the following conditions:

(1) The FMSWeb position against which the Soldier is aligned requires non-crewmember flying status.

(2) The flying requirement has been approved by CG, HRC (AHRC-PDP-I) and documented in FMSWeb.

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

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

l. Army astronauts. Astronauts who are not rated aviators and occupy a documented astronaut position in FMSWeb and hold the area of concentration (AOC) 40C may accrue flight time for pay as required by National Aeronautics and Space Administration. Rated aviators who become astronauts will refer to AR 600-105.

m. Enroute critical care nurse. Enroute critical care nurses must be AOC 66H8A or 66HM5 and have completed the Joint Enroute Critical Care Course given at Fort Rucker, AL. Enroute critical care nurses must be attached to an aviation element operating in an area designated as a hostile fire zone. Enroute critical care nurses who do not meet these criteria can be approved in accordance with paragraph 2-5 of this regulation.

2-5. Flying status for personnel not otherwise specified

a. Soldiers, other than those cited in paragraphs 2-3 and 2-4, who must take part in frequent and regular aerial flights while performing their primary duties, may be recommended for flying status as outlined in this paragraph. A separate request is required for each Soldier.

b. Prior to issuing orders, commanders will have approval from CG, HRC (AHRC-PDP-I) for Regular Army (RA), CG, ARAC (AFRC-AKY-CG) for USAR, or CNGB or their designee for ARNG. Commanders/authorities issuing orders will maintain controls to ensure flying status authorizations are terminated when either of the following occurs:

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

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

c. Unless otherwise prescribed by appropriate authorities above requests will contain the following information:

(1) Name, grade, and MOS or AOC.

(2) Aeromedical provider's verification that the Soldier meets the medical requirements (flight physical) for flying duty (AR 40-501).

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

(4) Paragraph number, line number, MOS or AOC, and grade of position occupied by the Soldier as shown in FMSWeb document.

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

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

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

(8) Name, grade, duty title, and MOS or AOC of all nonrated Soldiers on flying status in the requesting element.

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

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

(1) They possess an exception to technician compatibility waiver issued by CNGB.

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

(3) They possess a current qualified flight physical.

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

- (5) Additional pay code will be listed as “0.”

2-6. Medical qualifications

- a. Army personnel covered by this chapter must maintain the appropriate class flight physical standards per AR 40-501.
- b. Army ground liaison officers attached to the USAF, USN or USMC must meet the flight physical standards of the Service concerned. These standards must be met before personnel are placed on flying status and required to take part in frequent and regular aerial flight.
- c. In unusual cases, it may not be possible to receive a flight physical. However, orders may be published to place personnel on non-crewmember flying status and the flight physical temporarily deferred by commanders issuing orders. Deferral of flight physicals may not exceed 30 days. If an appropriate medical authority determines, at a later date, that these Soldiers are not physically qualified for flying duty, the flying status will be terminated. The effective date of this termination will be recommended by competent medical authority and established by the commander. ARNGUS commanders are not authorized to defer physical examinations for ARNGUS personnel without the prior authorization of CNGB or their designee. The following items will be reported:
 - (1) Name, grade, DoD identification number, and unit of assignment.
 - (2) In-flight duties to be performed in aerial flight.
 - (3) Circumstances that preclude completing the flight physical before the Soldier is placed on flying status.
 - (4) Central review by the U.S Army Aeromedical Activity (MCXY-AER), Building 110, 6th Avenue, Fort Rucker, AL 36362-5333, will be accomplished for all flying duty medical examinations, flying duty health screenings, and aeromedical summaries for waiver or suspension.

2-7. Instructions for issuing and terminating flying status orders

- a. Requirements for performing frequent and regular aerial flight, eligibility to nonrated crewmember or nonrated non-crewmember HDIP for flying duty, and removal from this duty will be provided for by competent orders (see AR 600-8-105, format 332).
- b. When flying status for nonrated personnel is to cover a certain period of time only, the orders will cite the exact dates for which flying status is authorized. These dates will coincide with the dates of assignment to duties requiring participation in frequent and regular aerial flight. Orders awarding flying status will state that the Soldier must perform frequent and regular aerial flight, the duty position of the Soldier, and the purpose for placing the Soldier on flying status.
- c. Flying status will be terminated at the times or under the conditions shown below.
 - (1) On the date shown in the orders: upon reassignment of the incumbent to a new unit or activity; upon relief from assignment to the position for which flying status was authorized if a 120-day written advance of removal from flying status was given; or upon separation of the Soldier from the Army. Soldier must be notified in writing by the issuing authority of said termination and the reason for said action.
 - (2) New orders are not needed to continue flying status in effect for Soldiers who reenlist or extend their service commitment. This applies only if they remain in the same duty position at the same station without a break in service. Also, the orders in effect at time of separation are so worded that, by their express terms, they remain effective after discharge for immediate reenlistment.
 - (3) Soldiers who do not have a current valid medical examination as stated in AR 40-501 will be automatically terminated from flying status. The termination will be effective on the date their medical examination expires. Commanders at the O-6 level will notify the servicing Finance and Accounting Office when nonrated Army aviation personnel have been terminated from flying status. This may be delegated in writing to O-5 level commanders.
 - (4) Soldiers who fail to complete ATP requirements as outlined in AR 95-1 and Training Circular (TC) 3-04.11 will be terminated from flying status unless waived and/or extended per AR 95-1.
- d. Flying status may be suspended at the times or under the conditions shown below. The Commander may, for cause (for example, disciplinary, medical, administrative, performance), suspend flying status. Soldiers must be notified in writing by the issuing authority of said suspension and the reason for said action. Commanders may only suspend Soldiers for a time period no greater than 90 days. After the 90th day, Commanders must lift suspension or terminate flight status.
- e. ARNGUS nonrated personnel must be placed on written flying status orders by the respective State Adjutants General prior to performing crewmember or non-crewmember duties. Flying status orders are valid only while the individual is assigned to the authorized position within the issuing state. Orders terminating flying status must be issued upon the Soldier's order to extended AD, mobilization, or transfer to another authorization, or when disqualifying administrative or medical conditions exist. If transferring from one qualifying authorization to another, within the state or otherwise, orders will be terminated and re-issued for the new authorization.

f. The responsible official for the enlisted flying status program management within the state is the State Army Aviation Officer, if so designated by the CNGB.

2–8. Advance notice to remove crewmembers (enlisted and officer) from crewmember flying duty (advance 120-day notice is not applicable for personnel receiving non-crewmember hazardous duty incentive pay for flying duty)

The procedures below give guidance on advance notice to remove crewmembers from flying duty and attendant loss of HDIP for flying duty. They do not alter or interfere with the provisions of the DoDFMR 7000.14–R, volume 7A. Exceptions are shown in paragraph 2–9 of this regulation.

a. All crewmembers will be notified in writing at least 120 days before being involuntarily removed from duty through no fault of their own.

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

c. Advance notice will be accomplished by issuing orders as shown in paragraphs 2-8c(1) through 2-8c(4).

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

(2) Reassignment within the Continental United States (CONUS) or within an OCONUS command. Orders will provide a termination date. This date will be the same as the departure date from the losing command if this date gives at least 120-day advance notice. If the orders are issued less than 120 days before the date of departure, the date of termination of HDIP for flying duty will be set as stated in paragraph 2–9 of this regulation.

(3) Reassignment from CONUS to an OCONUS command. Commanders will notify crewmembers and issue termination orders not less than 120 days before the reassignment date. If a Soldier is placed in a crewmember position by the gaining command, the gaining unit will issue the orders. The effective date of flying status eligibility will be the same as the date of arrival at the gaining unit.

(4) Reassignment from an OCONUS command to CONUS or between OCONUS commands. The OCONUS commands at the O-6 level (unless otherwise delegated) will notify crewmembers and issue termination orders not less than 120 days before the date the Soldier is eligible for return from OCONUS or the date of reassignment to another OCONUS command. If a Soldier is placed in a crew-member position by the gaining command, the gaining unit will issue orders. The effective date of flying status eligibility will be the same as the date of arrival at the gaining OCONUS or CONUS unit.

d. When notice of impending removal from flying status cannot be accomplished by orders, a competent authority, no lower than the Soldier's unit commander, may give the Soldier a written or verbal notice. If verbal notice is given, the unit commander will write a memorandum for record which will be placed in the Soldier's flight records. The Soldier will be provided with a copy of the memorandum. This type of notice does not remove the requirement for the issuance of formal orders (see para 2-8e).

e. Documentation of the requirement to perform crewmember flying duty and removal from this duty will be issuance of competent orders (see AR 600–8–105, format 332). This will be accomplished regardless of the method used for advance notice.

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

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

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

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

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

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

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

(3) Late receipt of DA directed assignment instructions. Personnel will be given a 120-day written notice from the date of delayed notification.

b. HDIP for flying duty may be continued for 120 days when authorized by CG, HRC (AHRC-PDP-I) even if the advance notice is less than 120 days and minimum performance requirements are not met.

(1) A crewmember who is involuntarily removed from flying duties, with less than 120 days advance notice, may be considered to have fulfilled all the requirements for HDIP for flying duty up to 120 days from the date of notice of this removal (for example, DA directed reclassification/training).

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

(3) Unit Commanders may request continuation of HDIP as an exception to policy for the 120 days in the event of unusual cases such as national emergencies, short notice unit inactivation, manpower authorization reductions, urgent fill of personnel requirements, or transfer or loss of aircraft. Requests must be endorsed by first O-6 level commander in the chain of command and not lower than the O-5 level commanders outside the continental United States (OCONUS) before being sent to CG, HRC (AHRC-PDP-I) for approval.

c. Advance notice is not required and eligibility to HDIP for Flying Duty will be terminated if removal from flying status is for the following reasons:

(1) Absent without leave (AWOL).

(2) Confinement.

(3) Relief for cause.

(4) Medical unfitness resulting from failure to maintain a current medical examination.

(5) Unsatisfactory participation in an RC unit.

d. Requests for exception to the 120-day advance notification requirement will be sent to Commander, HRC (AHRC-PDP-I), 1600 Spearhead Division Avenue, Department 480, Fort Knox, KY 40122. The request will contain the following information:

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

(2) Reason for removal. If by DA assignment instructions, provide the Enlisted Personnel Management Directorate control and serial number. For officers, the requisition identification number.

(3) Proposed date of removal.

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

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

(6) Copy of DA Form 759 (Individual Flight Record and Flight Certificate - Army).

Chapter 3

Unmanned Aircraft System Operator Medical/Non-medical Suspension and Termination

3-1. Temporary medical suspension

An aeromedical disqualification exists when a UAS Operator does not meet the medical fitness standards for flying duties (AR 40-501 and Aeromedical Policy Letters (APL) and Aeromedical Technical Bulletins (ATB) series at https://vfso.rucker.amedd.army.mil/public/downloads/Army_APLs_May2015.pdf).

a. Temporary medical suspension restricting UAS Operators from flying duties is required for aeromedical disqualifications that are minor, self-limited, and likely to result in requalification within 365 days. The flight surgeon will recommend a date of medical incapacitation and recommend Duties Not to Include Flying (DNIF) on DD Form 2992 (Medical Recommendation for Flying or Special Operational Duty). The immediate commander is required to endorse the date of incapacitation and imposes the temporary medical suspension. UAS Operators medically suspended will be considered qualified for aviation service unless such suspension continues for more than twelve months.

b. UAS Operators 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 by DD Form 2992 that the UAS Operator operate flight simulators, perform ground run-up procedures, and/or undergo an aeromedical consultation with medical flight evaluation.

c. The immediate commander may remove the temporary medical suspension upon favorable recommendation by a flight surgeon on DD Form 2992.

3-2. Medical termination

Medical termination from aviation service is required for aeromedical disqualifications that are not likely to result in requalification with or without an aeromedical waiver within 365 days.

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

(1) Termination of authority to operate Army unmanned aircraft (to include Synthetic Flight Training System (SFTS).

(2) MOS reclassification or separation via medical/physical evaluation board (MEB/PEB).

b. The local flight surgeon will evaluate the aeromedical disqualification and make a preliminary determination of medical fitness for flying duty. If a UAS Operator 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. The flight surgeon will recommend a medical termination from aviation service (permanent medical suspension) on DD Form 2992 and forward the notification to the immediate commander.

c. The flight surgeon will prepare an Aeromedical Summary and forward it to Director, U.S. Army Aeromedical Activity (USAAMA). The Director, USAAMA will review the medical report, make the final recommendation of medical fitness for flight duty, and will make the following recommendations to either the U.S. Army Aviation Center of Excellence (USAACE) or NGB:

- (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.

d. The CG, HRC, or CNGB will establish the date of medical termination from aviation service and will refer to the appropriate personnel career division for MOS reclassification or separation as warranted.

3–3. Aeromedical waivers and requalification

a. In the case of permanent aeromedical disqualification, the UAS Operator may request consideration for an aeromedical waiver for aviation service through a local flight surgeon. The flight surgeon will complete an evaluation within the aeromedical standards of care (see AR 40-501, APL, and ATB series) and prepare an Aeromedical Summary for the Director, USAAMA, who will make the final recommendation of medical fitness for flying duty to CG, USAACE, or CNGB for approval.

(1) If a waiver is granted, the UAS Operator may continue aviation service.

(2) If the condition resolves or is no longer disqualifying due to policy and standard changes, the flight surgeon may recommend revocation of an aeromedical disqualification to the Director, USAAMA.

(3) If CG, USAACE, or CNGB determine that the disabling condition cannot be waived, the UAS Operator will be medically terminated from aviation service.

b. A UAS Operator with a medical termination from aviation service may request aeromedical requalification if the medical disqualification resolves. A flight surgeon may recommend to Director, USAAMA, by an aeromedical summary that a UAS Operator 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 the CG, USAACE or CNGB. If the recommendation is approved, the UAS Operator may continue aviation service.

3–4. Non-medical suspension

Any commander in the chain of command may impose a non-medical suspension. The commander must determine whether the UAS Operator is unfit for flying duty because of one or more of the conditions in paragraph 3-5 of this regulation. The suspensions are limited to times listed in table 3-1.

a. A temporary suspension is mandatory when a commander intends to terminate a UAS Operator's aviation service. The commander imposing a suspension will inform the UAS Operator, in writing, of the effective date and the reason that the UAS Operator will be suspended. The suspended UAS Operator will promptly acknowledge the suspension in writing.

b. While suspended, a UAS Operator will not be assigned to flying duties. A suspended UAS Operator may not perform duties that involve operating a military aircraft or flight simulator until restored to flying duty.

c. If reassignment orders or instructions are received for a UAS Operator being considered for suspension or awaiting final decision on a suspension, the unit commander will inform the Soldier's career management branch within 10 days of receipt of orders to ensure the Soldier is not reassigned. HRC will not allow a suspended Soldier to be reassigned prior to resolution of all matters related to the suspension.

d. Any commander authorized to impose a temporary suspension may remove the suspension and restore the UAS Operator to flying duty. If the approved findings and recommendation of an investigation include a recommendation for reinstatement, the suspension authority will remove the suspension and restore the UAS Operator to flying duty.

Table 3–1
Suspension authority (unmanned)

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.

Any commander in the grade of O-5 and above.	May impose and remove 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 commander will initiate MOS reclassification or separation.
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3-5. Non-medical termination

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.

a. Non-medical termination from aviation service for UAS Operators will result in—

- (1) Termination of authority to operate Army unmanned aircraft (to include SFTS).
- (2) MOS reclassification or separation in accordance with the appropriate regulations (see AR 601-280, AR 614-200, and/or AR 635-200).

b. A UAS Operator's aviation service may be non-medically terminated voluntarily at the UAS Operator's request. A UAS Operator may request voluntary MOS reclassification in accordance with AR 614-200.

c. UAS Operators may be non-medically terminated for cause at any time after graduation of the UAS flight training course. Proceedings for non-medical termination may be initiated for the following reasons—

- (1) Disciplinary action taken under the Uniform Code of Military Justice (UCMJ).
- (2) Loss of MOS qualifications (see DA Pam 611-21).
- (3) Failure to meet ATP requirements (proficiency, flying hours, task iterations, AC requirements and APART) unless waived (see AR 95-1).

(4) Failure to maintain medical certification for flying duty. If the certification expires, the UAS Operator is unfit until medically re-qualified or a temporary medical extension of one calendar month 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. If no aeromedical DQ exists, the commander will temporarily suspend the UAS Operator from flying duty and consider the UAS Operator for a non-medical termination.

(5) Flagrant violation of flying regulations. Flagrant, including but not limited to intentional or repeated, violations may show a lack of judgment or proficiency that renders the UAS Operator unfit or unqualified to perform flying duties.

(6) Undesirable habits or traits of character. Evidence that shows the UAS Operator is emotionally unstable or has inherent undesirable personality traits that may affect duties as a UAS Operator. 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.

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

(b) Unsatisfactory duty performance. Evidence shows that an UAS Operator's overall duty performance is unsatisfactory. This may result from performance that may or may not involve operation of the unmanned aircraft and may be the result of lack of motivation, improper attitudes, or inability to perform the duties of a UAS Operator. The individual's overall demonstrated performance as a UAS Operator 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.

(c) 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 a UAS Operator 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 UAS Operator's conduct. When a commander discovers a self-imposed deficiency on the part of a UAS Operator such as a profession of "fear of flying" the commander will suspend the UAS Operator and require the UAS Operator 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 UAS Operator 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.

d. When a condition exists (see paragraph 3-5b) that warrants initiation of MOS reclassification, the following actions will be implemented:

- (1) The commander will temporarily suspend the UAS Operator from flying duty in accordance with paragraph 3-4, and, when appropriate, will FLAG the Soldier as required by AR 600-8-2.
- (2) The commander will notify and inform the Soldier, in writing—
 - (a) The reason and advise them of their rights to respond in writing.
 - (b) Any charges or other action pending against them.
- (3) In cases that involve drug or alcohol abuse or a character/behavioral disorder, immediately refer him or her to the local flight surgeon. When drug or alcohol abuse is suspected, request an evaluation per AR 600-85, refer the matter to the local provost marshal, and consult the local staff/command judge advocate for further advice and guidance.
- (4) Standardization personnel will ensure that flight records are accurate and in order.
- (5) The commander will refer the action to BDE S1 and legal for review.
- (6) If the results of the investigation do not confirm the need for MOS reclassification, inform the Soldier, in writing, and return the Soldier to flying duty. If the results of the investigation determine that MOS reclassification is justified, inform the Soldier, in writing, of the reason(s). This notice will state that receipt must be acknowledged within 7 days and that statements on their behalf may be attached.
- (7) The commander will notify HRC or NGB that the Soldier has been non-medically terminated. The Soldier is then referred to the retention NCO to obtain MOS reclassification options.
- (8) If the Soldier does not accept the new MOS, the commander will initiate separation.
 - e. A Soldier may be separated per AR 635-200, when it is determined that he/she is unqualified for further military service because of unsatisfactory performance. Commanders will separate a Soldier for unsatisfactory performance when it is clearly established that the Soldier meets the criteria listed in AR 635-200. A warrant officer (WO) may be separated under the provisions of AR 600-8-24 for substandard duty performance.
 - f. Warrant officers performing UAS Operator duties that have their authorization revoked due to reassignment or at the discretion of the approval authority will remain eligible for re-approval to perform UAS Operator duties. Authorizations revoked for any reason listed in paragraph 3-5b will result in permanent disqualification from performing UAS Operator duties.

3-6. Requalification

UAS Operators may request requalification and restoration of aviation service when the original reason(s) for the disqualification no longer exists. CG, HRC (AHRC – PDP – I) for Regular Army (RA), CG, ARAC (AFRC – AKY – CG) for USAR, or CNGB may approve requalification and restoration, based on the best interests of the Army. If the request is approved, the UAS Operator may be reassigned to a position of unmanned aircraft flying duty. A Soldier that was determined to be at fault and has undergone mandatory termination from unmanned aircraft aviation service will be permanently disqualified and not eligible for requalification.

Appendix A

References

Section I

Required Publications

AR 40–501

Standards of Medical Fitness (Cited in para 2–5c(2).)

AR 95–1

Flight Regulations (Cited in para 2–1a.)

Section II

Related Publications

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

AR 11–2

Managers' Internal Control Program

AR 25–22

The Army Privacy Program

AR 25–30

Army Publishing Program

AR 25–400–2

The Army Records Information Management System (ARIMS)

AR 71–32

Force Development and Documentation Consolidated Policies

AR 600–8–24

Officer Transfers and Discharges

AR 600–8–105

Military Orders

AR 600–37

Unfavorable Information

AR 600–85

The Army Substance Abuse Program

AR 600–105

Aviation Service of Rated Army Officers

AR 601–280

Army Retention Program

AR 614–200

Enlisted Assignments and Utilization Management

AR 635–200

Active Duty Enlisted Administrative Separations

DA Pam 25–403

Guide to Recordkeeping in the Army

DA Pam 611–21

Military Occupational Classification and Structure

DoDI 1340.09

Hazard Pay (HzP) Program

DoDFMR 7000.14–R, vol. 7A

Department of Defense Financial Management Regulation (Military Pay Policy - Active Duty and Reserve Pay)

EO 13294

Regulations Relating to Hazardous Duty Incentive Pay, Aviation Career Incentive Pay, and Submarine Duty Incentive Pay

TC 3–04.11

Commander's Aviation Training and Standardization Program

37 USC 301

Incentive pay: hazardous duty

37 USC 351

Hazardous duty pay

Section III**Prescribed Forms**

This section contains no entries.

Section IV**Referenced Forms**

Unless otherwise indicated, DA forms are available on the APD website (<https://armypubs.army.mil/>) and DD forms are available on the Executive Services Directorate website (<https://www.esd.whs.mil/>).

DA Form 11–2

Internal Control Evaluation Certification

DA Form 759

Individual Flight Record and Flight Crew Certificate - Army

DA Form 2028

Recommended Changes to Publications and Blank Forms

DA Form 2408–12

Army Aviator's Flight Record

DD Form 2992

Medical Recommendation for Flying or Special Operational Duty

Appendix B

Aerial Flight Requirements

Flight time requirements follow in table B-1.

Table B-1 Time of aerial flight required for fractional part of the month		
Days	Active (hours)	Inactive (hours)
1	.2	.1
2	.3	.2
3	.4	.2
4	.6	.3
5	.7	.4
6	.8	.4
7	1.0	.5
8	1.1	.6
9	1.2	.6
10	1.4	.7
11	1.5	.8
12	1.6	.8
13	1.8	.9
14	1.9	1.0
15	2.0	1.0
16	2.2	1.1
17	2.3	1.2
18	2.4	1.2
19	2.6	1.3
20	2.7	1.4
21	2.8	1.4
22	3.0	1.5
23	3.1	1.6
24	3.2	1.6
25	3.4	1.7
26	3.5	1.8
27	3.6	1.8
28	3.8	1.9
29	3.9	2.0
30-31	4.0	2.0

Appendix C

Internal Control Evaluation

C–1. Function

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

C–2. Purpose

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

C–3. Instructions

Answers must be based on the actual testing of key management controls such as document analysis, direct observation, interviewing, sampling, and simulation. Answers that indicate deficiencies must be explained and corrective action indicated in supporting documentation. These management controls must be evaluated annually. Certification that this evaluation has been conducted must be accomplished on DA Form 11–2 (Internal Control Evaluation Certification).

C–4. Test questions

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

C–5. Supersession

This evaluation replaces the checklist for personnel activities/special officer and enlisted personnel programs, and eligibility determination for eligibility to HDIP for flying duty previously published in AR 600–106, dated 12 March 2018.

C–6. Comments

Help make this a better tool for evaluating management controls. Submit comments to the Deputy Chief of Staff G–1 (DAPE–PRP), 300 Army Pentagon, Washington, DC 20310-0300.

Glossary

Section I

Abbreviations

AD

active duty

AOC

area of concentration

API

aeromedical psychological investigators

ARAC

Army Reserve Aviation Command

ARL

Airborne Reconnaissance Low

ARNG

Army National Guard

ARNGUS

Army National Guard of the United States

ASI

additional skill identifier

ATP

Aircrew Training Program

AWOL

absence without leave

CG

commanding general

CH

Cargo Helicopter

CNGB

Chief, National Guard Bureau

CONUS

continental United States

DA

Department of the Army

DNIF

Duties Not to Include Flying

DoD

Department of Defense

DoDFMR

Department of Defense Financial Management Regulation

FI

flight instructor

FMSWeb

Force Management System website

HDIP

hazardous duty incentive pay

HH

MEDEVAC Helicopter

HRC

U. S. Army Human Resources Command

IADT

inactive duty training

MH

Multipurpose Helicopter

MOS

military occupational specialty

NGB

National Guard Bureau

OCONUS

outside the Continental United States

RC

Reserve Component

SFTS

Synthetic Flight Training System

SI

standardization instructor

SQI

Special Qualification Identifier

UAS

Unmanned Aircraft System

UH

Utility Helicopter

USAF

United States Air Force

USAAMA

U.S. Army Aeromedical Activity

USAACE

U.S. Army Aviation Center of Excellence

USAR

United States Army Reserve

USC

United States Code

USMC

United States Marine Corps

USN

United States Navy

Section II

Terms

Advance notice of removal from crewmember flying status

Receipt of written notice from Soldier's commander that the Soldier is no longer required to take part in frequent and regular aerial flight and eligibility to HDIP for flying duty will be terminated.

Army National Guard of the United States

An RC of the Army comprising members and units of the Army National Guard. The Army National Guard includes the federally recognized and funded land force of a State or Territory militia in an active or inactive status (see 10 USC 101).

Crewmember

Status assigned to Soldiers who perform duties aboard an aircraft and are essential to the operation of the aircraft. They work with rated aviators under the team concept and according to the principles of Aircrew Coordination Training.

Frequent and regular aerial flight

According to the DoDFMR, a requirement to perform either crewmember or noncrewmember duties, a minimum of 4 hours per month. For RC, minimum flight requirements are one-half of those prescribed for a member on AD.

Hostile fire/imminent danger area

An area that has been designated as such by the Secretary of Defense or his designee for eligibility to special pay.

Involuntary removal from flying status

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

Non-crewmember

Status assigned to Soldiers whose duties directly relate to the in-flight mission of the aircraft but are not essential to the operation of the aircraft.

Nonrated personnel

An officer or enlisted Soldier who has not been awarded the aeronautical rating of Army aviator or flight surgeon, or a Soldier with an aeronautical rating (aviator or flight surgeon) who is no longer in aviation service.

Officer

Both commissioned or warrant officers unless otherwise specified.

Peacetime

That period in time without armed conflict.

Section III

Special Abbreviations and Terms

This section contains no entries.

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