

## Chapter 2 FLYING STATUS OF RATED PERSONNEL

### SECTION A--GENERAL PROVISIONS

**2-1. Purpose.** This chapter explains the procedures for placing rated officers on or suspending them from flying status.

**2-2. To Whom This Chapter Applies.** This chapter applies to all commissioned officers, including members of the Reserve components of the Air Force who are not on extended active duty. However, paragraphs 2-29c and h(1) do not apply to members of the Air National Guard. (For flying status of nonrated personnel, see chapter 4.)

#### **2-3. Explanation of Terms:**

a. **Rated Officer.** An officer of any Air Force component holding a currently effective Air Force aeronautical rating.

b. **Flying Status.** The status of US Air Force personnel currently required, by competent orders, to participate in frequent and regular flights.

c. **Suspension.** A means of discontinuing the flying status of a member of the Air Force by the publication of competent orders.

d. **To Remove a Suspension.** To discontinue a suspension from flying status by publication of an aeronautical order. (To determine entitlement to hazardous duty incentive pay during periods of suspension, consult DOD Military Pay and Allowances Entitlements Manual, chapter 2.)

e. **Medical Excusal.** When a person on flying status is medically incapacitated to fly as a result of an aviation accident or as a result of carrying out orders to perform hazardous duty, he is excused from meeting flight requirements for a period not exceeding 3 months. If he had already met his flight requirements for the month in which he became incapacitated, the 3-month period dates from the first day of the following month; if he had not, it dates from the first day of the month in which incapacitation occurred.

f. **Grounding.** When a person on flying status is medically incapacitated to fly not as a result of an aviation accident or of carrying out

orders to perform hazardous duty, he is prohibited from participation in flying activities by local administrative means not involving the publication of orders suspending flying status. The period of grounding will not exceed 3 months. If he had already met his flight requirements for the month in which he became incapacitated, the 3-month period dates from the first day of the month following the month in which the incapacitation occurred. This grounding procedure without the use of orders also is used when an individual is still medically incapacitated to fly at the end of his 3-month period of medical excusal. If so, the period of grounding (not to exceed 3 months) begins immediately on termination of the period of excusal.

g. **Medically Incapacitated.** Any temporary medical condition which results in an individual on flying status not being permitted to fly. If the condition continues to exist at the end of the appropriate grace period (e and f above), the individual is certified as medically disqualified for flying duty and is suspended from flying status by competent orders.

h. **Commander of an Air Force Base or Tactical Unit.** The commander of an Air Force base, wing, or tactical unit, the senior rated Air National Guard commander at a base where Air National Guard units are located, the Commander of the Air Force Reserve Personnel Center, and the commanders of the Air Reserve Wings or tactical units.

i. **Aerospace Medicine.** That specialty of medicine which is concerned with health and medical problems in aerospace.

j. **Flying Status Code 2U(FSC 2U).** An identifying code for a rated officer who was reviewed by the 1968 Central Flight Status Selection Board. Officers in this category are considered a Support Officer Resource.

**2-4. Policy.** The Air Force mission dictates the size and composition of the rated officer force. Each rated officer is a part of this force and is expected to maintain the potential for utiliza-

tion within his aeronautical specialty in support of Air Force doctrine.

a. **Training.** Training for the rated force is voluntary. On successful completion, an officer is awarded an aeronautical rating and placed on flying status. He remains on flying status until his flying status orders become invalid, or until he is suspended. Although initial training is voluntary, an officer's aircrew assignments (including refresher training, upgrade training, and other training related to his utilization in his aeronautical specialty) are military duties and he is expected to assume these duties willingly. When an officer is medically and professionally qualified, his failure to accept an aircrew assignment, or his failure to complete training related to an aircrew assignment, is cause for his removal from flying status.

b. **Utilization.** Flying status is conditional and depends on service requirements, medical qualification, and potential for utilization in rated duties. A rated officer is expected to maintain an expertise in his aeronautical rating so that his potential for utilization in rated command, operational staff, or aircrew positions is commensurate with his grade. When a rated officer cannot be used to fill worldwide rated requirements, when he has moral or ethical compunctions which will not allow him to perform the Air Force mission for which he has been trained, or when he attempts to consciously avoid hazardous duty, training for combat, or actual combat, his potential for continued retention on flying status will be reviewed.

c. **Standards.** Each rated officer has a responsibility to maintain established professional standards. Competence in his aeronautical specialty, performance of rated duties, and attainment of advanced aeronautical ratings on the specified rated service anniversaries are standards which each rated officer must achieve and maintain. When these standards are not met, or when any aspect of a rated officer's performance or potential becomes questionable, commanders will review his potential for retention on flying status.

**2-5. Who Can Place an Officer on Flying Status.** The Chief of Staff, USAF, may place any rated officer on flying status. This authority is delegated to:

a. The commander who has direct control over the CBPO which maintains the personnel records for Air Force and Reserve of the Air Force officers who successfully complete a course of flying training and are awarded a currently effective Air Force aeronautical rating or designation.

b. The commanders of AFRES and ARPC, and the Director, Air National Guard, for officers in the Reserve of the Air Force not on extended active duty who meet the requirements of paragraph 2-13.

c. Commanders authorized to remove flying status suspensions as specified in paragraph 2-34.

**2-6. Reserved.**

**2-7. How To Record Rated and Nonrated Officer Flying Status Information:**

a. Flying Status Code is a data chain (ADC FL 296-V) made up of Flying Category (ADE FL-960) and Flying Category Status (FL-297-XII).

(1) These codes have been established so that flying status data may be maintained for budgetary and planning purposes. They are recorded in the Uniform Officer Record (UOR) according to AFM 80-3, volume III, chapter 2.

(2) Flying Status Codes may be changed by AF Form 2095, Assignment/ Personnel Action, which cites the reason consistent with AFM 80-1. Flying Status Codes and Individual Flight Condition Status codes also may be changed by aeronautical orders when publication of such orders is required for another reason.

(3) To insure accurate reporting of Flying Status Code information in the UOR, CBPO personnel refer to the basic source documents; that is, Aeronautical Order, AF Form 2095 or AF Form 1042, Medical Recommendation for Flying Duty, to determine the correct reason and date for changes in flying status.

b. CBPO/DPMQC Actions on AF Form 1042. The Special Actions Unit of the CBPO receives one copy of AF Form 1042. This unit reviews the form, and:

(1) If the officer is continued in flying status without any change, forward it to CBPO/DPMPR for file.

(2) If medical grounding is indicated, hold the form in suspense pending one or more of the following situations, as applicable:

(a) If a new form is received within 30 days which terminates the grounding imposed by the initial AF Form 1042, destroy both copies.

(b) If 30 days have passed and the officer has not been medically certified for return to flying status, change the officer's flying status code to reflect a grounded status according to AFM 60-1 CHAPTER 5. Hold the form in suspense for verification of Transaction Register (TR), then for action indicated below.

(c) If a new form is received which terminates the medical grounding before expiration of the grace period authorized by paragraph 2-29g, change the officer's flying status code to reflect removal of grounding and forward the latest AF Form 1042 to CBPO/DPMPR for file. Destroy the AF Form 1042 which imposed the grounding.

(d) If an officer is not medically certified for flying within the periods noted in paragraph 2-29g, publish an aeronautical order suspending him and changing his flying status code. The periods under discussion in paragraph 2-29g are those in excess of 89 days. The time may begin from the first day of the month the officer became incapacitated, or it may begin on the first day of the next month, depending on certain conditions. Thoroughly review paragraph 2-29g before taking suspension action.

## SECTION B-FLYING STATUS ORDERS

**2-8. Guide for Preparing Orders.** Activities that prepare and forward orders affecting a rated officer's flying status comply with AFR 10-7.

**2-9. Which Orders Are Valid.** The only valid flying status orders are those published by the Air Force and its predecessors (the Army Air Forces-World War II, Army Air Corps, etc.), except orders that placed a flight officer on flying status which lost their validity when the officer was commissioned.

**2-10. Policy on Retroactive Orders and Notification of Contents of Orders:**

a. **Retroactive Orders.** An order placing a member on flying status, imposing or removing

a suspension, or rescinding flying status is individual in its operation. It is effective on the date of the order or a later date specified therein. An order terminates on the date specified therein or when superseded by a subsequent order. Since the effective date and termination date determines the period of flying status, and can, therefore, determine the period of incentive pay entitlement, retroactive orders are invalid for pay purposes unless confirming a verbal order. Verbal orders affecting flying status should be avoided if at all possible (See AFR 10-7, paragraph 1-15).

b. **Notification of Contents of Orders.** Particular care must be taken to insure that the individual receives flying status orders or knowledge of their contents on or before the effective date.

(1) Major commanders will insure that changes in flying status are processed with minimum delay. Rated officers whose return to flying status has been approved by competent authority are notified of their change in flying status as a matter of priority.

**2-11. When Flying Status Orders Become Invalid.** The original aeronautical order that placed a rated officer on flying status to fly regularly and frequently remains valid until the officer:

a. Is discharged from all appointments and ceases to hold a commission in the Air Force or its Reserve components. A change in commissioned status does not effect an officer's flying status orders if there is no actual break in service between the old and new appointment.

b. Retires.

c. Enters extended active duty in other than commissioned officer status.

d. Is suspended from flying status under paragraph 2-29.

**2-12. When To Publish Orders.** Publish Aeronautical orders in the following circumstances:

a. When an officer completes a course of flying training leading to the award of an aeronautical rating an order is published awarding him the basic rating and placing him on flying status.

b. To award advanced aeronautical ratings.