

MILPERSMAN 1610-020

DISQUALIFICATION OF OFFICERS FOR DUTY INVOLVING FLYING

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References	(a) CNAFINST M-3710.7 (b) OPNAVINST 7220.18A (c) OPNAVINST 5350.4D (d) SECNAVINST 1920.6D (e) CNAFINST 5420.1H (f) DoD 7000.14-R, DoD Financial Management Regulation
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1. **Definition.** In this article, the term "naval aviator" refers to both pilots and naval flight officers (NFO). When it is necessary to distinguish between pilot and NFO, the sentence must specify which kind of aviator is affected.

2. **Termination of Orders to Duty Involving Flying.** Termination of orders to duty involving flying is an administrative action designed to ensure only those officers who can safely and competently perform assigned flying duties are so assigned. Although, in many instances, the permanent revocation of flight status may appear to have an adverse impact on the individual concerned, such action is intended to be neither punitive nor disciplinary. Qualification for aviation service is conditional and dependent upon an officer maintaining current physical and professional qualifications and continually displaying the potential for utilization in operational flying billets. Pilots or NFOs disqualified from aviation service will be redesignated to 130X unless specified otherwise in this article.

3. **Medical Disqualification**

a. Per references (a) and (b), aviation officers who are temporarily medically incapacitated are considered qualified for

aviation service unless such incapacitation continues for a period of more than 365 days.

(1) Disqualification for aviation service will be effected on the first day following a period of 365 days that commences on the date of incapacitation.

(2) In the case of pregnancy, disqualification from aviation service will be effected on the first day following a period of 365 days that commences on the first day of the third trimester of pregnancy.

(3) Officers disqualified for medical reasons will not be requalified for aviation service until so certified by appropriate medical authority.

(4) Aviation incentive pay (AvIP) and months of operational flying credit will not be authorized for any period during which an officer is considered disqualified.

(5) Commanding officers (COs) or immediate reporting seniors are responsible for ensuring the termination of AvIP under current directives.

b. Aviation officers whose medical incapacity has been determined to be permanent are disqualified for aviation service on the date specified by Commander, Navy Personnel Command (COMNAVPERSCOM).

(1) Pilots or NFOs in this category will be redesignated to 130X and may apply for a lateral transfer to a new community.

(2) Officers with over 15 years of active aviation service may retain the 131X or 132X designator at the discretion of COMNAVPERSCOM. Regardless of designator, all provisions of reference (b) are required to be met for continued receipt of AvIP.

4. **Drug Abuse.** Any naval aviator who is identified as a drug abuser under reference (c) (one who has illicitly used or possessed any narcotic substance, marijuana or other drug, or possessed drug paraphernalia) must have his or her flight status and authority to wear the naval aviator insignia permanently revoked and must be processed under reference (d).

5. **Voluntary Termination of Flight Status**

a. Naval aviators who voluntarily request termination of flight status must be immediately suspended from flying duties by their COs and directed to submit, within 5 days, an official request for such termination to COMNAVPERSCOM, General Aviation Assignment Division (PERS-43Z). A report on the case by a flight surgeon must accompany the request. Officers who voluntarily terminate their flight status can expect to receive a 130X designator and be immediately reassigned, per [MILPERSMAN 1212-010](#), to a non-flying billet where they are encouraged to request redesignation into another community. The date of suspension of flight status must be included in the CO's forwarding endorsement and will be used as the effective date for termination of AvIP. Copies of the request must be forwarded through the chain of command for information or comment.

b. COs should counsel officers concerned that a voluntary termination of flight status is considered permanent by COMNAVPERSCOM and requests for reinstatement will not be approved.

6. **Field Naval Aviator Evaluation Board (FNAEB) Recommendations**

a. The field board and subsequent endorsers should recommend one of the following classifications for aviators under consideration:

- (1) Type A: Continuation in a flight status
- (2) Type B: Termination of flight status

b. Variations under each of the above types may be recommended when circumstances warrant. Appropriate sub-recommendations may be as described in the following paragraphs.

7. **Recommendations - Type A**. Type A - Continuation in a flight status, appropriate sub-recommendations:

- a. Type A (1) - Retain in present duty assignment
- b. Type A (2) - Transfer to another activity operating different aircraft. This classification cannot be recommended below the type commander (TYCOM) level.

c. Type A (3) - Probationary flight status for a specified period of time. An applicable Type B recommendation will be included in order to cover those cases which fail to successfully complete the probationary period. Under these circumstances, the CO must forward appropriate documentation of the individual's failure to satisfy the terms of probation along with the original board report. Further training may be recommended in any of the above instances.

8. **Recommendations - Type B**. Type B - Termination of flight status, appropriate sub-recommendations:

a. Type B (1) - Retention of right to wear the insignia.

b. Type B (2) - Revocation of right to wear the insignia. Revocation of this right is considered appropriate when board action is the result of dishonoring Naval Aviation or willful and flagrant violation of established rules, regulations, and directives.

c. Type B (3) - Retention of the right to wear the insignia with eligibility for orders to duty involving the operation of Unmanned Aircraft Systems. This classification cannot be recommended below the TYCOM level.

9. **Aviation Incentive Pay (AvIP)**. Per reference (f), an officer's AvIP may be suspended when the status of future aviation service is uncertain. The CO will suspend the member's AvIP effective on the date of the first type B recommendation by contacting COMNAVPERSCOM Aviation Career Incentive Pay Action Officer (PERS-435A). If the member is subsequently returned to aviation service, AvIP eligibility will commence effective on the date of suspension. If the final action of COMNAVPERSCOM is assignment of a type B classification, the member will be disqualified for aviation service effective on the date of suspension per reference (b).

10. **Final FNAEB Approval Authority**. The TYCOM must be the final approving authority for all classifications. A copy of TYCOM approved B(1), B(2), and B(3) packages will be forwarded to COMNAVPERSCOM Aviation Officer Assignments (PERS-43) to facilitate further detailing and or reassignment of the officer.

11. **Special Cases**. Because of the nature of their assignment, certain special cases may be governed by special instructions:

a. Naval aviators undergoing refresher training may be given special consideration if additional flight time and instruction are considered necessary for qualification.

b. Naval aviators on temporary additional duty who fail to successfully complete all phases of a formal course of aviation instruction will be returned to their parent commands for normal processing as described in the preceding paragraphs. When an aviator fails to successfully complete a prescribed course of aviation instruction while en route between permanent duty stations, the circumstances will be immediately reported to PERS-43.

c. Medical officers undergoing training leading to designation as flight surgeon or aerospace medical examiner and Medical Service Corps officers undergoing training leading to designation as aerospace physiologists or aerospace experimental psychologists who fail to make satisfactory progress will be made the subject of a report containing full information regarding deficiencies shown, together with a recommendation for disposition, via Chief of Naval Air Training to Chief, Bureau of Medicine and Surgery, with a copy to COMNAVPERSCOM.

12. Reinstatement of Flight Status

a. A former naval aviator will not be reinstated in a flight status when:

(1) authority to pilot naval aircraft or the NFO's detail to duty involving flying was terminated because of a voluntary request;

(2) authority to pilot naval aircraft or the NFO's detail to duty involving flying was terminated as a result of FNAEB action; or

(3) age, grade, specialty, or previous flight experience of the pilot or NFO indicates that the member may not be expected to satisfactorily fill operational flying billets if reinstated.

b. A former naval aviator who was physically disqualified but has been returned to a qualified status and does not meet any criteria in subparagraph 12a may apply to have his or her designator returned to 131X or 132X. Each request for

restoration of authority to pilot naval aircraft or restoration as an NFO will be addressed to PERS-4350, endorsed by his or her CO, and will be accompanied by a completed [DD Form 2992](#), Medical Recommendation for Flying or Special Operational Duty "up chit" and any associated waivers issued by the Naval Aerospace Medical Institute. Those officers whose requests are approved will be reassigned to an activity where their return in effective flight status can be best accomplished. Restoration of an aeronautical designation is a prerequisite for entitlement to AvIP.