

INDIVIDUAL FLIGHT RECORDS AND FLIGHT CERTIFICATE -- ARMY (Cont'd)

For use of this form, TC 3-04.11; the proponent agency is USAACE.

1. Sheet No.

2. Name

3. Rank

4. Period

PART III. ATP

1. FAC

2. MTFE

3. Phys Exam

4. Ejection Seat

5. Alt Chamber

6. APART Completed

7. Primary Acft

8. RL

9. Std Flt Eval

10. Inst Eval

11. Alternate Acft

12. RL

13. Std Flt Eval

14. Inst Eval

15. Additional Acft

16. RL

17. Std Flt Eval

PART IV. REMARKS

Commander's Typed Name, Rank, Branch

Signature

Date (YYYYMMDD)

Instructions for completing DA Form 759 closeout (*rated officer*)

Item	Instructions
Part I. Biography/Demographic	
Block 1 thru 4	Enter the appropriate information from blocks 1 through 4 of current DA Form 759-1.
Block 5	Enter the date of birth.
Block 6	Enter the aviation service entry date (the date the aviator received AVIP orders).
Block 7	Enter the branch of service.
Block 8	Enter the component designation, as shown in table 11-6, page 11-13.
Block 9	Enter the unit responsible for the aircrew training program (ATP).
Block 10	Enter the duty military occupational specialty (MOS).
Block 11	Enter the assigned duty position.
Block 12	Indicate if the individual is in an operational flying duty position (yes or no). If yes, place date assigned to that position in block.
Part II. Flight Hours	
Section A. Qualifications	
Column a	Aircraft. The specific approved Department of Defense (DOD) aircraft in which the individual is qualified to operate (regardless of whether the individual currently flies) in order by date the individual qualified. The aircraft will be listed by mission, type, design, and series. For each aircraft in which the individual has logged time while using a night vision system (NVS), enter night system (NS) on the line directly below the aircraft entry in which the night system (NS) or DG/day system (DS) time was logged. Do not include DG/DS as a separate line entry. For aircraft in which the individual has logged time while using night vision goggles, enter NG on the line directly below NS or the aircraft entry.
	Compatible Flight Simulator. List, in the same order as the aircraft, the compatible flight simulator the individual has flown. (ATMs list the compatible flight simulators.) Leave a blank line between aircraft and flight simulator listings.
	Other Flight Simulators. List any other flight simulators the individual has flown that are not compatible with the aircraft operated.
	Other Aircraft. Any aircraft flown in which the individual is not qualified to operate and for which a DA Form 759-1 has been completed will be listed following the other flight simulators category. List this time as RW for rotary wing, FW for fixed-wing, or UAS for unmanned aircraft systems. Leave a blank line between flight simulator and other aircraft listings.
Column b	Transcribe, from the previous DA Form 759 closeout, the date the aviator qualified in the aircraft and/or NS or night goggles (NG) listed. Also, enter the date of any new qualifications and a corresponding comment in Part IV. Leave this column blank for flight simulators and aircraft designated as "Other Aircraft."
<p>Note. 1. Obtain the dates for new aircraft and NG or NS qualification from the aviator's aircrew training record.</p> <p>2. When filling out forms, if a block is not applicable, leave blank unless the directions state otherwise.</p>	
Column c	Enter the date the individual completed his most recent flight in the aircraft or simulator and the NS or NVG used (information from DA Form 759-2, temporary worksheet). Leave this column blank for aircraft designated as "Other Aircraft."
Column d	<p>Aircraft (in which qualified). Enter the total hours flown from line 15, column m, of each DA Form 759-1 on the line that corresponds to the aircraft flown.</p> <p>NS: Enter the total hours flown from lines 11 (NS) and 12 (DS), column m, of each DA Form 759-1 on the line that corresponds to the NS hours. NG: Enter the total hours flown from line 10 (NG), column m, of each DA Form 759-1 on the line that corresponds to the NG hours.</p> <p>NS and NG totals will not be included when the total number of flight hours is calculated in Part II Section B. Compatible Flight Simulator.</p>

	Compatible Flight Simulator. Enter the total hours flown from line 15, column m, of each DA Form 759-1 on the line that corresponds to the flight simulator flown. Other Aircraft (not qualified. Add from DA Form 759-2 any hours flown in an aircraft the individual is not qualified in to the RW or FW time (Part II, Column a) of the previous DA Form 759. Enter the total hours flown.
Note. When the aviator becomes qualified in the aircraft, subtract hours previously logged in the flight records under FW or RW from that category at the next closeout and enter as indicated above as a qualified aircraft.	
Column e through n	Enter the total hours flown from line 18, columns a through j, of each DA Form 759-1 in the blocks that correspond to the duty position and aircraft or flight simulator flown. Ensure you carry forward aircraft and simulators from previous DA Forms 759 that were not flown during current period.
Section B. Total Hours	
Note. Section B is a compilation of total aircraft time and does not include flight simulator time. NS/NG time is a part of each respective airframe total hours; therefore, NS time from Part II, Section A, column d, is not added to obtain total hours. Blocks in Section B are updated at each closeout of the individual's flight records. Block g, "Historical Hours," is never updated and always remains the same.	
Block a	Enter the cumulative totals of combat hours flown from all DA Forms 759-1, line 16, column m. (The total in this block will be updated each closeout only if combat time was flown during the period covered.)
Block b	Enter the cumulative totals of imminent danger hours flown from all DA Forms 759-1, line 17, column m. (The total in this block will be updated each closeout only if imminent danger time was flown during the period covered.)
Column c and e	The flight operations officer will verify new civilian flight hours from civilian logbooks. Once verified, add these hours to the total entered on the previous DA Form 759. Explain the verification and the change in hours in Part IV, Remarks.
Column d	Add all military rotary-wing aircraft totals, to include RW, in Section A, column d, and enter the total in this block. Do not include NS, NG, or flight simulator time.
Column f	Add all military FW aircraft totals, to include FW, in Section A, column d, and enter the total in this block. Do not include NS, NG, or flight simulator time.
Column g	Transcribe the historical hours from the previous DA Form 759 closeout to this block. The historical hours block is used to track time prior to 31 March 1987 when the change in format of DA Form 759-series became effective.
Column h	Add the hours in blocks c through g and enter the total in hours and tenths of hours in this block.
Page 2, DA Form 759, Blocks 1 through 4	Transcribe information from Part I, blocks 1 through 4 to this section.
Part III. Aircrew Training Program (ATP)	
<p>Note.</p> <p>1. ATP requirements include hours, tasks, and iterations identified in the appropriate aircrew training modules, readiness level progression, and the annual proficiency and readiness test (APART). Failure of an individual to complete any portion of the ATP requires a comment in Part IV, Remarks. The individual's DA Form 7120, with enclosures, will be used to assist the flight records clerk with the completion of this section.</p> <p>2. For Blocks 3,4,5 and 6 only enter training or evaluations that occurred during the period noted in Part 1 Block 4</p>	
Block 1	Enter flight activity category (FAC) if applicable Note. TC 3-04.11 defines the flight activity category.
Block 2	For maintenance test pilots (MP, ME), enter the most recent date of the maintenance test pilot's flight evaluation/re-evaluation.

Block 3	Enter the date of the most recent flight physical. If the individual is on a one calendar month extension, use the date from the previous DA Form 759 and make the appropriate remark in Part IV. On the next closeout, annotate in Part IV when the flight physical was completed. The physical examination is an annual requirement according to AR 95-1 and is not considered part of the APART.
Blocks 4 and 5	Enter the date of the most recent training, if applicable.
Block 6	Enter the date the individual completed all APART requirements, if applicable.
<p>Note.</p> <ol style="list-style-type: none"> 1. If the individual fails to complete the APART successfully, leave block 6 blank and enter the appropriate comment in Part IV. 2. For blocks 9,10,13,14, and 17, only enter training or evaluations that occurred during the period noted in Part 1, block 4 	
Block 7	Enter the primary aircraft mission symbol, type, design, and series.
Do not enter seat designation as FS or BS (for example AH-64D (FS) should be entered as AH-64D),	
Block 8	Enter the appropriate readiness level for the individual's primary aircraft. Note. TC 3-04.11 Chapter 8 of this manual defines RLs.
Block 9	Enter the date of the most recent standardization flight evaluation for the individual's primary aircraft.
Block 10	Enter the date of the most recent instrument evaluation for the individual's primary aircraft.
Block 11	Enter the individual's alternate aircraft, if designated. (For example if the aviator's primary aircraft is RW, his or her alternate aircraft would be fixed-wing. If he or she were rated in both fixed- and rotary-wing aircraft. If not rated in both, leave blank.)
Block 12	Enter the appropriate readiness level for the individual's alternate aircraft, if designated.
Block 13	Enter the date of the most recent standardization flight evaluation for the individual's alternate aircraft, if designated.
Block 14	Enter the date of the most recent instrument evaluation for the aviator's alternate aircraft, if designated.
Block 15	Enter the individual's additional aircraft, if designated.
Block 16	Enter the appropriate readiness level for the individual's additional aircraft, if designated.
Block 17	Enter the date of the most recent standardization flight evaluation for the individual's additional aircraft, if designated.
<p>Note. If the individual has more than one alternate or additional aircraft designated, list second and subsequent entries in Part IV in the same format as the corresponding categories in Part III.</p>	
Part IV. Remarks	
Enter a historical narrative of the individual's flying status, qualifications, and proficiency if they are not stated elsewhere on the form. Use the remarks in table 11-11 to ensure consistency.	
Commander's signature and date	The individual's commander must sign and date the form to certify the accuracy of the closeout data. If the individual's commander is not the certifying officer who authorized flight duties on DA Form 7120, the certifying officer authorizing flight duties will sign and date the closeout to certify the accuracy of the closeout data. The DA Form 759 must be digitally signed in the Centralized Aviation Flight Records System.
<p>Note.</p> <ol style="list-style-type: none"> 1. Commander's signature block contains name, rank, and branch only. 2. For Army National Guard and United States Army Reserve only, the commander's designated representative may sign the commander's block. This individual must be under assumption of command orders to be designated the commander's representative. 	

Instructions for completing DA Form 759 closeout (crewmember/non-crewmember)

<i>Item</i>	<i>Instructions</i>
Part I. Biography/Demographic	
Block 1 thru 4	Enter the appropriate information from blocks 1 through 4 of current DA Form 759-1 sheet number.
Block 5	Enter the date of birth.
Block 6	Enter the date the individual was awarded his original aviation badge (or flight surgeon badge) from the individual's basic aviation badge orders, maintained in the IFRF. Operations personnel will use this date to determine eligibility for senior and master aviation badges. For non-aviation personnel such as door gunners that have not been awarded an aviation badge enter the effective date of their flight orders.
Block 7	For flight surgeons, other officers and UAS operators, enter the branch of service. For all others, leave blank.
Block 8	Enter the component designation.
Block 9	Enter the unit responsible for the aircrew training program (ATP).
Block 10	Enter the duty MOS.
Block 11	Enter the current assigned duty position per paragraph and line number.
Block 12	Leave blank.
Part II. Flight Hours	
Section A. Qualifications	
Column a	Aircraft. Enter the specific approved Department of Defense aircraft in which the individual is qualified to perform duties (regardless of whether the individual currently flies) in order by date the individual qualified. List the aircraft by mission, type, design, and series. For each aircraft in which the individual has logged time while using a NVD or NVS, enter NS on the line directly below the aircraft entry in which the NVD or NVS time was logged. For aircraft in which the individual has logged time while using night vision goggles, enter NG on the line directly below NS or the aircraft entry in the absence of NS time.
	Compatible flight simulator (flight surgeons/UAS operator). List, in the same order as the aircraft, the compatible flight simulator that the individual has flown. (ATMs list the compatible flight simulators.)
Column b	For nonrated crewmembers/non-crewmembers: Enter the date the individual qualified to perform his duty position or was progressed to RL 1. This date reflects the first time the nonrated crewmember attained RL 1 in a particular aircraft. Also, enter the date of any new qualifications and a corresponding comment in Part IV. For flight surgeons: This date will reflect the date the flight surgeon was placed on aviation service orders by The Surgeon General; Commander, U.S. Army Personnel Center; or Chief, National Guard Bureau.
<i>Note.</i> The dates for new aircraft and NVD qualification are obtained from the individual's aircrew training record.	
Column c	Enter the date the individual completed the most recent flight in the aircraft and the NVD used (information taken from the DA Form 759-3 [temporary worksheet]).
Column d	Aircraft. Enter the total hours flown from line 15, column m, of each DA Form 759-1 on the line that corresponds to the aircraft flown. NS: Enter the total hours flown from line 11, column m, of each DA Form 759-1. NG: Enter the total hours flown from line 10, column m, of each DA Form 759-1. NS and NG totals will not be included when the total number of flight hours is calculated in Part II Section B. Compatible Flight Simulator (flight surgeons /UAS operators). Enter the total hours flown from line 15, column m, of each DA Form 759-1 on the line that corresponds to the flight simulator flown.
Columns e through n	Enter the total hours flown from line 15, columns a through j, of each DA Form 759-1 in the blocks that correspond to the duty position and aircraft flown.

Section B. Total Hours	
<p>Note. Section B is a compilation of total aircraft time and does not include flight simulator time. NS/NG time is already a part of each respective airframe total hours. NS/NG time from Part II, Section A, column d is not added to total hours. Blocks in Section B are updated at each closeout of the individual's flight records. Block g historical hours are never updated and always remain the same.</p>	
Block a	Enter the cumulative total combat hours flown from DA Form 759-3 (consolidation worksheet), block 14. (The total in this block will be updated each closeout only if combat time was flown during the period covered.)
Block b	Enter the cumulative total imminent danger hours flown from DA Form 759-3 (consolidation worksheet), block 15. (The total in this block will be updated each closeout only if imminent danger time was flown during the period covered.)
Column c and e	Leave blank.
Column d	Add all military rotary-wing aircraft totals, to include RW, in Section A, column d, and enter the total in this block. Do not include NS, NG, or simulator time.
Column f	Add all military FW aircraft totals, to include FW, in Section A, column d, and enter the total in this block. Do not include NS, NG, or simulator time.
Column g	Transcribe the historical hours from the previous DA Form 759 closeout to this block. The historical hours block is used to track time prior to 1987 when the change in format of the DA Form 759 series became effective.
Column h	Add the hours in blocks d, f, and g and enter the total in hours and tenths of hours in this block.
Page 2, DA Form 759, Blocks 1 through 4	Transcribe information from Part I, blocks 1 through 4 to this section.
Part III. Aircrew Training Program (ATP)	
<p>Note.</p> <p>1. ATP requirements include hours, tasks, iterations, readiness level progression, and the annual proficiency and readiness test (APART) according to TC 3-04.11. Failure of an individual to complete any portion of the ATP requires a comment in Part IV, Remarks. The individual's DA Form 7120 with enclosures will be used to assist the flight records clerk with the completion of this section. Flight surgeons ATP requirements are according to 600-105.</p> <p>Note 2. For Blocks 3,4,5 and 6 only enter training or evaluations that occurred during the period noted in Part 1 Block 4</p>	
Block 1	Enter flight activity category (FAC) level for rated aviators receiving conditional aviation career incentive pay (AVIP) otherwise leave blank.
Block 2	For maintenance test pilots (MP, ME), enter the most recent date of the maintenance test pilot's flight evaluation/re-evaluation, otherwise leave blank.
Block 3	Enter the date of the most recent flight physical. If the individual is on a one calendar month extension, use the date from the previous DA Form 759 and make the appropriate remark in Part IV. On the next closeout, annotate in Part IV when the flight physical was completed. The physical examination is an annual requirement according to AR 95-1 and is not considered part of the APART.
Blocks 4 and 5	Enter the date of the most recent training, if applicable.
Block 6	Enter the date the individual completed all APART requirements, if applicable.
<p>Notes. 1. Instrument evaluations only apply to conditional AVIP recipient except flight surgeons. If the individual fails to complete APART successfully, leave block 6 blank and enter the appropriate comment in Part IV.</p> <p>Note 2. For blocks 9,10,13,14, and 17 only enter training or evaluations that occurred during the period noted in Part 1 Block 4</p>	

Block 7	Enter the primary aircraft mission symbol, type, design, and series.
Block 8	Enter the appropriate readiness level for the individual's primary aircraft, if applicable.
Block 9	Enter the date of the most recent standardization flight evaluation for the individual's primary aircraft, if applicable.
Block 10	Enter instrument evaluation date for rated Aviators receiving conditional AVIP otherwise leave blank
Block 11	Enter the date of the most recent instrument evaluation for the individual's primary aircraft.
Block 12	Enter the appropriate readiness level for the individual's alternate aircraft, if designated.
Block 13	Enter the date of the most recent standardization flight evaluation for the individual's alternate aircraft, if designated.
Block 14	Enter instrument evaluation date for rated Aviators receiving conditional AVIP otherwise leave blank
Block 15	Enter the individual's additional aircraft, if designated.
Block 16	Enter the appropriate readiness level for the individual's additional aircraft, if designated.
Block 17	Enter the date of the most recent standardization flight evaluation for the individual's additional aircraft if designated.

Part IV. Remarks (see table 3-5)

Enter a historical narrative of the individual's flying status, qualifications, and proficiency if they are not stated elsewhere on the form. (See appendix A)

Commander's signature and date	The individual's commander must sign and date the form to certify the accuracy of the closeout data. If the individual's commander is not the certifying officer who authorized flight duties on DA Form 7120, the certifying officer authorizing flight duties will sign and date the closeout to certify the accuracy of the closeout data. The DA Form 759 must be digitally signed in the Centralized Aviation Flight Records System.
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The individual's commander must sign and date the form to certify the closeout data. If the individual is an ATP commander, the next higher commander within the chain of command must sign the flight records. The DA Form 759 must be digitally signed in Centralized Aviation flight Records System (CAFRRS).