



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
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OPNAVINST 5030.4G
N98
11 Apr 2012

OPNAV INSTRUCTION 5030.4G

From: Chief of Naval Operations

Subj: NAVY AVIATION SQUADRON LINEAGE AND NAVAL AVIATION COMMAND
INSIGNIA

Ref: (a) Dictionary of American Naval Aviation Squadrons,
Volume 1- The History of VA, VAH, VAK, VAL, VAP and
VFA Squadrons, Naval Historical Center, GPO, 1995
(b) MIL-STD-2161B, Paint Schemes and Exterior Markings
for U.S. Navy and Marine Aircraft, 15 Aug 2008
(c) COMNAVAIRFORINST 4750.4A (NOTAL)

Encl: (1) Rules for Navy Aviation Squadron Lineage Program and
Approval Procedures
(2) Current Navy Aviation Squadron Lineage List; How to
Trace Squadron Lineage
(3) Rules for Naval Aviation Insignia Program and
Approval Procedures
(4) Examples of Approved Insignia

1. Purpose. To issue policy and approval procedures governing
the Navy Aviation Squadron Lineage Program and the Naval
Aviation Insignia Program. This instruction has been revised as
a result of changes in Chief of Naval Operations (CNO) office
codes, addresses, lineage and reference (a).

2. Cancellation. OPNAVINST 5030.4F.

3. Background

a. Navy Aviation Squadron Lineage. The lineage and history
of Navy aviation squadrons has been a source of confusion since
the birth of naval aviation in 1911. Much of this confusion
arose from terminology specific to the Navy, the lack of a
consistent policy in selecting the alphanumeric designations for
squadrons, the reuse of letter and numeric designations and the
many establishments, redesignations and disestablishments of
aviation squadrons. This instruction provides the policy for

Navy aviation squadron lineage, shows the relationship between squadron designations and insignia and requires the Office of the Chief of Naval Operations (OPNAV), Director, Air Warfare Division (OPNAV (N98)) approval of all Navy aviation squadron designations. Reference (a) details squadron lineage and history for much of the fleet while references (b) and (c) detail aircraft painting regulations and schemes.

b. Naval Aviation Insignia. The use of naval aviation insignia is a modern form of heraldry that dates back to the early period of naval aviation in the 1920's and captures many proud moments of its history. The practice fosters a sense of pride, unit cohesion and contributes to high morale, esprit de corps and professionalism within the community. It also serves as an effective means of preserving a command's tradition, continuity of purpose and recognition, as traced through its lineage. The following rules are provided to ensure that all command insignia and slogans are in keeping with the highest traditions of the proud naval aviation heritage.

4. Action. Enclosure (1) provides policy and approval procedures for the Navy Aviation Squadron Lineage Program. This policy begins with the squadrons listed in enclosure (2). It applies only to Navy aviation squadrons. Marine Corps aviation squadron lineage is maintained and approved by Commandant, Marine Corps, History Division (Code HDR).

a. All naval aviation commands are required to have an officially approved insignia on file with the OPNAV Director, Air Warfare Division's Assistant for Aviation History and Publications under the CNO. This includes all Navy and Marine Corps aviation commands. Enclosure (3) provides rules and approval procedures. Examples of insignia meeting the current criteria for official approval are shown in enclosure (4).

b. Questions concerning Navy aviation squadron lineage or Navy and Marine Corps aviation command insignia should be addressed to Chief of Naval Operations, Director, Air Warfare Division Assistant for Naval Aviation History and Publications, c/o Naval History and Heritage Command, 805 Kidder Breese Street SE, Washington DC 20374-5060; via voice mail: (202) 433-2321; or by e-mail aviationhistory@navy.mil. Marine Corps aviation commands must have their insignia proposal endorsed by the Marine Corps (Code HDR) as well as their wing-level chain of

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command: Marine Corps History Division, Historical Reference Branch, 3078 Upshur Ave, Quantico, VA 22134; via voice mail: (703) 432-4875.

5. Records Management. Records created as a result of this instruction, regardless of media and format, shall be managed per Secretary of the Navy Manual 5210.1 of November 2007.



J. M. BIRD
Vice Admiral, U.S. Navy
Director, Navy Staff

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RULES FOR NAVY AVIATION SQUADRON LINEAGE PROGRAM AND APPROVAL
PROCEDURES

1. These guidelines establish a lineage policy for Navy aviation squadrons in order to eliminate confusion and to ensure consistency. Chapter 1 of reference (a) provides a historical treatise on the evolution of squadron designations.

2. Applicable terms are as follows:

a. Establishment. A squadron's lineage and history begins on the date it is formally designated into existence and assigned a designation (such as helicopter strike maritime (HSM), strike fighter squadron (VFA), etc.). A squadron may be redesignated and assigned a new designation (such as Helicopter Antisubmarine Squadron Light HSL-51 being redesignated HSM-51). The history of such a squadron begins the day it was originally established and includes the period with both the old and new designations.

b. Deactivation. A squadron is deactivated by reassigning its personnel and equipment and placing it in an inactive status. The designation remains on naval aviation's record of inactive squadrons until it is reactivated and returns as an active operating unit.

c. Reactivation. A squadron may be reactivated from naval aviation's inactive record and placed in active operational service, when assigned new personnel and equipment. When a squadron is reactivated, it must use the last designation it was assigned prior to deactivation. The history of this reactivated squadron may be traced using the lineage of the squadron prior to its deactivation. To preclude confusion surrounding the reactivation of a squadron, a squadron cannot be reactivated and redesignated on the same day. NOTE: Squadrons do not receive commissioning pennants when they are established. Hence, the terms "commission" and "decommission" generally refer to ships only.

3. Background on how squadron designations are tracked by OPNAV (N98).

a. Per the definitions in paragraph 2, once a squadron letter and number have been assigned to a squadron, that letter

and number combination can never be assigned to another squadron. As an example, VFA-15 was established as Fighter Squadron 67 (VA-67) on 1 August 1968. It was redesignated VA-15 on 2 June 1969 and then redesignated VFA-15 on 1 October 1986. Therefore, the letter and number combination of VA-67, VA-15 or VFA-15 may never be used by another squadron. If VFA-15 were to be deactivated, it could only be reactivated using the VFA-15 designation. No other squadron could be activated or reactivated as VA-67 or VA-15 since those designations belong to VFA-15.

b. When a squadron is deactivated, the designation and approved insignia used by that squadron are placed on the naval aviation inactive record. The insignia used by the squadron is retired and remains with the history of that deactivated squadron. A newly established or redesignated squadron cannot adopt the exact same insignia of a deactivated unit. However, if during the establishment or redesignation of a squadron, an informal tie to past squadron or community lineage can be made to honor the past legacy, portions of that insignia may be used in an updated fashion. An example of this would be a newly established squadron paying homage to a disestablished squadron that performed a similar role or mission by adopting elements of that insignia. In this case, however, it must be made clear that there is no direct tie to the past squadron's lineage.

c. The history of a deactivated squadron will be held in the records of OPNAV (N98).

d. The baseline for the new policy on squadron designations is the current squadron lineage list provided in enclosure (2). These squadron letter and number combinations may never be used or assigned to another squadron. All previous squadron designations used by the Navy from the early 1920's to 2011, excluding those in enclosure (2), may be used for the establishment of any new squadron.

e. Approval procedures of assignment of Navy aviation community or squadron designations.

f. Any Navy aviation command responsible for establishing, redesignating or activating a community or squadron must contact OPNAV (N98) and request a record review to ensure that the designation and squadron letter-number combination has not been

previously used or is not on the naval aviation squadron inactive list. If the designation meets the criteria established above, it will be approved for use by the requesting authority and a permanent record of the designation will be maintained by OPNAV (N98). All squadron designations must be officially approved by OPNAV (N98) prior to being assigned to a unit. This includes reserve squadrons as well as active squadrons.

g. Initial verification or pre-coordination of a particular squadron designation should be directed to OPNAV (N98) at (202) 433-2321 or by sending an e-mail to aviationhistory@navy.mil. Once a verbal or e-mailed agreement is made regarding the designation, community or squadron authorities should request in writing formal designation, with endorsements through the administrative chain of command (typewriting, Naval Air Forces). Mailing address is: Chief of Naval Operations, Director, Air Warfare Division Assistant for Naval Aviation History and Publications, c/o Naval History and Heritage Command, 805 Kidder Breese Street SE, Washington DC 20374-5060. OPNAV (N98) will then send a formal letter approving the use of that squadron designation.

4. The Marine Corps Aviation Squadron Lineage Program is maintained by Commandant, Marine Corps, Code HDR, as outlined in Marine Corps Order 5750.1H (Manual for the Marine Corps Historical Program).

CURRENT NAVY AVIATION SQUADRON LINEAGE LIST
HOW TO TRACE SQUADRON LINEAGE

1. The lineage and history of U.S. naval aviation squadrons has been a source of confusion since the birth of naval aviation in 1911. Much of this confusion arose from the terminology used by the Navy, the lack of a consistent policy in selecting the alpha-numeric designations for squadrons, constantly reusing the same letter and numeric designations, and the many establishments, redesignations and disestablishments of aviation squadrons.

2. When dealing with a squadron's lineage, the only correct terms to use are "establishment," "disestablishment" and "redesignation." The terms "commissioning" and "establishment" have been used interchangeably for years and that is incorrect. Only ships are commissioned, decommissioned and receive commissioning pennants. Squadrons have establishment and disestablishment ceremonies.

3. A unit's history and lineage begins when it is established and ends at the time it is disestablished. Determining a squadron's "family tree" may seem cut and dried, but that is not the case. A squadron may undergo numerous redesignations during the period between its establishment and disestablishment. A newly established squadron bearing the same designation of a unit that had previously existed may carry on the traditions of the old organization but it cannot claim the history or lineage of the previous unit. The same is true of U.S. Navy ships and, thus, the rationale for such a policy becomes apparent. For example, Ranger (CV 61) is the seventh ship to bear the name Ranger and may carry on the traditions of the previous six ships. Ranger (CV 61) is obviously not the same continental Navy Ship Ranger commanded by Captain John Paul Jones during the War of Independence. The history of Ranger (CV 61) begins with its commissioning date, not with the commissioning date of the first Ranger.

4. The most recent squadron with the designation Fighter Squadron One (VF-1) was established 1 October 1972 and disestablished 1 October 1993. It was the seventh squadron in the Navy to be designated VF-1. This squadron is not the same VF-1 that used the designation for the first time in 1922.

Designations, like ship's names, are reused again and again. If there is a break in the active status of a unit designation as a result of disestablishment, then there is no connection between the units bearing the same designation.

5. Another common problem area involved squadron insignia. The lineage or history of a squadron cannot be traced using only its insignia, because the same insignia may have been adopted and approved for official use by more than one squadron during different time frames. The insignia of a disestablished squadron may be officially approved for use by another squadron, but this does not confer upon the new squadron the right to the previous unit's history and lineage. The following outline of the Jolly Roger insignia is an example of the confusion that results if one attempts to trace the lineage and history of a squadron insignia without considering other factors.

6. VF-17 was established on 1 January 1943, and during World War II it produced an outstanding record as a fighter squadron. The Jolly Roger insignia for VF-17 was adopted during World War II. On 15 November 1946, all Navy squadrons were redesignated and VF-17 became VF-5B. Subsequently, it was redesignated VF-61 on 28 April 1948, and then disestablished on 15 April 1959. Commander Hoppe was the commanding officer of VF-61 when it was disestablished. The Jolly Roger insignia had been used by VF-17/VF-5B/VF-61 from 1943 until 15 April 1959.

7. On 2 July 1955, VA-86 was established and on the same day was redesignated VF-84. This squadron was equipped with the FJ Fury and adopted the nickname Vagabonds. An insignia consisting of a lightning bolt striking the world in the area of Norfolk, Va., with a sword behind the bolt, was approved on 27 September 1955. The squadron operated under this name and insignia until it replaced the FJs with F8U Crusaders in 1959. Commander Hoppe assumed command of VF-84 two days after the disestablishment of VF-61, the Jolly Roger squadron. He initiated the request to have VF-84 adopt the old Jolly Roger insignia, which had been used by VF-61 and was no longer active. This request was approved by CNO on 1 April 1960. There is no direct connection between the former Jolly Roger squadron (VF-17/VF-5B/VF-61) and VF-84, which adopted the Jolly Roger insignia. To further complicate a review of the records, there have been other squadrons with the designation VF-84. During World War II, a VF-84 was established on 1 May 1944, and disestablished 8

October 1945. Naval Air Reserve squadron VF-921 was called to active duty 1 February 1951, and was redesignated VF-84 on 4 February 1954. This squadron then became VA-86 on 2 July 1955. This occurred on the same day the current Jolly Roger squadron was established as VA-86 and immediately redesignated VF-84. Neither of these two VF-84 squadrons had any connection with the original Jolly Rogers. Thus, the present VF-84 operating with the insignia and title of Jolly Roger can lay claim to the traditions of VF-17, VF-5B and VF-61, if it wishes to do so, but can only claim a history which commenced on 2 July 1955, and it is not a direct descendant of the original Jolly Roger squadron.

8. A squadron's history and lineage covers only the period during which a unit is officially declared active (established by CNO), has personnel assigned to it, and is listed in the Naval Aeronautical Organization. When a squadron is disestablished, its history and lineage ends. If a squadron is redesignated while it is active, the lineage and history of the unit is carried on by the newly redesignated squadron. The following is an example of what occurs when a squadron is redesignated and its lineage and history remain unbroken:

The current VFA-25 was originally established as Torpedo Squadron 17 (VT-17) on 1 January 1943. On 15 November 1946, VT-17 was redesignated VA-6B and carried this designation until 27 April 1948, when it was redesignated VA-65. On 1 July 1959, VA-65 was redesignated VA-25 and the unit remained VA-25 until it was redesignated VFA-25 on 1 July 1983. The history and lineage of the present VFA-25 may be traced to 1 January 1943, because there was no break in active duty status of the squadron, even though its designation changed four times.

9. The current VFA-106 provides an example of what happens when a squadron is disestablished and then, years later, the same number is used again. This squadron was established at Naval Air Station (NAS) Cecil Field on 27 April 1984. VFA-106 adopted the old insignia of VA-106 and had it officially approved. The squadron may carry on the traditions of the old VA-106, but it cannot trace its lineage and history back to VA-106. The list of commanding officers for VA-106 is not part of the list of commanding officers for VFA-106. The history of VA-106 came to an end on 7 November 1969 when it was disestablished and its

personnel were transferred to other duty stations. At this time, VA-106 was removed from the active list in the Naval Aeronautical Organization.

10. The following is a list of the current Navy squadrons as of March 2011:

Squadron Designation Changes in Squadron Designations Date of Change

Helicopter Combat Support Squadron (HC) (designation no longer in use)

HC-2: (See HSC-2)

HC-3: (See HSC-3)

HC-4: HC-4 Established 6 May 1983
HC-4 Deactivated 30 Sep 2007

HC-5: (See HSC-25)

HC-6: (See HSC-26)

HC-8: (See HSC-28)

HC-11: (See HSC-21)

HC-85: (See HSC-85)

Helicopter Combat Support Special Squadron (HCS) (designation no longer in use)

HCS-4: (See HSC-84)

HCS-5: HAL-5 Established 1 Mar 1977
HAL-5 Redesignated HCS-5 1 Oct 1988
HCS-5 Deactivated 31 Dec 2006

Helicopter Mine Countermeasures Squadron (HM)

HM-14: HM-14 Established 12 May 1978

HM-15: HM-15 Established 2 Jan 1987

**Helicopter Anti-Submarine Squadron (HS designation slowly
changing to HSC)**

HS-2: (See HSC-12)
HS-3: (See HSC-9)
HS-4: HS-4 Established 30 Jun 1952
HS-5: (See HSC-5)
HS-6: HS-6 Established 1 Jun 1956
HS-7: HS-7 Established 15 Dec 1969
HS-8: (See HSC-8)
HS-10: HS-10 Established 1 Jul 1960
HS-11: HS-11 Established 27 Jun 1957
HS-14: HS-14 Established 10 Jul 1984
HS-15: HS-15 Established 29 Oct 1971
HS-75: HS-75 Established 1 Jun 1970
HS-75 Deactivated 1 Apr 2007

Helicopter Sea Combat Squadron (HSC)

HSC-2: HC-2 Established 1 Apr 1987
HC-2 Redesignated HSC-2 24 Aug 2005
HSC-3: HC-3 Established 1 Sep 1967
HC-3 Redesignated HSC-3 31 Oct 2005
HSC-5: HS-5 Established 3 Jan 1956
HS-5 Redesignated HSC-5 28 Feb 2009
HSC-8: HS-8 Established 1 Nov 1969
HS-8 Redesignated HSC-8 1 Apr 2007
HSC-9: HS-3 Established 18 Jun 1952
HS-3 Redesignated HSC-9 1 Jun 2009

HSC-12: HS-2 Established 7 Mar 1952
HS-2 Redesignated HSC-12 1 Jan 2009

HSC-21: HC-11 Established 1 Oct 1977
HC-11 Redesignated HSC-21 7 Nov 2005

HSC-22: HSC-22 Established 1 Oct 2006

HSC-23: HSC-23 Established 1 Oct 2006

HSC-25: HC-5 Established 3 Feb 1984
HC-5 Redesignated HSC-25 24 Oct 2005

HSC-26: HC-6 Established 1 Sep 1967
HC-6 Redesignated HSC-26 24 Aug 2005

HSC-28: HC-8 Established 3 Dec 1984
HC-8 Redesignated HSC-28 13 May 2005

HSC-84: HAL-4 Established 1 Jul 1976
HAL-4 Redesignated HCS-4 1 Oct 1989
HCS-4 Redesignated HSC-84 1 Oct 2006

HSC-85: HS-85 Established 1 Jul 1970
HS-85 Redesignated HC-85 1 Oct 1994
HC-85 Redesignated HSC-85 8 Feb 2006

Helicopter Maritime Strike Squadron (HSM)

HSM-40: Established as HSL-40 4 Oct 1985
HSL-40 Redesignated HSM-40 1 Nov 2009

HSM-41: Established as HSL-41 21 Jan 1983
HSL-41 Redesignated HSM-41 8 Dec 2005

HSM-70: Established as HSM-70 1 Mar 2008

HSM-71: Established as HSM-71 1 Jan 2007

HSM-77: Established as HSL-47 25 Sep 1987
HSL-47 Redesignated HSM-77 1 Feb 2009

Helicopter Anti-Submarine Squadron Light (HSL designation slowly changing to HSM)

HSL-37: HSL-37 Established 3 Jul 1975

HSL-40: (See HSM-40)

HSL-41: (See HSM-41)

HSL-42: HSL-42 Established 5 Oct 1984

HSL-43: HSL-43 Established 5 Oct 1984

HSL-44: HSL-44 Established 21 Aug 1986

HSL-45: HSL-45 Established 3 Oct 1986

HSL-46: HSL-46 Established 7 Apr 1988

HSL-47: (See HSM-77)

HSL-48L: HSL-48 Established 7 Sep 1989

HSL-49: HSL-49 Established 23 Mar 1990

HSL-51: HSL-51 Established 1 Oct 1991

HSL-60: HSL-60 Established 1 Apr 2001

HSL-84: HS-84 Established 1 Jul 1970
HS-84 Redesignated HSL-841 Mar 1984
HSL-84 Deactivated 30 Jun 2001

HSL-94: HSL-94 Established 1 Oct 1985
HSL-94 Deactivated 1 Apr 2001

Helicopter Training Squadron (HT) (formerly Helicopter Training Unit (HTU))

HT-8: HTU-1 Established 3 Dec 1950
HTU-1 Redesignated HTG-1 Mar 1957
HTG-1 Redesignated HT-8 1 Jul 1960

HT-18: HT-18 Established 1 Mar 1972

HT-28: HT-28 Established 1 Nov 2006

Tactical Electronic Warfare Squadron (VAQ)

Redesignated Electronic Attack Squadrons on 30 March 1998 (the VAQ designation remained the same. Some VAQ squadrons were previously Carrier Airborne Early Warning Squadrons (VAW))

VAQ-128: VAQ-128 Established 1 Oct 1997
VAQ-128 Deactivated 30 Sep 2004

VAQ-129: Heavy Attack Squadron-10 (VAH-10) Established 1 May 1961
VAH-10 Redesignated VAQ-129 1 Sep 1970

VAQ-130: VAW-13 Established 1 Sep 1959
VAW-13 Redesignated VAQ-130 1 Oct 1968

VAQ-131: VP-931 Reserve squadron to active duty 2 Sep 1950
VP-931 Redesignated VP-57 4 Feb 1953
VP-57 Redesignated VAH-4 3 Jul 1956
VAH-4 Redesignated VAQ-131 1 Nov 1968

VAQ-132: VAH-2 Established 1 Nov 1955
VAH-2 Redesignated VAQ-132 1 Nov 1968

VAQ-133: VAQ-133 Established 1 Apr 1996

VAQ-134: VAQ-134 Established 17 Jun 1969

VAQ-135: VAQ-135 Established 15 May 1969

VAQ-136: VAQ-136 Established 6 Apr 1973

VAQ-137: VAQ-137 Established 1 Oct 1996

VAQ-138: VAQ-138 Established 27 Feb 1976

VAQ-139: VAQ-139 Established 1 Jul 1983

VAQ-140: VAQ-140 Established 1 Oct 1985

VAQ-141: VAQ-141 Established 1 Jul 1987

VAQ-142: VAQ-142 Established 1 Apr 1997

VAQ-143: VAQ-143 Established 1 Aug 2002

VAQ-143 was on the books as being established on 1 August 2002 but funding for the squadron was never provided and shortage of aircraft made it impossible to effectively activate the command. The squadron was removed from the books Standard Navy Distribution List (SNDL) and the file closed on 12 November 2009.

VAQ-209: VAQ-209 Established 1 Oct 1977

Carrier Airborne Early Warning Squadron (VAW)

VAW-77: VAW-77 Established 1 Oct 1995

VAW-78: VAW-78 Established 1 Jul 1970
VAW-78 Deactivated 31 Mar 2005

VAW-112: VAW-112 Established 20 Apr 1967

VAW-113: VAW-113 Established 20 Apr 1967

VAW-115: VAW-115 Established 20 Apr 1967

VAW-116: VAW-116 Established 20 Apr 1967

VAW-117: VAW-117 Established 1 Jul 1974

VAW-120: Carrier Airborne Early Warning Training Squadron
(RVAW)-120 Established 1 Jul 1967
RVAW-120 Redesignated VAW-120 1 May 1983

VAW-121: VAW-121 Established 1 Apr 1967

VAW-123: VAW-123 Established 1 Apr 1967

VAW-124: VAW-124 Established 1 Sep 1967

VAW-125: VAW-125 Established 1 Oct 1968

VAW-126: VAW-126 Established 1 Apr 1969

Composite Squadron (VC designation no longer in use)

VC-6: Utility Squadron (VU)-6 Established 1 Mar 1952
VU-6 Redesignated VC-6 1 Jul 1965
VC-6 Deactivated 30 Jun 2008

VC-8: Guided Missile Service Squadron 2 (GMSRON-2) established
1 Jul 1958

GMSRON-2 Redesignated VU-8 1 Jul 1960
VU-8 Redesignated VC-8 1 Jul 1965
VC-8 Deactivated 1 Oct 2003

Fighter Squadron (VF designation no longer in use)

VF-2: (see VFA-2)

VF-11: (see VFA-11)

VF-14: (see VFA-14)

VF-31: (see VFA-31)

VF-32: (see VFA-32)

VF-41: (see VFA-41)

VF-101: VF-101 Established 1 May 1952
VF-101 Deactivated 30 Sep 2005

VF-102: (see VFA-102)

VF-103: (see VFA-103)

VF-143: (see VFA-143)

VF-154: (see VFA-154)

VF-201: (see VFA-201)

VF-211: (see VFA-211)

VF-213: (see VFA-213)

Strike-Fighter Squadron (VFA)

- VFA-2: VF-2 Established 14 Oct 1972
VF-2 Redesignated VFA-21 Jul 2003
- VFA-11: VF-43 Established 1 Sep 1950
VF-43 Redesignated VF-11 16 Feb 1959
VF-11 adopted the insignia used by the previous VF-11 which had been disestablished on 15 February 1959. The newly designated VF-11 (16 Feb 1959) carried on the insignia and traditions of the Red Ripper squadron dating back to 1 February 1927, but not the lineage.
VF-11 Redesignated VFA-11 18 Oct 2005
- VFA-14: Air Detachment (AirDet), Pacific Fleet (PACFLT)
Established Sep 1919
Became VT-5, an element of AirDet, PACFLT 15 Jun 1920
VT-5 Redesignated VP-4-1 7 Sep 1921
VP-4-1 Redesignated VF-4 23 Sep 1921
VF-4 Redesignated VF-1 1 Jul 1922
VF-1 Redesignated VF-1B 1 Jul 1927
VF-1B Redesignated Bombing VB-2B 1 Jul 1934
VB-2B Redesignated VB-3 1 Jul 1937
- VB-3: Redesignated VB-4 1 Jul 1939
VB-4 Redesignated Scouting VS-41 15 Mar 1941
VS-41 Redesignated VB-41 1 Mar 1943
VB-41 Redesignated VB-4 4 Aug 1943
VB-4 Redesignated VA-1A 15 Nov 1946
VA-1A Redesignated VA-14 2 Aug 1948
VA-14 Redesignated VF-14 15 Dec 1949
VF-14 Redesignated VFA-14 1 Dec 2001
- VFA-15: VA-67 Established 1 Aug 1968
VA-67 Redesignated VA-15 2 Jun 1969
VA-15 Redesignated VFA-15 1 Oct 1986
- VFA-22: VF-63 Established 28 Jul 1948
VF-63 Redesignated VA-63 Mar 1956
VA-63 Redesignated VA-22 1 Jul 1959
VA-22 Redesignated VFA-22 4 May 1990
- VFA-25: VT-17 Established 1 Jan 1943
VT-17 Redesignated VA-6B 15 Nov 1946

VA-6B Redesignated VA-65 27 Jul 1948
VA-65 Redesignated VA-25 1 Jul 1959
VA-25 Redesignated VFA-25 1 Jul 1983

VFA-27: VA-27 Established 1 Sep 1967
VA-27 Redesignated VFA-27 24 Jan 1991

VFA-31: VF-1B Established 1 Jul 1935
VF-1B Redesignated VF-6 1 Jul 1937
VF-6 Redesignated VF-3 15 Jul 1943
VF-3 Redesignated VF-3A 15 Nov 1946
VF-3A Redesignated VF-31 7 Aug 1948
VF-31 Redesignated VFA-31 1 Aug 2006

VFA-32: Close Combat Fighting (VBF)-3 Established 1 Feb 1945
VBF-3 Redesignated VF-4A 15 Nov 1946
VF-4A Redesignated VF-32 7 Aug 1948
VF-32 Redesignated VFA-32 1 Aug 2006

VFA-34: VA-34 Established 1 Jan 1970
VA-34 Redesignated VFA-34 30 Aug 1996

VFA-37: VA-37 Established 1 Jul 1967
VA-37 Redesignated VFA-37 28 Nov 1990

VFA-41: VF-41 Established 1 Sep 1950
VF-41 Redesignated VFA-41 1 Dec 2001

VFA-81: VA-66 Established 1 Jul 1955
VA-66 Redesignated VF-81 on the same day, 1 Jul 1955
VF-81 Redesignated VA-81 1 Jul 1959
VA-81 Redesignated VFA-81 4 Feb 1988

VFA-82: VA-82 Established 1 May 1967
VA-82 Redesignated VFA-82 15 Jul 1987
VFA-82 Deactivated 30 Jun 2005

VFA-83: VF-916 Reserve squadron called to active duty 1 Feb
1951
VF-916 Redesignated VF-83 4 Feb 1953
VF-83 Redesignated VA-83 1 Jul 1955
VA-83 Redesignated VFA-83 1 Mar 1988

VFA-86: VF-921 Reserve squadron called to active duty 1 Feb 1951
VF-921 Redesignated VF-84 4 Feb 1953
VF-84 Redesignated VA-86 1 Jul 1955
VA-86 Redesignated VFA-86 15 Jul 1987

VFA-87: VA-87 Established 1 Feb 1968
VA-87 Redesignated VFA-87 May 1986

VFA-94: VF-94 Established 26 Mar 1952
VF-94 Redesignated VA-94 1 Aug 1958
VA-94 Redesignated VFA-94 24 Jan 1991

VFA-97: VA-97 Established 1 Jun 1967
VA-97 Redesignated VFA-97 24 Jan 1991

VFA-102: VA-36 Established 1 Jul 1955
VA-36 Redesignated VF-102 1 Jul 1955 (It should be noted that on the same day, 1 July 1955, the old VF-102 was redesignated VA-36. This unit is separate from the VA-36 that was established on 1 July 1955 and then immediately redesignated VF-102.)
VF-102 Redesignated VFA-102 1 May 2002

VFA-103: VF-103 Established 1 May 1952
VF-103 Redesignated VFA-103 27 Apr 2006

VFA-105: VA-105 Established 4 Mar 1968
VA-105 Redesignated VFA-105 17 Dec 1990

VFA-106: VFA-106 Established 27 Apr 1984

VFA-113: VF-113 Established 15 Jul 1948
VF-113 Redesignated VA-113 Mar 1956
VA-113 Redesignated VFA-113 25 Mar 1983

VFA-115: VT-11 Established 10 Oct 1942
VT-11 Redesignated VA-12A 15 Nov 1946
VA-12A Redesignated VA-115 15 Jul 1948
VA-115 was in an inactive status from August 1967 to 1 January 1970. It was not disestablished during this time frame and had a very limited number of personnel assigned to the squadron which was located at NAS Lemoore during the inactive period.

VA-115 Reactivated 1 Jan 1970
VA-115 Redesignated VFA-115 30 Sep 1996

VFA-122: VFA-122 Established 1 Oct 1998

VFA-125: VFA-125 Established 13 Nov 1980
VFA-125 Deactivated 1 Oct 2010

VFA-131: VFA-131 Established 3 Oct 1983

VFA 136: VFA-136 Established 1 Jul 1985

VFA-137: VFA-137 Established 1 Jul 1985

VFA-143: VF-871 Reserve squadron called to active duty 20 Jul
1950
VF-871 Redesignated VF-123 4 Feb 1953
VF-123 Redesignated VF-53 12 Apr 1958
VF-53 Redesignated VF-143 20 Jun 1962
VF-143 Redesignated VFA-143 27 Apr 2006

VFA-146: VA-146 Established 1 Feb 1956
VA-146 Redesignated VFA-146 21 Jul 1989

VFA-147: VA-147 Established 1 Feb 1967
VA-147 Redesignated VFA-147 20 Jul 1989

VFA-151: VF-23 Established 6 Aug 1948
VF-23 Redesignated VF-151 23 Feb 1959
VF-151 Redesignated VFA-151 1 Jun 1986

VFA-154: VF-837 Reserve squadron called to active duty 1 Feb
1951
VF-837 Redesignated VF-154 4 Feb 1953
VF-154 Redesignated VFA-154 1 Oct 2003

VFA-192: VF-153 Established 26 Mar 1945
VF-153 Redesignated VF-15A 15 Nov 1946
VF-15A Redesignated VF-151 15 Jul 1948
VF-151 Redesignated VF-192 15 Feb 1950
VF-192 Redesignated VA-192 15 Mar 1956
VA-192 Redesignated VFA-192 10 Jan 1985

VFA-195: VT-19 Established 15 Aug 1943
VT-19 Redesignated VA-20A 15 Nov 1946
VA-20A Redesignated VA-195 24 Aug 1948
VA-195 Redesignated VFA-195 1 Apr 1985

VFA-201: VF-201 Established 25 Jul 1970
VF-201 Redesignated VFA-201 1 Jan 1999
VFA-201 Deactivated 30 Jun 2007

VFA-203: VA-203 Established 1 Jul 1970
VA-203 Redesignated VFA-203 1 Oct 1989
VFA-203 Deactivated 30 Jun 2004

VFA-204: VA-204 Established 1 Jul 1970
VA-204 Redesignated VFA-204 1 May 1991

VFA-211: VB-74 Established 1 May 1945
VB-74 Redesignated VA-1B 15 Nov 1946
VA-1B Redesignated VA-24 1 Sep 1948
VA-24 Redesignated VF-24 1 Dec 1949
VF-24 Redesignated VF-211 9 Mar 1959
VF-211 Redesignated VFA-211 1 Aug 2006*

VFA-213: VF-213 Established 22 Jun 1955
VF-213 Redesignated VFA-213 1 Aug 2006

*No official paperwork (OPNAV Notice 3111) has been issued stating the official date for VF-213's redesignation to VFA-213.

Fighter Squadron Composite (VFC)

VFC-12: VC-12 Established 1 Sep 1973
VC-12 Redesignated VFC-12 22 Apr 1988

VFC-13: VC-13 Established 1 Sep 1973
VC-13 Redesignated VFC-13 22 Apr 1988

VFC-111: VFC-111 Established 1 Nov 2006

Patrol Squadron (VP/VP-ML)

VP-1: VB-128 Established 15 Feb 1943
VB-128 Redesignated Patrol Bomber (VPB)-128 1 Oct 1944
VPB-128 Redesignated VP-128 15 May 1946

VP-128 Redesignated Medium Patrol Squadron (landplane)
(VP-ML-1) 15 Nov 1946
VP-ML-1 Redesignated VP-1 1 Sep 1948

VP-4: VB-144 Established 1 Jul 1943
VB-144 Redesignated VPB-144 1 Oct 1944
VPB-144 Redesignated VP-144 15 May 1946
VP-144 Redesignated VP-ML-4 15 Nov 1946
VP-ML-4 Redesignated VP-4 1 Sep 1948

VP-5: VP-17F (VP-17) Established 2 Jan 1937
VP-17 Redesignated VP-42 1 Jul 1939
VP-42 Redesignated VB-135 15 Feb 1943
VB-135 Redesignated VPB-135 1 Oct 1944
VPB-135 Redesignated VP-135 15 May 1946
VP-135 Redesignated VP-ML-5 15 Nov 1946
VP-ML-5 Redesignated VP-5 1 Sep 1948

VP-8: VP-201 Established 1 Sep 1942
VP-201 Redesignated VPB-201 1 Oct 1944
VPB-201 Redesignated VP-201 15 May 1946
VP-201 Redesignated Medium Patrol Squadron (seaplane)
(VP-MS-1) 15 Nov 1946
VP-MS-1 Redesignated VP-ML-8 5 Jun 1947
VP-ML-8 Redesignated VP-8 1 Sep 1948

VP-9: VP-9 Established 15 Mar 1951

VP-10: VP-10 Established 19 Mar 1951

VP-16: VP-741 Reserve squadron called to active duty 1 May 1951
VP-741 Redesignated VP-16 4 Feb 1953

VP-26: VB-114 Established 26 Aug 1943
VB-114 Redesignated VPB-114 1 Oct 1944
VPB-114 Redesignated VP-114 15 May 1946
VP-114 Redesignated Heavy Patrol Squadron (landplane)
(VP-HL-6) 15 Nov 1946
VP-HL-6 Redesignated VP-26 1 Sep 1948

VP-30: VP-30 Established 30 Jun 1960

VP-40: VP-40 Established 20 Jan 1951

VP-45: VP-205 Established 1 Nov 1942
VP-205 Redesignated VPB-205 1 Oct 1944
VPB-205 Redesignated VP-205 15 May 1946
VP-205 Redesignated VP-MS-5 15 Nov 1946
VP-MS-5 Redesignated VP-45 1 Sep 1948

VP-46: VP-5S Established 1 Sep 1931
VP-5S Redesignated VP-5F 1 Apr 1933
VP-5F Redesignated VP-5 1937
VP-5 Redesignated VP-33 1 Jul 1939
VP-33 Redesignated VP-32 1 Jul 1941
VP-32 Redesignated VPB-32 1 Oct 1944
VPB-32 Redesignated VP-32 15 May 1946
VP-32 Redesignated VP-MS-6 15 Nov 1946
VP-MS-6 Redesignated VP-46 1 Sep 1948

VP-47: VP-27 Established 1 Jun 1944
VP-27 Redesignated VPB-27 1 Oct 1944
VPB-27 Redesignated VP-27 15 May 1946
VP-27 Redesignated VP-MS-7 15 Nov 1946
VP-MS-7 Redesignated VP-47 1 Sep 1948

VP-62: VP-62 Established 1 Nov 1970

VP-64: (See Logistics Support Squadron Fleet Logistics Support Squadron(VR)-64)

VP-65: VP-65 Established 16 Nov 1970
VP-65 Deactivated 31 Mar 2006

VP-66: VP-66 Established 1 Nov 1970
VP-66 Deactivated 31 Mar 2006

VP-69: VP-69 Established 1 Nov 1970

VP-91: VP-91 Established 1 Nov 1970
VP-91 Deactivated 31 Mar 1999

VP-92: VP-92 Established 1 Nov 1970
VP-92 Deactivated 30 Nov 2007

VP-94: VP-94 Established 1 Nov 1970
VP-94 Deactivated 31 Mar 2006

**Patrol Squadron Special Project Unit Redesignated Special
Projects Patrol Squadron (VPU) on 8 Apr 1998 for VPU-1 and on 14
Apr 1998 for VPU-2 (the designation VPU remained the same)**

VPU-1: VPU-1 Established 1 Jul 1982

VPU-2: VPU-2 Established 1 Jul 1982

Fleet Air Reconnaissance Squadron (VQ)

VQ-1: VQ-1 Established 1 Jun 1955

VQ-2: VQ-2 Established 1 Sep 1955

VQ-3: VQ-3 Established 1 Jul 1968

VQ-4: VQ-4 Established 1 Jul 1968

VQ-5: VQ-5 Established 15 Apr 1991
VQ-5 Deactivated 30 Jul 1999

VQ-6: VQ-6 Established 5 Aug 1991
VQ-6 Deactivated 30 Sep 1999

VQ-7: Naval Training Support Unit
VQ-7 Redesignated 1 Nov 1999

VQ-11: VQ-11 Established 1 Jul 1997
VQ-11 Deactivated 31 Mar 2000

Fleet Logistic Support Squadron (VR)

VR-1: VR-1 Established 1 May 1997

VR-46: VR-46 Established 1 Mar 1981

VR-48: VR-48 Established 1 Oct 1980

VR-51: VR-51 Established 1 Jun 1997

VR-52: VR-52 Established 24 Jun 1972

VR-53: VR-53 Established 1 Oct 1992

VR-54: VR-54 Established 1 Jun 1991
VR-55: VR-55 Established 1 Apr 1976
VR-56: VR-56 Established 1 Jul 1976
VR-57: VR-57 Established 1 Nov 1977
VR-58: VR-58 Established 1 Nov 1977
VR-59: VR-59 Established 1 Oct 1982
VR-61: VR-61 Established 1 Oct 1982
VR-62: VR-62 Established 1 Jul 1985
VR-64: VP-64 Established 1 Nov 1970
VP-64 Redesignated VR-64 18 Sep 2004

Fleet Logistics Support Squadron (VRC)

VRC-30: VR-30 Established 1 Oct 1966
VR-30 Redesignated VRC-30 1 Oct 1978
VRC-40: VRC-40 Established 1 Jul 1960

Sea Control Squadron (VS)

VS-21: Escort Carrier Air Group Forty-One (CVEG-41) Established
26 Mar 1945
CVEG-41 Redesignated CVEG-1 15 Nov 1946
CVEG-1 Redesignated VC-21 1 Sep 1948
VC-21 Redesignated VS-21 23 Apr 1950
VS-21 Deactivated 28 Feb 2005
VS-22: VS-22 Established 18 May 1960
VS-22 Deactivated 31 Mar 2009
VS-24: VS-24 Established 25 May 1960
VS-24 Deactivated 31 Mar 2007
VS-29: VS-29 Established 1 Apr 1960
VS-29 Deactivated 30 Apr 2004

- VS-30: VS-801 Reserve squadron called to active duty 9 Apr 1951
VS-801 Redesignated VS-30 4 Feb 1953
VS-30 Deactivation Ceremony 9 Dec 2005
Official Deactivation 20 Apr 2007
- VS-31: VC-31 Established 28 Sep 1948
VC-31 Redesignated VS-31 20 Apr 1950
VS-31 Deactivated 31 Mar 2008
- VS-32: VC-32 Established 31 May 1949
VC-32 Redesignated VS-32 20 Apr 1950
VS-32 Deactivated 30 Sep 2008
- VS-33: VS-33 Established 1 Apr 1960
VS-33 Deactivated 31 Jul 2006
- VS-35: VS-35 Established 4 Apr 1991
VS-35 Deactivated 31 Mar 2005
- VS-38: VC-892 Reserve squadron. Activated 20 Jul 1950
VC-892 Redesignated VS-892 4 Aug 1950
VS-892 Reserve squadron called to active duty 4 Aug 1950
VS-892 Redesignated VS-38 4 Feb 1953
VS-38 Deactivated 30 Apr 2004
- VS-41: VS-41 Established 30 Jun 1960
VS-41 Deactivated 30 Sep 2006

Training Squadron (VT)

- VT-2: Basic Training Group Two (BTG-2) Redesignated VT-2 1 May 1960
- VT-3: BTG-3 Redesignated VT-3 1 May 1960
- VT-4: BTG-9 Redesignated VT-4 1 May 1960
- VT-6: Multi-Engine Training Group, Whiting Field Redesignated
VT-6 1
May 1960
- VT-7: BTG-7 Activated 1 Jun 1958
BTG-7 Redesignated VT-7 1 Jul 1960

- VT-9: VT-19 Established 2 Aug 1971
VT-19 Redesignated VT-9 1 Oct 1998
- VT-10: Basic Naval Aviation Officers (BNAO) School Redesignated
VT-10 15 Jan 1968
BNAO School was established within the training
department of NAS Pensacola in June 1960. BNAO School became a
separate command under the Chief of Naval Air Training 15 Jan
1968.
- VT-19: (see VT-9)
- VT-21: ATU-202 (Advanced Training Unit-202) Redesignated VT-21
1 May 1960
- VT-22: ATU-212 Redesignated VT-22 1 May 1960
- VT-23: ATU-222 Established Nov 1958
ATU-222 Redesignated VT-23 1 May 1960
VT-23 Deactivated 30 Sep 1999
- VT-27: ATU-402 Redesignated VT-27 1 Jul 1960
- VT-28: ATU-611 Redesignated VT-28 1 May 1960
- VT-31: ATU-601 Redesignated VT-31 1 May 1960
- VT-35: VT-35 Established 29 Oct 1999
- VT-86: VT-86 Established 5 Jun 1972
- Air Test and Evaluation Squadron (VX/HX)**
Antarctic Development Squadron (VXE)
Scientific Development Squadron (VXS)
- HX-21: Established as Naval Rotary Wing Aircraft Test Squadron
21 Jul 1995
Redesignated HX-21 1 May 2002
- VX-1: Established as Aircraft Antisubmarine Development
Detachment, Atlantic Fleet 1 April 1943
Aircraft Antisubmarine Development Detachment became part
of a new unit called Antisubmarine Development Detachment,
Atlantic Fleet 17 September 1943

Antisubmarine Development Detachment, Atlantic Fleet
Redesignated VX-1 15 March 1946

VXE-6: VX-6 Established 17 Jan 1955
VX-6 Redesignated VXE-6 1 Jan 1969
VXE-6 Deactivated 27 Mar 1999

VX-9: VX-9 Established 30 Apr 1994

VX-20: Established Naval Force Aircraft Test Squadron 21 Jul
1995
Redesignated VX-20 1 May 2002

VX-23: Established Naval Strike Aircraft Test Squadron 21 Jul
1995
Redesignated VX-23 1 May 2002

VX-30: Established Naval Weapons Test Squadron, Point Mugu 8
May 1995
Redesignated VX-30 1 May 2002

VX-31: Established. Naval Weapons Test Squadron, China Lake 8
May 1995
Redesignated VX-31 1 May 2002

VXS-1: VXS-1 Established 13 Dec 2004

* Previous squadrons have been assigned this designation.

RULES FOR NAVAL AVIATION INSIGNIA PROGRAM AND APPROVAL
PROCEDURES

1. Overview. The Naval Aviation Insignia Program establishes the requirements and procedures for securing approval of Navy and Marine Corps aviation command insignia. The final approving authority for all naval aviation command or unit insignia, with the exception of aviation ships is the CNO.

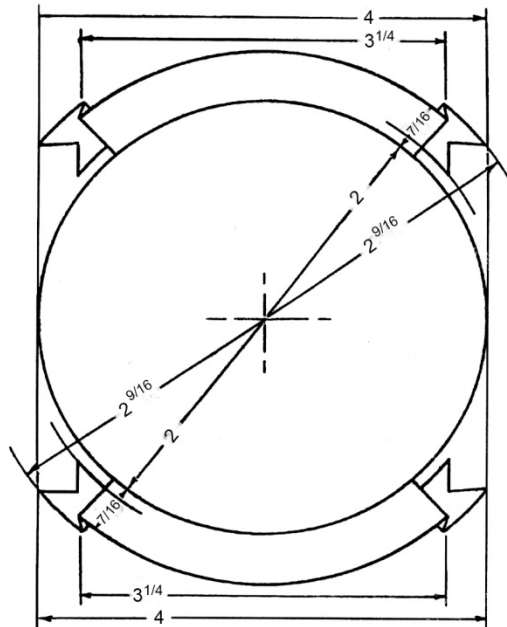
2. Requirements for Size and Shape

a. Circular. Commands at the squadron level shall have an insignia contained entirely within a circle of four inches in diameter. The circle shall be part of the design.

b. Triangular. Commands above the squadron level, such as carrier air wings, naval air stations, patrol wings and other upper echelon commands shall have an insignia contained entirely within an equilateral triangle whose sides are five inches. The triangle shall be a part of the design and its point may be either up or down.

c. Scrolls. The addition of scrolls to circular designs shall be immediately below and touching the circle and used only for unit designations, such as HSL-51, VF-10, etc. A scroll added immediately above and touching the circle may contain a motto or nickname which shall be in keeping with the dignity of the Naval Service. Scrolls may be used with triangular designs but must remain within the triangle.

d. Example. The following is an example of a circular insignia with scrolls and the required dimensions. All dimensions are listed in inches.



3. Content Requirements

a. An insignia is expected to reflect the professional character of a command and its readiness to perform its appointed missions. It must always be in keeping with the dignity of the Naval Service. Any insignia which degrades human dignity or fails to promote a positive image of the Navy will not be approved. The design should be able to stand "the test of time" and should not be changed because of a modification of the mission, change in assigned aircraft or redesignated of the command. Once an insignia is approved for a command it becomes a permanent part of that organization's history, similar to a family crest. Designs should be selected with that in mind.

b. A heraldic design approximate to the naval aviation theme is desired, keeping in mind that the design will become the recognized symbol of the squadron or command. It may include appropriate symbols such as mythological beasts, fowl, fish, the sea, the air or geometric symbols or designs. Previous designs such as the Top Hatters (VF-14), the Miyamoto Musashi design of the Warlords (HSL-51) and mailed fist and trident of VP-46 are well known and have withstood the "test of time."

c. The design should be simple, with one or two items, as opposed to cluttered with many items. The latter is a very common mistake and lessens the impact and memorability of the insignia, particularly if viewed from a distance. The design should be developed with strong colors of good contrast unless a subdued "camouflage" design is required due to operational need.

d. The design should be dignified, rather than humorous. Mythological and heraldic figures are permissible and encouraged. The following shall not be used:

(1) Any cartoon-type figures.

(2) Obscene or gruesome figures that rely on ludicrous exaggeration of physical characteristics or features. Common violations in this are animals performing unnatural acts such as stabbing submarines with a cutlass or wearing clothing.

(3) Recognizable aircraft or ship designs.

(4) Qualification badges.

(5) Decorations or campaign ribbons.

(6) National or State insignia.

(7) Service insignia and cap devices.

e. Copyrighted designs in whole or part shall not be used unless written permission is obtained from the copyright holder permitting use of the design in the insignia. A copy of this letter shall accompany the unit's insignia request before the insignia can be officially authorized. Use of copyrighted designs shall be per copyright laws and presented in such a manner that they do not suggest endorsement of the product or service involved.

f. Naval aviator wings, naval flight officer wings, enlisted aircrew wings, etc..., although a badge of qualification may be used as a symbol of naval aviation ONLY by fleet air commands, naval air stations and others above squadron level, provided they are not altered. Where applicable and with the same provisions, the additional use of other officially

authorized aviation wings by these commands is permissible. However, circular designs are prohibited from using these wings.

g. Mottos, any type of lettering, names, designations, and numbers shall not be used within circular designs. Designations should be placed in the lower scroll and mottos or nicknames in the upper scroll. Triangular designs may incorporate a motto, nickname and or designation inside the triangle. Mottos or nicknames must not degrade human dignity or fail to promote a positive naval image.

h. Insignia currently approved are exempt from the provisions of this paragraph as long as they remain in continuous use, are not modified in any respect and meet the Navy's core values.

4. Insignia Approval Procedures

a. All requests for approval shall be sent as a complete package to the OPNAV (N98) with endorsements through the administrative chain of command. The mailing address is: Chief of Naval Operations, Assistant for Naval Aviation History and Publications, c/o Naval History and Heritage Command, 805 Kidder Breese Street SE, Washington Navy Yard, DC 20374-5060, by telephone: (202) 433-2321 or by e-mail: aviationhistory@navy.mil.

b. Proposed insignia shall be submitted with two full-color renditions, drawn per the specifications listed above and in the final form desired by the command. If approved, one copy of the design will be retained by the approving authority for record purposes and the other copy returned to the command as the approved insignia.

c. A brief accompanying statement of the significance or meaning of the design and its components shall be included with the insignia approval request.

d. Upon receiving notification of approval of an insignia, the command will forward to the approving authority one full color 70 millimeter negative or a high resolution tagged image file format image (400 dots per inch or higher) of an actual insignia for incorporation into the archives.

e. When a command is redesignated, a new negative or electronic image (see paragraph 4d above) showing the new designation must be forwarded to the approving authority.

5. Application

a. With the exception of aviation ships, this instruction applies to all Navy and Marine Corps aviation activities listed in the SNDL parts 1 and 2. Squadron detachments shall use the insignia approved for their parent squadron. Separate insignia for detachments, even if permanently established, will not be approved.

b. Insignia of aviation specialty codes or job functions, such as rescue swimmers will not be approved under this instruction.

c. Currently approved insignia are exempt from the provisions of paragraph 4, as long as they remain in continuous use, are not modified in any respect and are in keeping with the standards of dignity espoused by this instruction. Commands with these insignia, grandfathered for approval by this instruction, are authorized one-time options to modify or change their existing insignia. This option only applies to those squadrons listed in enclosure (2). Future insignia approved under this instruction will become a permanent part of the command's history and lineage.

Examples of Approved Insignia Designs

