

## 126. UNIT LIGHT AIRCRAFT PILOTS

1. Officers, WOs and NCOs may volunteer for and hold active flying appointments as ULA pilots in the Corps as follows:

a. *Officers.*

(1) *Selection and Employment.* To be selected for ULA pilot training, officers must be below the age of thirty-two at the time of commencing flying training and subsequently have not less than five years left to serve. On successful completion of flying training ULA officer pilots will normally complete two flying tours but may be required to undertake further flying tours as required. Certain officer pilots will be selected for training and employment as QHIs from time to time. SD Officers previously qualified as WO or NCO pilots will remain liable for employment in flying appointments if so required.

(2) *Pay.* The appropriate rates of SSP(F) will be paid to all ULA officer pilots qualified (Ph), up to and including the rank of Major as long as the officer concerned remains liable to fill an active flying appointment. The Military Secretary will inform officers when they cease to be eligible for SSP(F).

b. *WOs and NCOs.*

(1) *Eligibility.* WOs and NCOs may be selected for ULA pilot training provided that:

(a) They start their flying course before their thirty-second birthday.

(b) They have passed the SCC before commencing flying training.

(c) On successful completion of flying training they will have at least five years to serve on their current engagement. If a WO or NCO has insufficient residual service he must re-engage and will have the right, if he does so, to revert to his previous engagement or if appropriate to be discharged, should he fail the course.

(2) *Employment.*

(a) On completion of flying training, WO and NCO pilots will carry out an initial flying tour of not less than three years followed by a ground tour of not more than two years, if possible in Commando Units. Thereafter they will carry out second and subsequent flying tours, interspersed by further ground tours as required for them to gain the necessary experience for promotion and to remain militarily up to date.

(b) Certain WO and NCO pilots will be selected for training and employment as QHIs from time to time. In such cases, the minimum requirement of a further five years service on completion of the QHI course is mandatory irrespective of the length of the engagement currently being served.

(3) *Permanent Reversion to Non-Flying Duties.* WO and NCO pilots who are suspended permanently from flying duties in the normal course of events will be employed either as GD WOs or NCOs or in their original specialisations, as appropriate. Due allowance will be made for the length of time spent in flying appointments and each case will be treated on its merits. SQ refresher training will be given if considered necessary.

(continued overleaf)

### UNIT LIGHT AIRCRAFT PILOTS—Continued

(4) *Pay and Promotion.* WO and NCO pilots will remain eligible for SSP(F) at the appropriate rates until it is clear that they will not be given further flying appointments, when they are to be so informed officially by DRORM. NCOs granted local or acting rank will revert to their substantive rank on completion of a flying tour. When pilots are permanently suspended from flying duties for medical or disciplinary reasons or because of unsuitability, they will be re-assessed for employment and promotion purposes according to their original qualifications, but all NCOs will remain qualified technically for promotion to WO2.

#### e. *Training and Award of SQ.*

(1) Officers, WOs and NCOs selected for ULA pilot training will attend the Army Pilots Course, which lasts for nine months, at the School of Army Aviation.

(2) Successful qualification will entitle RM pilots to the annotation (Ph), to wear the Army Flying Badge, and as appropriate to be considered to have a first class SQ.

#### d. *Suspension from Flying Duties.*

(1) Formation commanders are empowered to suspend temporarily from flying duties Royal Marines or other services aircrew in Royal Marines aviation units for lack of professional military qualities. Similarly, pilots may be suspended temporarily for deficiencies in flying qualities on the advice of the local Army Aviation Commander. Such temporary suspension and recommendations on subsequent employment are to be reported as follows:

- (a) *RM Officers.* To Department of CGRM copy to Corps Aviation Sponsor.
- (b) *RM WOs and NCOs.* To DRORM, copy to Department of CGRM and the Corps Aviation Sponsor.
- (c) *Army Aircrew.* To Department of CGRM for onward transmission to the Army Department.

Formation commanders may reinstate aircrew they have suspended temporarily. Where a permanent suspension has been recommended, the final decision will be taken by the Department of CGRM on Royal Marines aircrew and by the Army Department for Army aircrew.

(2) The rules for cessation of SSP(F) are contained in BR 1950.

(3) Under certain circumstances involving permanent suspension, a pilot may be permitted to continue wearing his Army Flying Badge. Each case will be treated on its merits.

2. RMRO 195/71 is cancelled.

3. RMI Article 0647 and Appendix 6/73 will be amended in due course.