

2 FTS DUTY HOLDER INSTRUCTION 2/0/11TO
2 FTS DUTY HOLDER ORDERS **Edition 2 Change 0**

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2 FTS Organisations Affected: **All 2 FTS**

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Feedback

The 2 FTS Regulated Community are invited to offer feedback where applicable on the impact of this Instruction and any comments for consideration before uplift into DHOs at the next issue. Feedback should be directed through the individual named above.

Summary

This DHI introduces a number of enhancements for Grade 1 privileges, criteria for Qualified Fixed Wing Pilots, the Cadet Briefing processes, wearing of parachutes and cable drift considerations.

Instruction**DHO 2101(1) and Annex B**

DHO 2101 details the definitions of various qualifications for both ungraded and graded pilots; however, historically Grade 1 has been used as the minimum for both GIF and Ex 2 of the GS syllabus. In certain circumstances, Unit Flying Supervisors may choose to limit some G1s to just GIF flying, and therefore this DHO will be amended to provide additional flexibility. Para 4b(2) is therefore amended as follows:

(2) **Grade One (G1).** Pilots who have completed G1 training and passed a G1 test. G1 **should** be the minimum qualification for the award of the Reserve Pilot (Gliding) Flying Badge. As detailed in Annex A, G1 **should** be the minimum qualification to deliver Glider Induction Flights (GIF) and Ex 2 of the GS; however, Unit Cdrs **should** decide if they wish their G1s to complete both or either of these elements, and have the ability to delink the two and limit just to GIF. Either way, Unit Cdrs **should** be explicit in providing exact detail to OC Ops Wg, to ensure correct entries are made on Unit Aircraft Commander and Personnel Qualification lists.

DHO 2101 and specifically Annex B also details the reduced pathway and training requirements that may be used for pilots with previous flying experience. Whilst Annex B details the minimum requirements for the award of a Grade 1, or pre-QGI course launches, there is no halfway house and ability to award a Grade 2, which would be of benefit at some Units, where Qualified Fixed Wing Pilots (QFWP) can consolidate their experience through the use of solo SCT. Para 3 and the QFWP requirements table are amended as follows:

3. **Minimum Requirements.** There are no minimum launches mandated before an experienced pilot, as defined in Para 2, can be sent solo; however, all pilots **should** complete

the stalling and PLF exercises, as appropriate, beforehand. Checking instructors **should** ensure that the conversion training is complete with due consideration given to the type of aircraft on which the candidates previous experience has been gained. Whilst the table below gives minimum requirements, Units **should** use the QFWP FTP as a syllabus handrail; however, Flying Supervisors **should** use their own judgement when to award either a Grade 2 or 1, ensuring that the minimum requirements below are met.

QFWP Minimum Consolidation Requirements			
Pilot Qualification	UK Military Regular Flying Badge (Pilot)	EFT Graduate/PPL	BGA Silver C Pilot
Launches to G2 Award	10	25	10
Launches to G1 Award	10	50	10
Pre-QGI Course Launches as Aircraft Commander	30	100	20

DHO 2130(1) and Annex A

DHO 2130 details the safety and survival training required to fly in a Viking and Para 2 specifically states that GIF course trainees should have their understanding of escape drills checked prior to launch. Successful completion of training should be recorded on the Trainee Safety and Survival Training Certificate at Annex A. Additionally, Annex A used to be attached to the RAF F3822, which has been withdrawn from use. Since the 2 FTS Form 005 captures the details of minimum training, Annex A is therefore a duplication of work. Additionally, after consultation with the CFMO, it has been assessed that Cadet's will retain information for a number of days and therefore the Passenger Safety Brief may be viewed prior to attending a 2 FTS Unit.

Annex A is withdrawn from use and Para 2 is amended as follows:

2. **Passengers and Trainees.** Training for passengers and trainees **should** be sufficient to ensure successful escape from an aircraft and **should**, as a minimum, comprise of viewing the aircraft Passenger Safety Brief and conducting practical egress and abandonment training. This training **should** be reinforced as part of the Aircraft Commander's pre-take-off brief. GIF course trainees **should** have their understanding of escape drills checked prior to launch. Successful completion of training **should** be recorded on the 2 FTS Form 005. The Passenger Safety Brief **should** be viewed a maximum of 7 days prior to the flight; however, egress and abandonment training **should** be completed on the day of the actual flight.

DHO 2130(3)

DHO 2130(3) states that Crews should not wear parachutes whilst manoeuvring aircraft; however, this is causing some issues if needing to move the aircraft quickly, eg an aircraft has just landed, is on the runway and is blocking the area for another approaching aircraft. Para 25 is therefore amended as follows:

25. Whilst manoeuvring aircraft locally around the launch point, or when needing to move the aircraft urgently, the parachute **may** continue to be worn, but **should** be fully fitted with no straps undone, ie kept fully fastened with leg and chest straps fitted correctly. Additional care **should** be taken to keep metal parachute fittings clear of the gel coat on the cockpit, fuselage and wingtips. During longer movements the parachute **should** be removed and placed into the cockpit.

DHO 2305 Annex B

The CGS Winch Standards Officer has made a recommendation of additional items that should be considered and briefed as part of the daily meteorological and operations briefing, so that cable drift consideration and improved situational awareness of potential cable / strop drift is briefed to all crews. Annex B is therefore amended as follows:

Meteorology:

- e. 2000ft wind direction.

Airfield Layout Under Normal Operations:

- I. Launch failure/EFATO procedures and any post-launch cable drift.

Approval	Post:	OC Ops Wg (for Comdt 2 FTS)	<i>Original Signed on MODNET</i>
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