2 FTS DHI
Rev 2/18

2 FTS DUTY HOLDER INSTRUCTION 2/0/9
TO
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

In order to improve efficiency and provide a deal of flexibility to the 2 FTS Regulated Community, a number of changes to DHOs has been approved by the DDH, following VGS suggestions/ideas and SQEP Operator and Executive review; these changes are detailed below.

Instruction

Removal of the requirement for G2 pilots to hold a Winch Operators CofC

DHO 2101 Annex A

The requirement to possess a Certificate of Competence for winch operating, as part of the mandatory requirements for the award of a G2, will be removed.

Removal of the requirement for G1 pilots be to site specific.

DHO 2102 Annex B

Once a pilot has qualified as a Grade 1; they may operate at other 2 FTS sites, provided they are appointed as Supernumerary at the additional locations away from their primary appointment, and they are added to the Units Aircraft Commander Qualifications List. The individual **should** undergo a full site specific Grade 1 test and CofC, before they operate from a new site, after which they will remain current provided they have flown from that site every 90 days. Once the site specific CofC has been completed, all other SCT, ie 31 day currency, 90 day checks and annual CofC may be completed at any site, and will apply to all 2 FTS sites (where appointed as primary and supernumerary). Any record of training, MOD F5363 (Glider) etc, are to kept in the F5200 retained at the individuals primary location.

31 Day currency may be extended to 45 days by exception

DHO 2103(1)

2.   Currency Requirement. Once qualified, VGS Graded Pilots and QGIs (non-CAIs) should maintain currency in each discipline as per the table below. Standard flying practice will continue to be 31 days; however, there may be occasions, eg extended breaks or continued periods of poor weather where all Unit staff will exceed 31 days. Extension proposals up to 45 days by exception may be presented to OC Ops Wg for consideration, who will also detail the specific requirements to be followed.

G1 Aerotow currency increased to 90 days

DHO 2103(1)

2.   Aerotow currency for G1 Pilots will be increased from 30 days to 90 days (to match B2/B1 QGIs). G2 will remain at 30 days.

Disabling iPhone Crash Detection

DHO 2130(3)

31.   **Mobile Phones.** Aircrew are encouraged to carry mobile phones, which should be switched off, or set to Flight Safe Mode during flight. Additionally, crash detection should be disabled and the phone stowed securely. Crash Detection is an exclusive feature available with the iPhone 14 series, Apple Watch Series 8, SE 2, and Apple Watch Ultra and can be activated inadvertently during various air and ground movements. Crash detection is designed to alert Emergency Services and Next of Kin during any kind of road traffic collision. Crash detection **should** therefore be disabled during flight by using the following method:

    a.   Open the 'Settings' app on iPhone.

    b.   Go to 'Emergency SOS'.

    c.   Turn off 'Call after Severe Crash'.

Consideration of non-flying DE

DHO 2305(1)

3c.   VGS Duty Executive (DE). At VGS, the DE should be the OCs representative and provides overall oversight of the VGS and flying operation, whilst the VGS is active. When on duty the VGS OC should act as the DE. When the OC is not on duty, an established officer of the VGS staff should act as the DE. Where no established officer is available a part time or supernumerary officer may be nominated. Exceptionally and where no commissioned officer is available for this duty, the DE responsibilities may be undertaken by a SQEP SNCO (Aircrew) or CGI. The DE should be a minimum of a B1 Category QGI who has successfully completed the Gliding Authorizers Course (GLAC). The role of DE should not be undertaken concurrently with the role of Duty Supervisor (DS), and these roles should be two separate individuals. If the VGS OC undertakes the DS role, then the DE role should be passed to another SQEP individual. If the DE completes a flying task, the DS should undertake their Aircraft Post-Crash Management (APCM) responsibilities whilst they are flying; however, flying tasks should be kept to an absolute minimum, or full DE responsibilities passed to another SQEP individual. Unit APCM plans should detail site specific processes to be followed. Exceptionally, and under unique circumstances, a VGS DE may also concurrently act as the DS; however, this should only take place when specifically approved by OC Ops Wg, who should be consulted on the requirement.

Exceptionally, SQEP personnel who do not hold a minimum of a B1 Category QGI may be approved by OC Ops Wg to act as DE, but on a case by case basis.

Minimum qualification to act as LPS reduced to G2 and removal of requirement for LPS when only operating one aircraft

DHO 2305(1)

3k. Launch Point Supervisor (LPS). At a VGS, when two or more aircraft are being operated, a LPS should be appointed to assist the DS in the supervision of the airfield, by supervising the immediate launch point. The LPS should also be utilised to undertake last look checks prior to the commencement of a launch. The LPS should be a minimum of a G2; however, Unit Cdrs may nominate suitable ground staff who are not a minimum of G2, but who they consider suitable for the role, eg a previous QGI who is over 65. Nominations for non-flying LPS, should be submitted to OC Ops Wg for approval.

DHO 2101 Annex A

Those authorized to conduct duties of LPS will be moved to G2

Minimum qualification to deliver aircraft abandonment and canopy jettison drills reduced from a QGI to G2

DHO 2310(1)

3. Aircraft Abandonment Training. Permanent Unit personnel and passengers with standing authority to fly should conduct abandonment drills prior to first flight and then every 6 months. Trainees should complete abandonment training prior to their first flight. Initial aircrew training should involve viewing the aircraft Passenger Safety Brief, followed by training in the egress trainer. Where an egress trainer is not available, the drills can be conducted in the aircraft. This training should be carried out wearing full flying equipment and parachutes. The drill should be initiated from the fully strapped in position with the canopy closed. Training should include physically locating the parachute D-ring and rehearsal of the correct method of pulling the ripcord. Training for ungraded staff should be conducted with a minimum of a G2. It is not necessary to view the DVD when conducting currency drills.

4. Canopy Jettison Drill. Canopy Jettison Drills should be completed every 6 months and as part of the Aircraft Abandonment Drill. Emphasis should be placed on the need to operate both the normal and emergency canopy release handles before the canopy can be jettisoned fully. Briefings for ungraded staff should be conducted with a minimum of a G2. It is not necessary to view the DVD when conducting currency drills.

Approval	Post:	OC Ops Wg (for Comdt 2 FTS)	*Original Signed on MODNET*
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	Rank:	Wg Cdr	