

2 FTS DUTY HOLDER INSTRUCTION 2/0/10TO
2 FTS DUTY HOLDER ORDERS **Edition 2 Change 0**

Headquarters
2 Flying Training School
Royal Air Force Syerston
Newark
NG23 5NN

Wg Cdr A P Hobson
OC Ops Wg
Tel: 01400 264532
GPTN: 95751 4532
SYE-2FTS-HQ-OpsOC@mod.gov.uk

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

Order:	Various	2 FTS RFC Serial No:	N/A	Issue Date:	27 Jul 23
Title:	Various	MAA NAA Serial No:	N/A	Effective Date:	27 Jul 23
		MAA RI Serial No:	N/A	Expiry Date:	DHO 2/1

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

DHI 2/0/7 introduced a number of requirements to provide mitigation against risk of heat illness. Following a wide-reaching review of 2 FTS Functional Safety (FnS) Risk Assessments (RA), as well as further development of JSP 375 Ch 41 – Heat Illness Prevention, DHI 2/0/07 has been reviewed and is replaced immediately by DHI 2/0/10.

Instruction

Flying Clothing. GASO 2130(3) already states that for Gliders, there is no mandatory requirement for personnel to wear specific items of flying clothing when operating on the airfield; however, flying suits should be worn at all times by Aircraft Commanders when flying. Trainees should where possible, wear a flying or buttonless coverall. When flying, 2 FTS personnel should wear Service issued flying clothing, including aircrew long-sleeve roll-neck shirt (legacy flying clothing) or FACS undervest; however, Viking and Robin Aircrew may substitute the roll-neck / undervest for a suitable T-shirt.

Heat Related Performance Loss. The Wet Bulb Globe Temperature (WBGT) takes primacy over any temperature information or prediction.

Maximum Operating Temperature. 2 FTS Units are permitted to operate up to 30°C WBGT; as soon as the WBGT reading reaches 30°C, 2 FTS Units should cease flying operations. CGS may continue to fly above 30°C, within the aircrafts limits, only if the Duty Executive (DE) dynamically assesses the risk documenting that any signs or symptoms of heat illness presented have been managed iaw JSP 375 Ch 41.

Specific Risk Assessment. The WBGT forecast, obtained from MOMIDS, should be displayed in the morning Ops and Met Brief.

Dynamic Risk Assessments. There is no requirement to complete any additional RAs; however, if Met or MOMIDS temperature predictions are in excess of 28°C then the WBGT monitor (Model QT34) should be deployed to the Runway Caravan (or Ops Wg for CGS), kept in

direct sunlight and out of the shade (moving the WBGT monitor throughout the day as required) and ensure the Wet Bulb Reservoir is filled. If the WBGT reaches 30°C, then operations should cease as detailed above.

Recording. Once set-up the WBGT should be monitored hourly, documenting the times and temp readings in the Duty Supervisors (DS) Watch Log (DE Operations Log for CGS). Additionally, all WBGT readings and timings taken should be submitted with the Glider Utilisation Return (GUR).

Approval	Post:	OC Ops Wg (for Comdt 2 FTS)	<i>Original Signed on MODNET</i>
	Name:	A P Hobson	
	Rank:	Wg Cdr	