

**SUBJ:** DACOWITS RFI #7 – March 2023 QBM

**FROM:** The Office of Aviation (CG-711)

**TO:** DACOWITS Committee

**THRU:** The Office of Diversity & Inclusion (CG-1D1)

## **WOMEN IN AVIATION**

In December 2022, via RFI 5, the Military Services briefed DACOWITS on the updates to properly fitting personal protective equipment (PPE) and combat equipment for women.

*As a follow-up, the Committee requests a written response from the **Army, Navy, Marine Corps, Air Force, and Coast Guard** to provide more information on female in-flight bladder relief systems (IBRS), to include the following:*

### **DACOWITS:**

- a. Current IBRS devices available to servicewomen, as well as options being evaluated. Provide pictures with detailed explanations.
- b. Provide the roadmap for implementation by FY23, broken down by quarter, annotating major milestones (e.g., initial production, final mass production, availability across the Services, and expert training).
- c. What is the planned funding and who is the specific Office of Primary responsibility (OPR)?
- d. What is your Service’s plan to disseminate IBRS devices (e.g., supply chain) and to provide training once IBRS devices are sent to installations?

### **CG Response:**

- a. The H65 helicopter does not have a built in IBRS. With max sorties of 3.0 hrs, there has not been any effort to incorporate one into the aircraft.

For the H60 helicopter there are built in relief tubes for the pilots. There are female adapters for these, although they do not seem to be used by female pilots. Male pilots can use the relief tubes or “relief bags,” based on personal preference.

The Coast Guard is in the process of purchasing the unisex “Piddle Pak” for distribution to aircrews with the intent of asking for feedback.

***No pictures are currently available***

- b. Currently the Coast Guard has two lines of effort for IBRS, one for the pilots and one for aircrew.

The CG is following along with the Navy's program for the pilots as they have similar constraints (uniform, seated position), while the CG is heading up their own initiative for solutions for aircrew, as these members have different requirements (ability to move throughout the cabin), and their ability to get out of their seat may lead to a different solution set.

Last update from the Navy indicated that one of their two systems in development was in flight testing, and the other was close to the testing phase. The next update is February 23, 2023.

Piddle Pak testing is scheduled to begin in the next two months.

The Coast Guard will also research the feasibility of a privacy option, such as a temporary curtain, or lap covering.

- c. The Office of Aviation Forces, CG-711, is the primary office for this task. At this stage of the process, information gathering and testing is conducted by the office of Aviation Life Support Equipment (ALSE) at the Aviation Logistics Center (ALC) in Elizabeth City, North Carolina. CG-711 pledged initial testing money as needed. Long-term support of these systems will be through ALSE.
- d. Once solution(s) are identified, they will be managed through the ALSE centralized stocking and distribution system. Depending on the level of training required, this could be completed at the Aviation Technical Training Center (ATTC) for enlisted aircrew, and the Aviation Training Center (ATC) for pilots, or at the home unit with trusted/verified trainers.