

**BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMANDER**



AIR FORCE INSTRUCTION 11-101

AIR FORCE MATERIAL COMMAND

Supplement 1

8 DECEMBER 2003

Flying Operations

**MANAGEMENT REPORTS ON THE FLYING
HOUR PROGRAM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This supplement implements AFD 11-1, *Flying Hour Program* and AFI 11-101, *Management Reports on the Flying Hour Program*. This supplement expands on guidance provided in AFI 11-101 and applies to all AFMC units and AFMC/AFRC Reserve Associate units. It does not apply to the Air National Guard. Use this instruction with AFI 11-101 as supplemented. Units may further supplement this instruction, as required. If supplemented, send a copy to HQ AFMC/DOO.

SUMMARY OF REVISIONS

This supplement supersedes AFI 11-101/AFMC Sup 1, 26 Sep 94 and provides guidance to flying units on flying hour reports and format.

AFI 11-101, 1 November 2002, is supplemented as follows:

1.1.1. (Added) All AFMC flying units with Primary Aerospace Vehicle Authorization (PAA) aircraft will submit an annual forecast of flying hours not later than 15 Nov.

1.1.1.1. (Added) In October of each year, AFMC/DOOR will provide these units a spread sheet to fill in containing current aircraft and programmed flying hours (example below). Provide projected hours and those that will be flown for Test Pilot School (TPS), Reimbursable Budget Authority (RBA) and Direct Budget Authority (DBA)(not applicable to all AFMC flying units).

Table 1. (Added) Spread Sheet.

46TW								
65807F	EH	F-16	Block 15					
			Current FH	Updated FH Program Projection				
FY QTR	PAA			RBA FH	DBA	TPS	Total	Total
06	4		180			0		
	4		180			0		
	4		180			0		
	4		180			0		
TOTAL			720					
07	4		185			0		
	4		185			0		
	4		185			0		
	4		185			0		
TOTAL			740					

1.3.1. (Added) Special Instructions: Base flying hour requirements on current and forecast test, test support, and other mission-related flying to include flight hours necessary to maintain aircrew mission proficiency.

1.3.2. (Added) Adjust requirements to account for programmed depot maintenance (PDM) inspections, modification schedules, aircraft availability, and previously demonstrated usage rates. Flying hour programs based on other requirements, such as adjustments to increase manpower authorizations, are not acceptable. Use the most current actual flying hour information available when determining projections.

2.1.1. (Added) All AFMC flying units will submit a quarterly flying hour utilization report by message or e-mail on all aircraft possessed by AFMC (or other requested aircraft) to HQ AFMC/DOO no later than 15 days after the end of each fiscal quarter. For example, the report for the first quarter of the fiscal year (Oct-Dec), will be submitted NLT 15 Jan. AFMC/DOO consolidates these reports and submits a quarterly command utilization report to AF/XOOT. At the end of the FY, quarterly reports are again consolidated to show the annual hours flown by AFMC possessed aircraft.

2.1.1.1. (Added) The quarterly report will be broken down monthly and show flying hours under each mission symbol for each MDS. Use the following example format as a basis. HQ AFMC/DOO may request additional columns to show other distinctions if applicable, or require more frequent reports (e.g. Speckled Trout). Units will separate PAA from those aircraft on loan or possessed temporarily.

Table 2. (Added) Example Quarterly Report**OCTOBER**

MDS	03	04	05	06	07	08	T1/2 Time	Total Time	RBA	DBA
F-16C	.3	9.4	2.1	3.4	.4	1.0	3.0	19.6	10.6	9.0
F-16D	.7	10	2.9	4.3	2.4	3.1	9.0	32.4	20	12.4

2.1.1.2. (Added) All hours flown in aircraft possessed by AFMC must be entered into the Core Automated Maintenance System/Reliability and Maintainability Information System (CAMS/REMIS). The DFO will establish a process to validate flying hours entered into CAMS/REMIS.

2.1.1.3. (Added) Field units must establish a process to obtain and report accurate flying hour data for those aircraft that for one reason or another are not part of CAMS/REMIS.

3.1.1. (Added) Most AFMC flying hours are RDT&E funded and adjustments are not required. However, O&M programs must submit out-of-cycle adjustment (i.e., additional flying hour requests or end of year flying hour turn in) request to HQ AFMC/DOO via message or e-mail with PEC, MDS, and hourly adjustment information.

3.2.1. (Added) Intent to turn in end-of-year O&M flying hours will be submitted to HQ AFMC/DOO via message or e-mail not later than 1 September.

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