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Flying Operations

**FLYING HOUR PROGRAM (FHP)
MANAGEMENT**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: HQ PACAF/DOTT (Maj J. E. Frye)

Certified by: HQ PACAF/DOT (Col Bryant E. Gross)

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This instruction implements AFPD 11-1, Flying Hour Program. This instruction requires wing flying hour program managers to submit, through their Numbered Air Force (NAF), forecasted Flying Hour Programs (FHP) to HQ PACAF. It explains the need for flying hour forecasts, how to prepare them, and when to submit them. This regulation applies to all PACAF NAF and wing flying hour program managers. This regulation does not apply to the Air National Guard (ANG) wings and members.

SUMMARY OF REVISIONS

This instruction directs flying wings to base their FHP on training requirements to meet DOC tasking. It changes all references to CINCPACAF to PACAF/CC and DOO to DOTT. It directs all wings to meet their sortie allocation, if applicable, within 1%. It deletes all explanation of Zulu time.

1. Purpose - Flying Hour Cycle. Individual flying wings will submit their flying hour requirements for the following fiscal year NLT 1 July, IAW Atch 1. FHP will be based on wing requirements to meet DOC tasking. PACAF/DOTT will consolidate inputs to develop PACAF's FHP for submission to Air Staff. Congress approves or disapproves those flying hours via the President's Budget (PB) for each MAJCOM. After receipt of the PB, PACAF/DOTT will send a message to all wings with authorized hours and UTE. Wings will validate their flying hour proposal and submit any changes to PACAF. All requests are then presented to PACAF/CC for approval. PACAF/DOTT monitors each wing's FHP during the execution year and validates the accurate accountability of flying hours.

2. Responsibilities.

2.1. Air Staff will submit to PACAF the number of hours allocated by the PB for each Mission Design Series (MDS) and a complete break out, by wing, based on PAA/ASD, for the execution and out-years.

2.2. HQ PACAF will consolidate wing inputs and submit to Air Staff the command's number of hours flown by quarter.

2.3. Wings will submit to their NAF and PACAF their FHP, IAW Atch 2. This represents a contract with the NAF and HQ PACAF for completing each year's flying hours and sorties. Each wing's performance is measured against their FHP on a monthly basis. Wings are responsible for reconciling, daily, each squadron's FHP with Core Automated Maintenance System (CAMS), i.e., CAMS and REMIS should reflect actual hours flown for that day.

2.4. Squadrons will build an entire yearly schedule based on the fiscal year FHP. This schedule will include a detailed breakout of the number of sorties to be flown. The accomplishment of all training requirements, while meeting assigned UTE sortie and hourly rates is each wing's goal. Ensure that operational requirements are compatible with maintenance capabilities. Squadrons will validate flying hours daily with the host base CAMS for accuracy.

3. Management of Wing's FHP. Wings whose particular MDS get significantly ahead or behind original FHP forecast (as a guide +/- 2 to 3 days of flying or at wing commander's discretion) should reprogram yearly hours and sorties remaining for only the MDS that is ahead or behind, provided crew training is not adversely affected. FHP revisions should be submitted through NAF, info HQ PACAF/DOT/LGM, as early as possible, IAW Atch 2.

4. Programming Factors.

4.1. Wing programmed and actual aircraft utilization (UTE) rates will be based on PAA.

4.2. Wings are expected to meet, within 1%, their forecasted yearly sortie production allocation.

4.3. Wings are expected to zero out yearly flying hour allocations. Under/over flies must be coordinated and approved by HQ PACAF/DOT.

5. Flying Hour Program REMIS Validation.

5.1. REMIS data (actual FHP accomplishments) is reported monthly to HQ PACAF through the host base CAMS. CAMS and REMIS data is input from AFTO Form 781, AFORMS Aircrew/Mission Flight Data Document, source documents and is the only official accounting of sorties and flying hours. CAMS and REMIS data is the basis for Aviation Petroleum, Oils and Lubricants (AVPOL) expenditures and drives a wide range of other planning factors, including aircraft phase schedules and spares.

5.2. Validation Procedures. Wings with aircraft deployed must comply with local off station reporting procedures. CAMS data will be transmitted to HQ PACAF NLT the 5th day of each month following the report month for which data is being transmitted. The purpose of the 5-day "grace" period is to allow wings time to check, correct if necessary, and input into CAMS flight data from end of

month activities. One very important note about CAMS: ALL DATA IS INPUT AND REPORTED
BASED ON ZULU TIME.

JOHN M. MCBROOM, Maj Gen, USAF
Director of Operations

Attachment 1

BUDGET YEAR FHP DEVELOPMENT CYCLE

Action Required	Action OPR	Due NLT	To
Budget Year Proposed FHP	HQ PACAF/DOT	30 days after receipt from Air Staff	NAF/Wings
Comments/requested Changes to Budget Year Proposed FHP	NAF/Wings	1 Jul	HQ PACAF/DOT/LGM
PACAF/CC Approved FHP	HQ PACAF/DOT	1 Sep	NAF/Wings
FHP Forecast (see atch 2)	NAF/Wings	15 Oct	HQ PACAF/DOT/LGM

Attachment 2

BUDGET YEAR FHP FORECAST/EXECUTION YEAR REPROGRAM MESSAGE FORMAT

TO: NAF//DO/LG//

HQ PACAF HICKAM AFB HI//DOT/LGM//

SUBJECT: FY XX FLYING HOUR PROGRAM FORECAST

(or FY XX FLYING HOUR REPROGRAM)

% WX MONTH	% OTH ATRIT	PAA ATRIT	PROG ACFT	PROG UTE	PROG SORT	PROG ASD	HRS
OCT	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
NOV	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
DEC	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
1 QTR	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
JAN	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
FEB	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
MAR	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
2 QTR	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
APR	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
MAY	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
JUN	X	X	XX.X	XX.X	XXXX	X.XX	XXXX

3 QTR	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
JUL	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
AUG	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
SEP	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
4 QTR	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
TOTAL	X	X	XX.X	XX.X	XXXX	X.XX	XXXX
FYXX							

1. If used for Execution Year Reprogram, all columns should reflect actual achievements for each month prior to the beginning reflow month.
2. WEATHER and OTHER attrition should be in percent and based on an average of at least the last two years' historical trends for each month. As an alternative, wings may use the PACAF standard for logistics losses as the attrition factor in lieu of past historical data. If no MDS history exists at the current location, OG/CC estimate should be used.
3. % WX Atrit, % OTH Atrit and Prog Sort do not apply to KC-135, C-130, E-3, HH-60, and OSA aircraft. Program UTE for these aircraft should be shown as hourly UTE per aircraft per month.
4. PROG SORT X PROG ASD = PROG HRS. The FY XX Total Programmed Hours figure should be rounded to the nearest whole hour.
5. Glossary.

NAF	Numbered Air Force.
FY	Fiscal Year.
Budget Year	Next FY.
Execution Year	Current FY.
% WX ATRIT	Percentage Weather Attrition.
% OTH ATRIT	Percentage Other Attrition Or The PACAF Standard For Logistics Losses.
PAA ACFT	Primary Authorized Aircraft.
PROG UTE	Programmed Utilization (Rate).
PROG SORT	Programmed Sorties.
PROG ASD	Programmed Average Sortie Duration.

PROG HRS

Programmed Hours.

YTD

Year To Date.

Reprogram

Moving/changing partial or remainder of the wing's FHP events. Used to update future projections to the yearly FHP. Must be submitted through NAF, info HQ PACAF/DOT/LGM.