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SECRETARY OF THE AIR FORCE**

AIR FORCE INSTRUCTION 11-102

30 AUGUST 2011

Flying Operations



FLYING HOUR PROGRAM MANAGEMENT

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This instruction implements AFPD 11-1, *Flying Hour Program*, and establishes the Air Force Single Flying Hour Model. It describes the methodology used to determine the number of MAJCOM flying hours that make up the Air Force Flying Hour Program (FHP). Send comments and suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through channels to AF/A3O-AT, afa3oat.workflow@pentagon.af.mil. Major Commands (MAJCOMs) may supplement this instruction. Supplements will not be less restrictive than the basic publication. MAJCOMs will coordinate supplements to this instruction with AF/A3O-AT before publication and will forward one copy to AF/A3O-AT after publication. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with FAMAN 33-363, Management of Records, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>.

SUMMARY OF CHANGES

This revision adds new paragraphs 2.7, 2.7.1, 2.7.2, and 2.7.3, providing guidance on Adjusting Programmed Aircrew Flying Training Requirements for Cost of Business (COB) Sorties; ineffective training, reoccurring non-training sorties, and/or sorties needed to support unit training requirements.

Chapter 1

INTRODUCTION, COMPLIANCE, AND RESPONSIBILITIES

1.1. Introduction and Background. The Air Force Flying Hour Program is a requirements-based, peacetime program consisting of the flying hours necessary to train aircrews to safely operate aircraft while sustaining them in numbers sufficient to execute the core tasked mission. The Air Force Single Flying Hour Model (AFSFHM) provides the methodology and processes that MAJCOMs will use to build flying hour programs. This model determines the number of flying hours needed to attain and maintain combat readiness for all aircrew, test weapons and tactics, and satisfy collateral requirements. The Joint Mission Essential Task List, the Air Force task lists, and MDS-specific volumes of the AFI 11-2 series are the foundational requirements that link aircrew training to tasks required to support Combatant Commanders. The centrality of the flying hour program to readiness and combat capability cannot be overemphasized. It must be defensible and auditable. To that end, it must be standard across the Total Air Force, connected to readiness indicators, based on the train-to-task concept, easily understood, and most importantly, based upon the requirements to train and experience aircrew to perform required Air Force missions.

1.1.1. The intent of this instruction is to provide a common methodology and structure for determining flying hour requirements while acknowledging unique MAJCOM requirements. The depiction of the model and the requirements of this instruction capture the necessary differences in the sortie-based, event-based and throughput-based flying hour programs of the combat, mobility, and formal training forces.

1.2. Applicability and Compliance. Active Duty, Air Force Reserve Command and Air National Guard will use the AFSFH described in this instruction with the following exceptions:

1.2.1. Air Force Materiel Command (AFMC), Research, Development, Test and Evaluation (RDT&E). AFMC does not use the AFSFH described in this instruction or build a flying hour program purely dedicated to training. Due to the unique nature of the AFMC mission, its flying hour program is tied to funding for executing its actual mission activities (e.g. missions required for test and evaluation, test support and/or depot operations.)

1.2.2. Air Education Training Command (AETC) and Formal Training Units (FTU). AETC and FTUs do not use the AFSFH described in this instruction for building a formal training program. Flying hours for formal training programs are driven principally by throughput and content with an element of force sustainment and other support requirements factored in.

1.2.3. Air Force Special Operations Command (AFSOC).

1.2.4. Civil Air Patrol (CAP).

1.3. Responsibilities. AF/A3O-AT is the office of primary responsibility for the AFSFH and is the approval authority for suggested changes. Active duty MAJCOM, AFRC and ANG Directors of Operations are responsible for MAJCOM models.

1.3.1. The lead command establishes the training requirements basis for all mission design series (MDS) aircraft in its inventory. User commands must use the same flying hour

computations. Lead commands will inform user commands of any training/calculation changes. See AFPD 10-9, *Lead Operating Command Weapon Systems Management*, for further information. Exception: AFMC will establish training, Stan/Eval and general operations procedures to govern procedures unique to flight test operations. See AFPD 11-2, *Aircraft Rules and Procedures*.

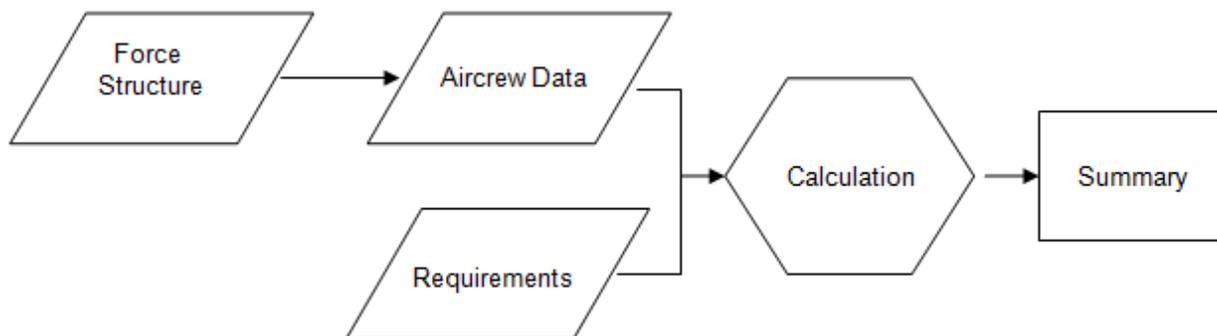
1.3.2. MAJCOM flying hour program managers will maintain supporting documentation (preferably electronic file) for each budget year's programmed flying hours. This documentation will include variable input factors used in the flying hour calculation process (e.g. refly rates, Cost of Business adjustment factor). Maintain this documentation for three years after the budget year execution.

Chapter 2

THE AIR FORCE SINGLE FLYING HOUR MODEL (AFSFHM)

2.1. Core Components of the AFSFHM. The AFSFHM is composed of five core components: Force Structure, Aircrew Data, Requirements, Calculation, and Summary (Figure 2.1). For operational flying units, the relationship of these components expresses the mathematical formula: force structure determines the number of Aircrew Position Indicator (API) 1 pilots; pilots multiplied by requirements determine the number of required flying hours. For formal training units, the mathematical formula consists of the average daily student load multiplied by the average number of flying hours per student per day, multiplied by the number of training days. This result determines the number of required student flying hours and, in turn, the required force structure. MAJCOMs may add other functions to the model as long as its core structure remains intact. The AFSFHM is not applicable to AFMC. Refer to AFI 11-2 FTV1, *Flight Test Aircrew Training*, for AFMC process and procedures governing initial qualification, upgrade and/or currency/continuation training covering AFMC intent associated with the model. Note: Send any suggested changes to the AFSFHM to AF/A3O-AT. See [Attachment 8](#) for example.

Figure 2.1. The Air Force Single Flying Hour Model.



2.2. Force Structure. This component is the input site for Primary Aircraft Inventory (PAI) and crew ratio, and determines the required number of API-1 pilots. At MAJCOM discretion, this data may be portrayed by fleet or by unit. For pilot production, no input is required because force structure is a function of the student load. See [Attachment 3](#) for example.

2.3. Aircrew Data. This component is the input site for the types and number of aircrew that require training. It includes calculations that result in the number of aircrew members by specialty (e.g., pilots, combat systems officers, boom operators) that require flying training. The crew position that drives the greatest number of flying hours is the total requirement. The number of API-1 aircrew members is derived normally from crew ratio and PAI in the force structure component. The number of attached (API-6 and API-8) aircrew members is determined by manpower standards and MAJCOM guidance. For pilot production, this data is derived from production goals and average daily student load. See [Attachment 4](#) for example.

2.3.1. Position and category of aircrew members and other pertinent aircrew data include but are not limited to:

- 2.3.1.1. API-1 Line Pilots.
- 2.3.1.2. API-2 Line Combat Systems Officer.
- 2.3.1.3. API-6 and API-8 staff and supervisory positions below (6) and above (8) wing level (document specific positions and source of API-6 and API-8 authorizations included in FHP development).
- 2.3.1.4. Experience mix: IAW AFI 11-412, *Aircrew Management*.
- 2.3.1.5. Instructors.
- 2.3.1.6. In-unit Requalifications.
- 2.3.1.7. Number of projected upgrades.
- 2.3.1.8. Number of aircrew requiring special qualifications.
- 2.3.1.9. Production goals.
- 2.3.1.10. Average daily student load.
- 2.3.1.11. Number and experience mix of instructors.

2.4. Requirements. This is the input site for the type, number, and/or duration of annual aircrew flying training requirements by aircrew position and category as well as operational mission requirements derived from appropriate tasking documents. Requirements include those events associated with Undergraduate Pilot Training (UPT), initial and mission qualification training, continuation training, upgrade, requalification, and special capability training events/sorties that aircrew must accomplish during the training cycle. Requirements may also include missions performed in support of operational users. Requirement sources include AFI 11-2 MDS, MAJCOM Ready Aircrew Program (RAP) messages, as well as MAJCOM and Numbered Air Force (NAF) instructions and OPLANs. See [Attachment 5](#) for example.

2.4.1. Because of mission and training differences, training requirement computations should remain sortie-based for Combat Air Forces (CAF) aircraft (including Combat Search and Rescue helicopters) and event-based for helicopters and Mobility Air Forces (MAF) aircraft. In cases when an MDS is operated by multiple MAJCOMs (e.g., F-16Cs operated by ACC, PACAF and USAFE), the lead commands methodology takes precedence. User commands will forward any proposed deviation from lead command methodology to the lead command and AF/A3O-AT with supporting justification.

2.4.2. Examples of requirements include:

- 2.4.2.1. RAP Sorties (those sorties required to achieve and maintain basic mission capable and/or combat mission ready status) and non-RAP sorties (those sorties that build basic pilot skills such as instrument, advanced handling, navigation, etc.).
- 2.4.2.2. Mission Qualification Training.
- 2.4.2.3. Special Capability Requirements.
- 2.4.2.4. Operational Missions.
- 2.4.2.5. Force support sorties/hours (ferry, functional check flight, weather ship, control ship, etc.)

- 2.4.2.6. Aging rate required for aircrew to achieve required crew qualifications.
- 2.4.2.7. Number of training events.
- 2.4.2.8. In-unit requalification training.
- 2.4.2.9. Syllabus hours associated with undergraduate and graduate flying training.
- 2.4.2.10. Refly rate, scheduling effectiveness/efficiency – see Attachment 9.
- 2.4.2.11. Number of training days.
- 2.4.2.12. Flying Hour Factor (FHF, the average number of flying hours per student per day) x refly rate.

2.5. Flying Hour Computations. Flying hour computations must include an experiencing (aging) calculation. Although the terms are different for fighter versus multi-crew aircraft, copilots and wingmen must accumulate hours permitting them to upgrade at a minimal rate to support planned absorption and crew qualification requirements to maintain a unit's capability to fulfill its assigned missions. This calculation will ensure that flying hour programs identify the required hours to upgrade at a prescribed rate and ensure a standardized requirements computation for all aircraft. (Note: Experiencing (aging) calculations may not be required by AFRC and ANG. Experiencing (aging) calculations are not applicable to AFMC.)

2.6. Calculation. Flying hour requirements are based on the number of aircrew members that need to be trained and their annual flying training requirements. (Note: Flying hour requirement calculations are not applicable to AFMC; refer to AFI 11-2 FTV1.) The following basic formula applies (See [Attachment 6](#) for example):

2.6.1. For operational flying units: Hours = number aircrews by category x requirements x duration.

2.6.2. For pilot production units: Hours = FHF x refly x class load x number of training days. (Note: Instructor pilot continuation training requirements are determined in the same manner as operational pilots.)

2.6.3. Within this area the individual formulas are listed that calculate the hours necessary to meet each training requirement. In general, each requirement will be represented by its own formula that yields flying hours specific to that requirement. Examples of operational training formulas include:

2.6.3.1. Combat Mission Ready hours (separated for experienced and inexperienced pilots).

2.6.3.2. Basic Mission Capable hours (separated for experienced and inexperienced pilots).

2.6.3.3. Navigation Training/Instrument/Advanced Handling Characteristics hours.

2.6.3.4. Hours required to satisfy additional special missions/capabilities specifically tasked to the unit, such as Combat Search and Rescue, AGM-88, AGM-130, etc.

2.6.3.5. Hours necessary to maintain Instructor Pilot/Supervisor qualification.

2.6.3.6. Hours necessary to conduct Mission Qualification Training.

2.6.3.7. Cost of Business (Hours required to replace hours utilized in the program for ineffective training sorties, reoccurring non-training sorties, or sorties needed to support unit training.)

2.6.3.8. Hours associated with take-off (initial and non-initial), landings, cell formations, air refueling (receiver and tanker).

2.6.3.9. Overseas requirements.

2.6.3.10. Aging or upgrade requirements: IAW AFI 11-412, *Aircrew Management*.

2.6.4. Examples for Formal Training formulas include:

2.6.4.1. For each MDS, calculations producing the number of training days by month and class, number of students by month and class.

2.6.4.2. Lastly, a position summarized by MDS indicating total student, instructor pilot continuation training, and collateral flying hours.

2.7. Adjusting Programmed Aircrew Flying Training Requirements. Flying hour training requirements defined in AFI 11-2MDS support the individual pilot training needs. However, those requirements do not address the additional sorties needed to supplement the program for 1) ineffective training sorties, 2) reoccurring non-training sorties, and/or 3) sorties needed to support unit training requirements. Program adjustments for these issues are referred to as “Cost of Business” (COB) adjustments. The COB adjustment process identifies sorties related to the above three categories and then quantifies, on a percentage basis, the sorties that did not achieve required aircrew training. This historical factor becomes the auditable COB adjustment for future flying hour programming. For the purposes of this AFI, “required RAP training” constitutes sorties/events identified in the MAJCOM RAP tasking message for which the required volume has not been accomplished. Red Air is considered required volume up to the maximum allowed by the RAP tasking message. Sorties that can count as Commander (CC) Directed also are considered required training until the maximum “CC directed” option sorties have been accomplished (most impact to BMC pilots).

2.7.1. COB Responsibilities.

2.7.1.1. AF/A3O-AT is the office of primary responsibility for oversight of the COB adjustment process and is the approval authority for MAJCOM supplements and suggested changes.

2.7.1.2. MAJCOMs will oversee their units’ COB inputs and ensure the application of the collected data as a flying hour programming adjustment.

2.7.1.3. Units are responsible for documentation and validation of the COB data.

2.7.2. **COB Tracking.** Standardized missions symbols will be developed by AF/A3O-AT for utilization in tracking COB. The intent is to identify COB factors to use as an adjustment within the flying hour programming process. The source for tracking will be the mission symbol based on the following:

2.7.2.1. Attrition sortie; any sortie or mission that did not execute the original intent of the mission as scheduled due to unforeseen reasons. See [Attachment 9](#) for example.

2.7.2.2. Force Sustainment; any sortie or mission in support of unit training or currency. See [Attachment 9](#) for example.

2.7.2.3. Force Support; any sortie or mission not scheduled to support RAP or CT training. See [Attachment 9](#) for example.

2.7.3. **Formula.** Using auditable historical data, the COB factor will be added to the requirements based flying hour program to account for additional sorties needed for attrition, unit support, and non-training sorties. See [Attachment 9](#) for example.

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans and Requirements

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 10-9, *Lead Operating Command Weapon Systems Management*, 8 Mar 07

AFPD 11-1, *Flying Hour Program*, 10 Aug 04

AFPD 11-2, *Aircraft Rules and Procedures*, 14 Jan 05

AFI 11-2FTV1, *Flight Test Aircrew Training*, 18 Apr 07

AFI 11-412, *Aircrew Management*, 10 Dec 09

AFMAN 33-363, *Management of Records*, 1 Mar 08

Adopted Form

AF Form 847, *Recommendation for Change of Publication*, 22 Sep 09

Abbreviations and Acronyms

AFSFHM—Air Force Single Flying Hour Model

ACC—Air Combat Command

AETC—Air Education and Training Command

AFMC—Air Force Materiel Command

AFRC—Air Force Reserve Command

AMC—Air Mobility Command

ANG—Air National Guard

API—Aircrew Position Indicator

ARMS—Aviation Resource Management System

ASD—Average Sortie Duration

BMC—Basic Mission Capable

CAF—Combat Air Forces

COB—Cost of Business

CMR—Combat Mission Ready

CT—Continuation Training

FHF—Flying Hour Factor

FHP—Flying Hour Program

HCM—Hours per Crew per Month

HS—Home Station

MAF—Mobility Air Forces

MAJCOM—Major Command

MDS—Mission Design Series

MQT—Mission Qualification Training

PACAF—Pacific Air Forces

PAI—Primary Aircraft Inventory

RAP—Ready Aircrew Program

RDT&E—Research, Development, Test, and Evaluation

SCM—Sorties per Crew per Month

USAFE—US Air Forces in Europe

UTE—Utilization Rate

Attachment 2

SAMPLE CAF FLYING HOUR MODEL

Figure A2.1. Sample CAF Flying Hour Model.

Flying Hour Program Model														
Squadrons	PMAI per Squadron	Assigned Unit PMAI	Adjusted Unit PMAI	4 FW		F-15E		% of Exp Pilots	% of InExp Pilots	# of Exp Pilots	# of InExp Pilots	Special Weapon Capabilities		
				Assigned Crew Ratio	Adjusted Crew Ratio	Wing Manning %	Assigned API-1 Pilots					Adjusted API-1 Pilots	GBU-15	AGM-130
1	24	24.0	24.0	1.25	1.25	100%	30.0	30.0	55%	45%	16.0	14.0		
Atch CMR EXP in Unit	Atch CMR INEX in Unit	Atch BMC EXP in Unit	Atch BMC INEX in Unit	Atch API-8's in Unit	Do not change numbers in white blocks For ACC/DOTB use only Adjustable numbers									
2	0	4	0	0										
CMR EXP Sorties / Aircrew	CMR INEX Sorties / Aircrew	BMC EXP Sorties / Aircrew	BMC INEX Sorties / Aircrew	API-8 Sorties / Aircrew	INST/AHC Sorties / Aircrew	Cost of Business (COB)	API-6/8 Percent	API-1 Percent	% COB	GBU-15	AGM-130		Crews	
94	106	60	72	60	6	762	21.1%	78.9%	19.2%	6	8	0	Sorties/per/crew	
										48	80	0	Total	
UTE Data														
Minimum UTE to meet RAP =				13.75	Sorties/Month/Aircraft									
Standard home station UTE Rate =				16.40	Sorties/Month/Aircraft									
UTE Rate to meet combined FHP =				16.40	Sorties/Month/Aircraft									
HCM + SCM		API-1 HCM =		15.70										
		API-1 SCM =		21.14										
		API-6 SCM =		8.59										
HCM + SCM Exp / InExp		Exp API-1 HCM		14.94										
		Exp API-1 SCM		10.31										
		InExp API-1 HCM		16.56										
		InExp API-1 SCM		11.42										
SORTIE REQUIREMENTS														
1.) Sorties for API-1 Experienced Pilots =				1,504										
2.) Sorties for API-1 Inexperienced Pilots =				1,484										
3.) Sorties for API-6 SQ/CC & OPS =				188										
4.) Sorties for CMR Staff Attached =				188										
5.) Sorties for BMC Staff Attached =				240										
6.) INST/AHC Sorties =				228										
7.) Special Capabilities =				128										
8.) COB Sorties =				762										
HOME STATION SORTIES/HOURS														
										HS Sorties =	4,722			
										ASD =	1.45			
										HS Hours =	6,847			
DOWNTIME ADJUSTMENT TO HS														
HS ASD	HS UTE	PMAI	Months											
1.45	16.4	0	0.00											
		Sorties	Hours											
		0	0											
CONTINGENCY COMPUTATION														
ASD	UTE	PMAI	Months											
0.00	0.0	0	0.00											
		Sorties	Hours											
		0	0											
Total Sorties										4,722				
Total Hours										6,847				

Authorized Staff: 3=011F3Y, 3=011F3G

Attachment 3

SAMPLE MAF FORCE STRUCTURE

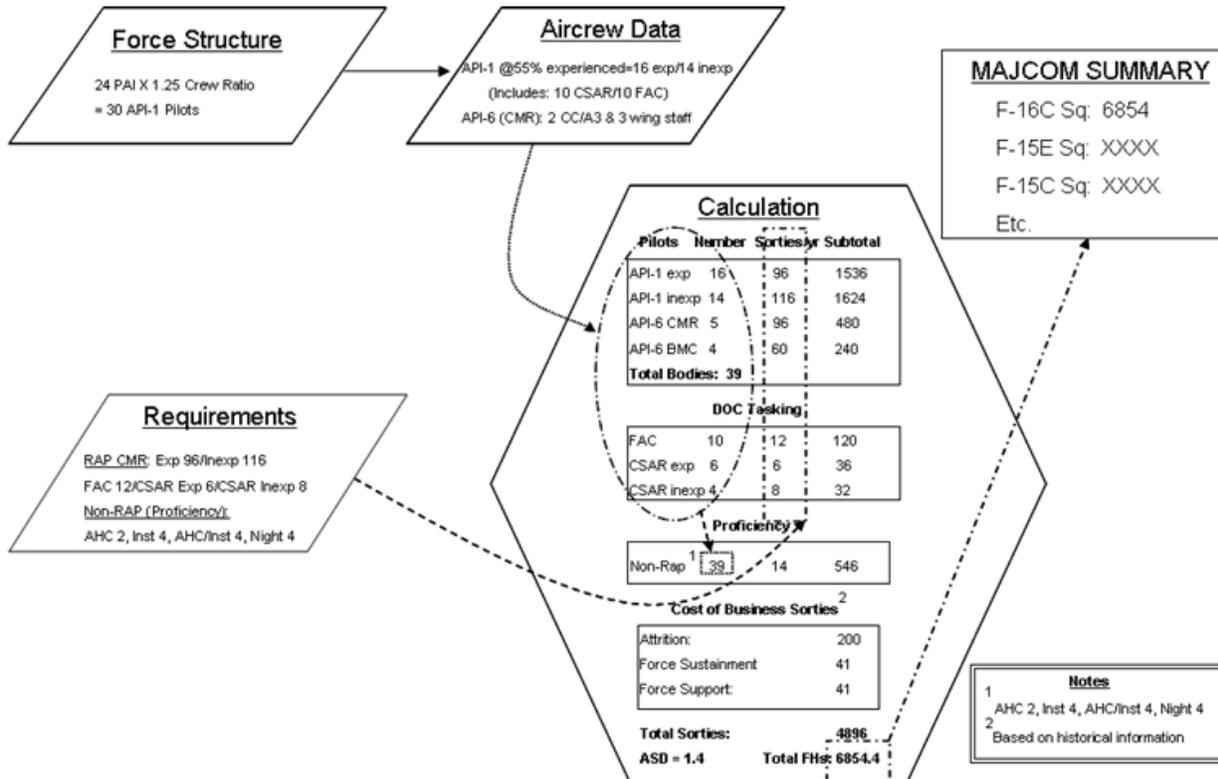
Figure A3.1. Sample MAF Force Structure.

Updated with inputs from A55																		
MDS	Squadron		FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20					
C-17	A AS - QTR 1		12	12	6	6	6	6	6	6	6	6	6					6
	A AS - QTR 2		12	12	6	6	6	6	6	6	6	6	6					
Planned	A AS - QTR 3		12	10	6	6	6	6	6	6	6	6	6					
Delivery	A AS - QTR 4	12	12	6	6	6	6	6	6	6	6	6	6					
	A AS - FY AVG		12	9	6	6	6	6	6	6	6	6	6					
	B AS - QTR 1		12	12	12	12	12	12	12	12	12	12	12					12
	B AS - QTR 2		12	12	12	12	12	12	12	12	12	12	12					
	B AS - QTR 3		12	12	12	12	12	12	12	12	12	12	12					
	B AS - QTR 4	12	12	12	12	12	12	12	12	12	12	12	12					
	B AS - FY AVG		12	12	12	12	12	12	12	12	12	12	12					
	C AS - QTR 1		12	12	12	12	12	12	12	12	12	12	12					12
	C AS - QTR 2		12	12	12	12	12	12	12	12	12	12	12					
	C AS - QTR 3		12	12	12	12	12	12	12	12	12	12	12					
	C AS - QTR 4	12	12	12	12	12	12	12	12	12	12	12	12					
	C AS - FY AVG		12	12	12	12	12	12	12	12	12	12	12					
	D AS - QTR 1		12	12	12	12	12	12	12	12	12	12	12					12
	D AS - QTR 2		12	12	12	12	12	12	12	12	12	12	12					
	D AS - QTR 3		12	12	12	12	12	12	12	12	12	12	12					
	D AS - QTR 4	12	12	12	12	12	12	12	12	12	12	12	12					
	D AS - FY AVG		12	12	12	12	12	12	12	12	12	12	12					
	E AS - QTR 1		12	12	12	12	12	12	12	12	12	12	12					12
	E AS - QTR 2		12	12	12	12	12	12	12	12	12	12	12					
	E AS - QTR 3		12	12	12	12	12	12	12	12	12	12	12					
	E AS - QTR 4	12	12	12	12	12	12	12	12	12	12	12	12					
	E AS - FY AVG		12	12	12	12	12	12	12	12	12	12	12					
	F AS - QTR 1		12	12	12	12	12	12	12	12	12	12	12					12
	F AS - QTR 2		12	12	12	12	12	12	12	12	12	12	12					
	F AS - QTR 3		12	12	12	12	12	12	12	12	12	12	12					
	F AS - QTR 4	12	12	12	12	12	12	12	12	12	12	12	12					
	F AS - FY AVG		12	12	12	12	12	12	12	12	12	12	12					
	G AS - QTR 1		12	12	10	10	10	10	10	10	10	10	10					10
	G AS - QTR 2		12	12	10	10	10	10	10	10	10	10	10					
	G AS - QTR 3		12	10	10	10	10	10	10	10	10	10	10					
	G AS - QTR 4	12	12	10	10	10	10	10	10	10	10	10	10					
	G AS - FY AVG		12	11	10	10	10	10	10	10	10	10	10					
	H AS - QTR 1		12	12	12	12	12	12	12	12	12	12	12					12
	H AS - QTR 2		12	12	12	12	12	12	12	12	12	12	12					
	H AS - QTR 3		12	12	12	12	12	12	12	12	12	12	12					
	H AS - QTR 4	12	12	12	12	12	12	12	12	12	12	12	12					
	H AS - FY AVG		12	12	12	12	12	12	12	12	12	12	12					
	I AS - QTR 1		12	12	12	12	12	12	12	12	12	12	12					12
	I AS - QTR 2		12	12	12	12	12	12	12	12	12	12	12					
	I AS - QTR 3		12	12	12	12	12	12	12	12	12	12	12					
	I AS - QTR 4	12	12	12	12	12	12	12	12	12	12	12	12					
	I AS - FY AVG		12	12	12	12	12	12	12	12	12	12	12					
	J AS - QTR 1		0	2	12	12	12	12	12	12	12	12	12					12
	J AS - QTR 2		0	6	12	12	12	12	12	12	12	12	12					
	J AS - QTR 3		0	9	12	12	12	12	12	12	12	12	12					
	J AS - QTR 4	0	0	12	12	12	12	12	12	12	12	12	12					
	J AS - FY AVG		0	9	12	12	12	12	12	12	12	12	12					
	K AS - QTR 1		0	0	4	12	12	12	12	12	12	12	12					12
	K AS - QTR 2		0	0	7	12	12	12	12	12	12	12	12					
	K AS - QTR 3		0	0	11	12	12	12	12	12	12	12	12					
	K AS - QTR 4	0	0	0	12	12	12	12	12	12	12	12	12					
	K AS - FY AVG		0	1	10	12	12	12	12	12	12	12	12					
TOTALS	QTR 1		108	110	116	124	124	124	124	124	124	124	124					124
	QTR 2		108	114	119	124	124	124	124	124	124	124	124					
	QTR 3		108	113	123	124	124	124	124	124	124	124	124					
	QTR 4	108	108	112	124	124	124	124	124	124	124	124	124					
AVERAGE	FY		108	113	122	124	124	124	124	124	124	124	124					

Attachment 8

AIR FORCE SINGLE FLYING HOUR MODEL: F-16C EXAMPLE

Figure A8.1. Air Force Single Flying Hour Model F-16C Example.



Attachment 9

COST OF BUSINESS ADJUSTMENT

A9.1. Attrition sortie. The following are examples of Attrition Sorties:

Table A9.1. Attrition Sortie.

Maintenance	Original intent of mission not accomplished due to aircraft malfunction (does not include ground aborts)
Weather	Original intent of mission not accomplished due to weather (does not include weather cancellation)
Air Traffic Control (ATC)	Original intent of mission not accomplished due to air traffic control issues
Airspace	Original intent of mission not accomplished due to lack/loss airspace
Operations	Original intent of mission not accomplished due to operations (i.e. aircraft recalled due to incident)
Support	Original intent of the mission is not accomplished due to lack of support aircraft (i.e. tanker no-show on A/R mission; one aircraft aborts on 2V2)

A9.2. Force Sustainment. The following are examples of Force Sustainment Sorties:

Table A9.2. Force Sustainment.

Vol 1 Support	Sortie/mission launched in support of training requirements (e.g. Red Air)
Look Back	Sortie/mission is scheduled solely to meet lookback
Individual Upgrade Training	Any sortie that requires a grade sheet (i.e. FLUG, IP, EP)
Upgrade Support	Sortie/mission generated to support individual upgrade
Remedial Training	Any individual upgrade training mission that is reflown; the sortie is a result of a Q2 or Q3
CC Directed	Commander directed sortie/mission launched at the discretion of the chain of command as allowed for in the RAP tasking message
CC Directed Support	Sortie/mission launched in support of Commander directed sortie
Regain Currency	

A9.3. Force Support. The following are examples of Force Support Sorties:

Table A9.3. Force Support.

Functional Check Flight (FCF)	
Ferry flight	Flying aircraft to depot, AMARG, etc.

Non-Contingency deployment	Sorties to and from Red Flag, Airlift Rodeo, etc.; deployments for contingency operations are not included
Air Show/Demonstration	Sortie/missions flown to and from an air show/demo/flyby to include sorties or missions flown at the event
Orientation/Incentive	Sorties to support orientation ride or incentive flight
Airborne Spare	Sortie/mission generated as an airborne spare for non-contingency deployments
Contingency (Operation Noble Eagle)	Sortie/mission flown in support of Operation Noble Eagle

A9.4. The formula to calculate COB factor is as follows:

Figure A9.1. Formula to Calculate COB.

$$\begin{array}{c} \text{\% COB} \\ \text{Adjustment} \\ \text{Factor} \end{array} = \frac{\text{Non- RAP Sorties}}{\begin{array}{c} \text{Total Sorties Logged:} \\ \text{Non- RAP Sorties} \\ + \\ \text{Required RAP Sorties} \end{array}} \times \begin{array}{c} \text{100} \end{array}$$