



OFFICE OF THE NATIONAL COMMANDER
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112-5937

ICL 18-08
1 October 2018

MEMORANDUM FOR ALL CAP UNIT COMMANDERS

FROM: CAP/CC

SUBJECT: Interim Change Letter – CAPR 173-3, Payment for Mission Support

1. It is critical that aircraft rate changes happen with the fiscal year change. This interim change letter replaces ICL 17-07 and will remain in effect until a new regulation is complete and published in FY19; there is no expiration date on this change letter.
2. Each year the staff reviews the reimbursement rates and procedures in CAPR 173-3. The following changes are effective on the 1st of October 2018:

Paragraph 1.1.2.3 is changed to:

1.1.2.3. Wings may charge up to 10% more than the published reimbursement rates for members to fly CAP aircraft, but may not charge less than this rate unless they are supplementing and make it whole with funds obtained from other sources. Each wing must collect and set aside the published rates as noted in Attachment 1 for each aircraft as it is flown. This will ensure there is enough money available to cover the reasonable costs of repair.

Paragraph 1.1.2.4. is changed to delete “Wings not on the Consolidated Maintenance Program must track all non-NHQ-reimbursed aircraft maintenance income and expenses.”

Paragraph 2.5 is changed to:

2.5. Wings will not schedule/perform any appropriated funded training missions, subordinate unit inspections or CAP cadet orientation flights in the last 4 days of September, so that an accurate accounting of all expended training funds can be accomplished. The final day for funded training, subordinate unit inspection, and cadet orientation flight operations for each fiscal year is the 26th of September. Wings should be exceptionally diligent to have all mission reimbursement requests turned in as quickly as possible, especially during the month of September. Wings may not be reimbursed if sortie information is not properly recorded in WMIRS within 72 hours as required by paragraph 2; all training, subordinate unit inspection and cadet orientation flight budget balances will be pulled back no later than the morning of September 30th in order to close out the fiscal year. Prompt processing of reimbursement requests will ensure CAP is able to fully utilize all the funding it receives from the Air Force.

Attachment 1, Table 1 is changed to:

Table 1. “Dry” Hourly Reimbursement Rates for all sorties flown on or after 1 October 2018 on CAP or member-funded missions

Manufacturer	Cessna	Cessna	Cessna	Cessna	Gippsland	Maule
Model	172	182	A185F	206	GA-8	MT-7-235
Cost/hour	\$56	\$62	\$110	\$87	\$83	\$58

Attachment 1, Table 2 is changed to:

Table 2. “Dry” Hourly Reimbursement Rates for all sorties flown on or after 1 October 2018 on externally funded missions

Manufacturer	Cessna	Cessna	Cessna	Cessna	Cessna	Gippsland	Maule
Model	172	182	SP 182Q	A185F	206	GA-8	MT-7-235
Cost/hour	\$72	\$92	\$168	\$181	\$91	\$85	\$72

Delete Attachment 1, “* Comprehensive rates...” note.

Insert the following within Attachment 1, between the Table 2 and the Notes section:

The glider rate per launch for CAP or member-funded sorties flown on or after 1 October 2018 is \$10. The glider rate per launch for externally funded missions is \$12. Tow or launch costs are still processed separately (See note 5, 6 and 7).

The balloon rate per hot hour for CAP or member funded sorties flown on or after 1 October 2018 is \$38. The balloon rate per hot hour for externally funded missions is \$48. Fuel and other associated launch and recovery costs are still processed separately.

Attachment 1, Note 1 is changed to:

1. “Basic Hourly Rate” for single-engine member-owned/furnished aircraft not listed above is \$56. The basic glider rate per launch for member-owned/furnished gliders not listed above is \$10. The basic balloon rate per hot hour for member-owned/furnished balloons not covered above is \$38.

Attachment 1, Note 8 is changed to delete “other than ARCHER (see note 9)” from the first sentence.

Attachment 1, Note 9 is changed to:

9. Small Unmanned Aircraft System (sUAS) Rates. CAP will charge \$25 per operating hour for sUAS, but only when supporting missions that are not funded with CAP’s annual Congressional

appropriation, when members are funding training personally, or when customers are providing equipment for CAP to operate.

3. Any questions can be directed to my Director of Operations, John Desmarais, at jdesmarais@capnhq.gov or 334-953-9105.



MARK E. SMITH

Major General, CAP

Commander

cc:

CAP/CV/COO/COA/DA/DO/FM/GC/IT/NOC

All CAP Region and Wing CV/CS/DC/DO/DOC/DOH/DOS/DOV

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