



NEVADA WING SUPPLEMENT 1

CAP REGULATION 173-3

28 MAY 2020

APPROVED/J. DESMARAIS/CAP/DO

OPERATIONS

FLYING RATES

CAP Regulation 173-3, dated 1 October 2015 incorporating ICLs 18-08, 19-07 and 19-09, is supplemented as follows:

Attachment 1-Table 3 Added. NV Wing utilizes "Wet" hourly rates (including fuel) and will use the table below in lieu of the "Dry" Hourly Reimbursement rates found in this regulation.

Manufacturer/Type	Standard Cost/hour	Discount Cost/hour
Cessna 172	\$94	\$58
Cessna 182	\$107	\$64
Cessna 206	\$164	\$93
GA 8	\$170	\$98
Glider (per launch rate)	\$0	\$0

Note: NV Wing will still be billed and have funds drawn back by CAP/FM for maintenance and utilization according to established rates in CAPR 173-3 Attachment 1, Tables 1 and 2.

Attachment 1

Note 10. Added: Flying rates are based upon the following factors:

10.1. Added. Fixed costs - the only fixed cost is the cost of hangars and/or tie-downs. These vary widely by location and are the responsibility of the unit to which the aircraft is assigned. The Wing has received State funding for these costs in the past and will continue to apply these funds to fixed costs if the State funding is available. If State funding becomes unavailable to the units may recover these costs from members with an hourly or periodic charge or may pay them out of general funds.

10.2. Added. Variable costs - variable costs are based on the hourly maintenance rates published in CAPR 173-3, typical fuel burn per hour as published by the manufacturer, and typical fuel prices as determined by spot surveys.

Note 11. Added. The standard amounts above do not include the squadron fees for hanger and other local expense. These amounts are determined by the local squadrons and the cost including these charges is

posted on the aircraft log sheet in the Aircraft Information File. No squadron-assigned fee will be collected on wing-provided discount flights.

Note 12. Added: Discounted Flying Hour rates

12.1 Added. Nevada Wing, when able, will permit discount flying based on wing economic factors to cover a portion of our member-paid flying costs. CAP policy requires that the wing charge at least as much as the CAPR 173-3 reimbursement rates for member-paid flying but allows grants to cover some or all of this expense. Squadrons are under no obligation to participate in this program and may choose to subsidize their unit pilots' flying on their own. This supplement provides guidance on the program as a wing-level subsidy that is optionally available to subordinate units below wing. The objectives of the discount hour flying program are:

12.1.1 Added. To encourage squadrons to qualify additional mission pilots.

12.1.2 Added. To encourage proficiency flying by our members.

12.1.3 Added. To assist squadrons in their training efforts.

12.2 Added. Consistent with these objectives, the discount hour program works as follows:

12.2.1 Added. Each quarter the Nevada Wing Director of Operations (NV/DO) will review the listing of current and qualified mission pilots assigned to the Nevada Wing unit (PCR-NV-001) and determine a number of hours available to provide as discount hours. Every squadron is eligible to claim a number of discount hours for the quarter based on the number of current and qualified mission pilots in the squadron, if approved for that quarter by the Wing Commander or Wing Director of Operations.

12.2.2 Added. While the size of the allocation depends on the number of mission pilots, the discount hours "belong" to the wing or unit electing to participate. There is no automatic entitlement for the mission pilots to personally use these hours.

12.2.3 Added. Squadrons are responsible for allocating the available discount hours to the membership. The only requirement is that the allocation be based on a non-discriminatory policy which is communicated in advance to the membership. For example, discount hours may be awarded to mission pilot trainees to facilitate their achievement of mission pilot status. Another mission pilot trainee or mission pilot may request discount hours for proficiency. The award policy may change from time to time to meet the specific training and proficiency needs of the wing.

12.2.4 Added. The squadron commander is also responsible for ensuring that discount hours used each quarter do not exceed the allocated number. Discount flight hours in excess of the allocation will be billed at standard rate, despite being submitted as discount.

12.2.5 Added. It will be up to the squadron commander to determine how the potential discount hours will be distributed, whether by first-come first serve, needs of the unit, etc.

13. Added. Discount rates will be determined from time to time by the Wing based on flying costs and the amount of grant money available.

14. Added. To facilitate administration of this program, the following procedures will be used:

14.1. Added. If funds are available for discount hour flying, the Wing Director of Operations will publish a list of the hours available. There is no guarantee that funds will be available, and no one should assume that hours have been allocated until they receive positive notification.

14.2. Added. Members must obtain approval from the squadron commander before obtaining a flight release for discount hours and will enter this specific authorization in the WMIRS sortie. This may be done by delegating to a specific FRO the responsibility for tracking the discount hours.

14.3. Added. Discount hour flying is indicated by placing the word "Discount authorized by [authorizing officer] (without the quote marks) in the Sortie Objective field of the WMIRS 104 flight release. If the word "Discount" does not appear in the Sortie Objective field, the flight will be billed at the standard flying hour rate.

14.4. Added. The Wing Billing Report released within the first ten days of each month details the rates pilots are to be charged for member-paid flights. Those members who have incorrectly entered the Discount information into WMIRS will have five days to correct the error in the sortie information or will be charged at the standard rate. Any corrections or changes to flight releases after the deadline will not be honored.

14.5. Added. Pilots electing to utilize discount hours without permission will be charged the full rate and may face additional penalties for violation of the CAP Ethics standards as outlined in CAPR 1-1 para 3c: CAP members will behave honestly and ethically at all times and with all people. Individuals will not take unfair advantage of anyone through manipulation, intimidation, concealment, abuse of privileged information, misrepresentation of material facts, or any other unfair practice.

Deborah Pierce, Col, CAP
Nevada Wing Commander

Attachment 1

COMPLIANCE ELEMENTS

No additional compliance elements are necessary for this supplement.