



NEVADA WING OPERATING INSTRUCTION 10-1
8 July 2010
Operations

FLYING HOUR RATES

This Operating Instruction is issued IAW CAPR 66-1 para 14a-b and Nevada Wing Supplement 1 to CAPR 66-1 para 4c to establish member flying rates by aircraft types. It supersedes all other such memoranda.

STANDARD FLYING HOURS RATES

1. Flying rates are based on the following factors:
 - a. 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. Units may recover these costs from members with an hourly or periodic charge or may pay them out of general funds.
 - b. 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.

Effective July 8, 2010, flying rates are:

Aircraft	Standard	Discount
C182	\$87.00	\$45.00
C206	\$100.00	\$50.00
GA-8	\$95.00	

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. Squadrons are **not** permitted to collect a squadron fee for discount hours.

DISCOUNTED FLYING HOUR RATES

Supersedes: Memorandum dated April 2008
Distribution: Wing Staff, Unit Commanders, Wing Website

OPR: NV/DO
Approved by: NV/CC

Nevada Wing, when able, will permit subsidized B-12 flying based on Wing economic factors to cover a portion of our member-paid flying costs. CAP policy requires that we charge at least as much as the CAPR 173-1 reimbursement rates for member-paid flying, but allows grants to cover some or all of this expense. Discount hours on the GA-8 at the 206 rate are only available on a case by case basis approved by the Director of Operations.

1. The objectives of the discount hour flying program are:
 - a. To encourage squadrons to qualify additional mission pilots
 - b. To encourage proficiency flying by our members
 - c. To assist squadrons in their training efforts
2. Consistent with these objectives, the discount hour program works as follows:
 - a. Each quarter every squadron is awarded 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.
 - b. While the size of the allocation depends on the number of mission pilots, the discount hours “belong” to the squadron. There is no automatic entitlement for the mission pilots to personally use these hours.
 - c. The squadron commander is 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, one squadron may choose to award discount hours to mission pilot trainees to facilitate their achievement of mission pilot status. Another squadron may choose to split discount hours to mission pilot trainees and mission pilots for proficiency. The award policy may change from time to time to meet the specific training and proficiency needs of the squadron.
 - d. The squadron commander is also responsible for assuring 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 rates despite being submitted as discount. It will be up to the squadron commander to determine how the squadron gets reimbursed for this extra cost (last-in first-out, allocated among members, subsidized by squadron, etc.)
3. Discount rates will be determined from time to time by the Wing Staff based on flying costs and the amount of grant money available. Squadrons may NOT collect squadron supplements for Discount flying hours.
4. To facilitate administration of this program, the following procedures will be used:

- a. If funds are available for discount hour flying, the Wing Director of Operations will publish a list of the hours available for each squadron. There is no guarantee that funds will be available, and no squadron should assume that hours have been allocated until they receive positive notification.
- b. Members must obtain squadron commander approval before obtaining a flight release for discount hours. This may be done by delegating to a specific FRO the responsibility for tracking the discount hours.
- c. Discount hour flying is indicated by placing the word "Discount" (without the quote marks) in the Objective field of the WMU flight release. If a member-paid training mission is flown as discount hours, this is indicated by placing the word "Discount" in the Attachments field of the IMU debrief. If the word "Discount" is not in the Objective field, the flight will be billed at the standard flying hour rate.
- d. A report is available in the WMU which shows the number of discount hours used by month. Squadron commanders should use this report to control the number of discount hours used. Contact NV/DO for the URL of this report.

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