



NEVADA WING

DISCOUNT HOUR SORTIES



NEVADA WING DISCOUNT HOURS

The purpose of this slide show is to show you when and how discount hours should be used.

- **What discount hours are**
- **How to obtain discount hours**
- **How to place the approval in the proper place in WMIRS**



NEVADA WING DISCOUNT HOURS

Discount Hours can be found on the Wing Web Site as OI 10-1 Flying Hourly Rates, but will soon be a separate Wing Supplement- undergoing approval process now

Discount hours are assigned to units, NOT to mission pilots- approval for their use must always be obtained prior to entering a sortie.

Discount hours funding is limited- abuse of the program WILL result in disciplinary action and possible revocation of CAP flight privileges.



NEVADA WING DISCOUNT HOURS

It states:

DISCOUNTED FLYING HOUR RATES

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. 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



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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.



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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.



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- 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.)



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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.



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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.



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- 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 **Sortie Objective field of the WMIRS 104 flight release**. If the word “Discount” is not the first word in the Sortie Objective field, the flight will be billed at the standard flying hour rate. To ensure approval was obtained, the PIC will enter right after “Discount” the individual who authorized the discount hour usage. For example:

**Discount hours authorized by Squadron
Commander Lt Col Sandberg**



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So:

- **Discount Hours are for B-12 flying only**
 - Profiles under B-12 sorties are covered under CAPR 60-1 Air Force Approved Proficiency Flight Profiles (22 October 2014)
 - Not all profiles can be flown under B-12 (so review the profiles)
 - Each squadron is awarded a number of discount hours for a quarter based on the number of current and qualified mission pilots in the squadron.
 - Discount hours belong to the squadron.



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So (continued):

- The squadron commander is responsible for allocating the available discount hours to the membership.
- The squadron commander is also responsible for assuring that discount hours used each quarter do not exceed the allocated number.
- The Wing Director of Operations will publish a list of the hours available for each squadron.



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How does a pilot obtain discount hours?

- The request should be to the Squadron Commander.
- Do not ask the Director of Operations or Wing Staff unless you are a pilot on wing staff
- Review the profiles to see if the B-12 profile can be flown.



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How to place the in the proper place in WMIRS

- The pilot requesting the sortie will:
 - Check with their Squadron Commander for request
 - Select the proper mission number (hint under location it will show NV)
 - Fill in **all** appropriate boxes on the sortie
 - Perform ORM
 - Perform weight and balance and up load file in the “Sortie Files page”



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- The pilot continued:
 - Use the tasks assigned in the profile in your sortie objectives
 - Using the profile # and the name in the sortie objectives will not work.
 - In addition, in sortie objectives field place the word “Discount” (without the quote marks)
 - When sortie is completed
 - In debriefing state which tasks were completed in “Summary”
 - Close out the flight making sure fuel receipts are properly completed.



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Air Sortie Briefing eServices | Sign Out |

Home > Mission Info > Operations > Air Sortie List > Air Sortie > Air Sortie Brief

AIR SORTIE BRIEFING [Request Flight Release Officer\(s\)](#)

Mission No. / Symbol: **16-B-3216 / B7,B9,B12,B15,B17,B20,B23** Sortie No.:

Mission Name: Tracking No.:

Area of Operations: Dep. Airport: Dest. Airport:

Base Telephone: Base Callsign: Base Freq.:

Air/Ground Freq.: Air/Air Freq.:

Required Radio Checks & Contacts:

Other Aircraft In Area: Ground Teams In Area (Location/Callsign):

Sortie Objectives:
Discount
The profile tasks are placed here also

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*See here
is where
it goes*



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- The FRO will:
 - Check to see if all appropriate boxes are filled in
 - If you are not sure do not release the flight.
 - Check to see if all crew members are qualified to take the sortie.
 - Aircraft Handling and qualifications are up to date.
 - Go through all checklists required by FROs.
 - Debrief the crews on return
 - Help with uploading deliverables if necessary.
 - Make sure the flight is Completed.



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We hope this makes selecting and performing Proficiency sorties clearer.

If you have questions talk with your Operations Officers and Squadron Commanders.

If they can't answer the question they will get in contact with the Wing Director of Operations

Thank you for your time and energy you give to CAP



NEVADA WING EVERY DAY!

