



# CAP REGULATION 103-1

17 October 2025

Corrected Copy

**Operations**

## PAYMENT FOR MISSION SUPPORT

This regulation establishes billable rates for the use of Civil Air Patrol (CAP) airborne assets, both crewed and uncrewed, for the purposes of invoicing and reimbursement. Where applicable, this regulation is compliant with the cost principles in [2 CFR 200, Subpart E](#), and [Generally Accepted Government Auditing Standards](#).

### SUMMARY OF CHANGES.

This regulation has been extensively revised and must be reviewed in its entirety.

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**1. Overview.** The Civil Air Patrol establishes billable rates for employing airborne assets, such as powered aircraft, gliders, and small unmanned aircraft systems (sUAS). This regulation provides procedures for processing claims by CAP members and units for costs incurred while participating in reimbursable missions. It applies to all CAP personnel involved in the submission and review of CAP mission reimbursements or billing. All references to wing also apply to a region when the region is the unit responsible for the mission reimbursement.

### 2. Roles and Responsibilities.

2.1. CAP National Commander (CAP/CC) approves the rates established in Attachment 2.

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2.2. CAP-USAFC Commander (CAP-USAFC/CC) approves specific Compliance Inspection (CI) mission sorties and associated overnight stays, and provides other approvals as required by this regulation.

2.3. CAP Director of Operations (CAP/DO) manages the allowable mission reimbursements described herein and is responsible for determining glider and sUAS cost rates.

2.4. The Chief Logistics Management Officer (CAP/CLMO) leads CAP's logistics and life cycle management efforts and is responsible for determining cost rates for powered aircraft.

2.5. CAP National Operations Center (NOC) coordinates requests and, when permitted, has approval authority for limited expenditures. When approval authority is not identified in this regulation, the NOC coordinates the approval.

2.6. CAP Director of Financial Management (CAP/FM) processes direct deposit enrollments (CAPF 179), issues reimbursement payments, and ensures compliance with applicable financial management requirements.

2.7. CAP Inspector General (CAP/IGI) coordinates with CAP-USAFC/LR to approve certain Subordinate Unit Inspection (SUI) and Compliance Inspection (CI) mission activities, as specified in this regulation.

2.8. CAP-USAFC Liaison Region (CAP-USAFC/LR) reviews and approves certain mission requests, overnight stays, and reimbursements when required by this regulation, and provides concurrence for waivers involving appropriated funds.

2.9. Wing and region commanders approve annual cost estimates for annual inspections and other mission-related expenditures as described.

**3. Waivers.** CAP/CC is the waiver authority for this regulation. Waiver requests shall be coordinated with the CAP/DO, CAP/CLMO, CAP/FM. Waivers involving the use of appropriated funds require CAP-USAFC/CC concurrence. Submit waiver requests through the chain of command to CAP/DO.

**4. Supplements and Operating Instructions (OI) to this Regulation.** Supplements below wing level are prohibited. Operating Instructions related to rates and reimbursements are prohibited. Submit supplements through the chain of command for CAP/DO approval. Wings with an approved supplement to this regulation may charge up to 10% more than the Attachment 2 published rates. Wings may charge members less than the published rate only if they fund the difference to ensure the full published rate is paid.

## **5. General Requirements.**

5.1. Disbursement of appropriated funds for CAP may be used to furnish, pay, or reimburse CAP for specific items (including taxes), as described in this section.

5.1.1. Vehicle Operations - Automotive fuel actually used while enroute to/from and while

performing the mission. Only diesel or regular fuel will be reimbursed; “premium,” “super” or higher-octane fuel types are not authorized.

5.1.2. CAP-Owned Powered Aircraft - Aircraft expenses while enroute to/from and while performing the mission, to include fuel, lubricants, oxygen service, and for actual missions only, essential hangar fees, and aircraft preheat/de-ice.

5.1.2.1. Missions funded by the USAF, CAP (both corporate funding and CAP’s federal appropriation) and CAP members themselves are all billed maintenance rates that cover inspection and preventive or routine maintenance costs. Aircraft Flying Hour Maintenance Payment Rates are provided in Table 1 of Attachment 2.

5.1.2.2. Missions funded by other federal and state agencies through Military Interdepartmental Purchase Requests (MIPR) will be charged a comprehensive maintenance rate covering not only minor maintenance, but also a prorated amount for major maintenance expenses such as engine repairs and overhauls. Aircraft Flying Hour Maintenance Payment Rates are provided in Table 2 of Attachment 2.

5.1.2.3. Wings with an approved supplement may charge up to 10% more than the published Aircraft Flying Hour Maintenance Payment Rates for members to fly CAP aircraft. They may charge members less than the published rate only if they supplement the difference with other funding courses to ensure the full published rate is paid. Wings must collect and set aside the published rates as noted in Attachment 2 for each aircraft as it is flown. This will ensure there is enough money available to cover the reasonable costs of repair.

5.1.2.4. Wings will track aircraft maintenance income for all non-NHQ-reimbursed funds, including state appropriations, state and local government flying and member flying, to help ensure that enough funds are collected and available when NHQ drafts back “B” and “C” mission flying funds quarterly.

## 5.2. Member-Owned/Furnished Powered Aircraft.

5.2.1.1. The “Basic Hourly Rate” for all member-owned/furnished single-engine aircraft is provided in Attachment 2. For all member-owned/furnished multi-engine aircraft, the reimbursement rate shall be determined by NHQ staff after the use of the aircraft has been approved. Single-engine aircraft that have received approval but that are not listed in Attachment 2 will be reimbursed at the “Basic Hourly Rate.”

5.2.2. Aircraft fuel, lubricants, de-icing services, and other mission-essential supplies are authorized in addition to the hourly reimbursement rate when participating in AFAMs. Receipts are required.

5.2.2.1. All member-owned/furnished aircraft (regardless of engine type) require pre-approval before use in any mission.

5.2.2.1.1. For Air Force Assigned Missions (AFAMs), approval must be obtained

from the appropriate Air Force authority, and members must complete an Air Force Hold Harmless Agreement. The NOC will coordinate with the appropriate Air Force approval authority.

5.2.2.1.2. For corporate-funded missions, approval must be granted by the wing commander, wing Director of Operations or Director of Emergency Services, with coordination through the NOC.

5.2.2.2. The use of all multi-engine aircraft requires prior approval from the wing commander and the NOC, which will coordinate with the Air Force approval authority when necessary for AFAMs. The NOC will establish the reimbursement rate of multi-engine airplanes based on aircraft type and mission requirements. Requests should be submitted in advance to [opscenter@capnhq.gov](mailto:opscenter@capnhq.gov). Once determined, NHQ staff will inform the wing in writing.

### 5.3. Glider Operations.

5.3.1. Corporate glider tow aircraft are reimbursed at the appropriate rate based on their model classification.

5.3.2. Non-corporate glider tows participating in the Cadet Glider Flight Orientation Program will be reimbursed based on actual tow costs (receipts required).

5.3.3. Glider maintenance reimbursement is conducted on an actual cost basis. Prior approval is required from CAP/LGM or their designee, and receipts must be submitted electronically.

5.3.4. Fuel and lubricants for glider winches are reimbursable to the Wing, and receipts must be attached to WMIRS e108.

### 5.4. Small Unmanned Aircraft Systems (sUAS).

5.4.1. Hourly reimbursement rates apply to all sorties flown for missions, except:

5.4.1.1. Training missions, where no charge will be made to members.

5.4.1.2. Missions where customers provide equipment for CAP operation.

### 5.5. Leased Imagery Collection and Deployable Systems.

5.5.1. Cost estimates for leased imagery collection systems or deployable systems maintained by the NHQ Operations Directorate will be developed based on validated requests submitted through the NOC.

5.5.2. Costs vary based on the size of the area to be collected, the resolution of the imagery required, and the processing necessary to create the final output formats.

5.5.3. Wings should contact the NOC as early as possible to determine system availability and obtain cost estimates. Systems can typically be deployed within 24 to 72 hours of validated mission requirements and customer funding approval, but additional lead time is preferred to

reduce costs.

5.5.4. Reimbursement from other agencies will be in accordance with the current memorandum of understanding (MOU) or letter of agreement (LOA) with that agency. MOUs and LOAs cannot authorize reimbursement beyond what is required by law or by what is authorized in this regulation. Expenses must still be reasonable and appropriate.

#### 5.6. Communication Expenses.

5.6.1. Commercial communications expenses associated with the mission and fuel for generators may be reimbursed, provided that costs are reasonable and allocable to the mission. A complete copy of the statement itemizing costs that can be attributable to the mission will be provided.

5.6.1.1. Generator fuel receipts will be clearly identified as such, and filed as additional expenses, not as vehicle fuel expenses.

5.6.1.2. Rental or purchase of cell phones, including satellite phones, for specific events must be approved in advance by the NOC.

5.6.1.3. Internet access costs will be reimbursed only when a fee is imposed by a hotel or when mission operations are conducted at a fixed base operator (FBO) or similar facility that charges for internet access.

#### 5.7. Travel, Lodging, and Per Diem.

##### 5.7.1. Operational Missions.

5.7.1.1. Overnight stays for all missions must be entered in WMIRS as a RON (Remain Overnight) request and approved in advance by the NOC via the WMIRS Request/Close Out RON module. The NOC is the approval authority unless otherwise stated in this regulation. Wing or region commanders are not authorized to approve overnight stays in lieu of NOC approval.

5.7.1.2. The WMIRS RON request must include the names and CAPIDs of the specific members required to stay overnight, the number of nights for each person, and the city and state where they will be staying in order for the NOC to approve them with the correct rate and cost estimate.

5.7.1.3. Lodging and per diem are not reimbursable for local travel. All business-related travel within 50 miles of a normal work site or home is considered local travel.

5.7.1.4. If an overnight stay is required but was not approved in advance in WMIRS, the mission staff must contact the NOC duty officer as soon as possible for approval. The NOC will approve such requests only when safety requirements or mission needs dictate, and when it is more cost effective for the overall mission to do so.

5.7.1.5. Meals will only be reimbursed in conjunction with overnight stays.

5.7.1.6. CAP's exemption from the FAA allows private pilots to receive lodging and

meals compensation only on AFAMs. See CAPP 70-11, *FAA Exemptions Guide*, for more details.

#### 5.7.2. Training and Proficiency Missions.

5.7.2.1. Overnight stays for training and proficiency missions will only be authorized when safety needs dictate (e.g., inclement weather preventing a safe return home or to avoid violating duty day limitations). All such requests must be entered in WMIRS as a RON request and approved in advance by the NOC. Written justification is required for all requests.

5.7.2.2. When appropriated funds are requested for training or proficiency RONs, the NOC will coordinate with the CAP-USAF Liaison Region (CAP-USAF/LR) and the wing commander for concurrence prior to approval.

5.7.2.3. Overnight stays for personnel serving as instructors at training events will be approved only when clearly necessary for mission success and cost-effectiveness. The justification must include details on the instructional role, why overnight lodging is required, and why local personnel could not be used to avoid lodging costs.

5.7.2.4. Members will not be reimbursed for overnight-related expenses until the approved WMIRS RON entry and written justification are on file with the NOC.

5.7.2.5. In the circumstance where the CAP-USAF/LR or the wing/region commander cannot be reached for concurrence, the Incident Commander (IC) or their staff will contact the NOC to coordinate approval.

5.7.2.6. Reimbursement will be limited to lodging and per diem rates specified in paragraph 5.7.5.1. below.

#### 5.7.3. Subordinate Unit Inspection (SUI) Missions.

5.7.3.1. Wing commanders are required to budget for SUIs annually by entering all of the planned SUIs into WMIRS at the beginning of each fiscal year. Approval is required by CAP-USAF LR and CAP/IGI through WMIRS.

5.7.3.2. Corporate vehicles or aircraft should be utilized to conduct the SUI travel.

5.7.3.3. Overnight stays will only be authorized for SUI missions when safety needs dictate or when it is more cost effective. If it is necessary for members to stay overnight as part of the mission, the CAP-USAF LR and CAP/IGI must both approve the request to be paid from appropriated funds.

5.7.3.4. The wing must provide the NOC a detailed list, via the WMIRS Request/Close Out RON module, providing the names and CAPIDs of the specific members required to stay overnight, the number of nights for each person, and the city and state where they stayed within 72 hours of the occurrence. These items and a written justification are required by CAP-USAF prior to approval. Members will not be reimbursed for overnight related expenses until this

documentation is provided to the NOC.

5.7.3.5. When requesting an exception based on cost effectiveness, the written justification must include a cost comparison and evidence that alternate closer inspectors were not available. Requests for an exception based on cost effectiveness must be approved prior to the SUI.

5.7.3.6. Reimbursement will be limited to lodging and per diem rates specified in paragraph 5.7.5.1. below.

#### 5.7.4. Compliance Inspection (CI) Missions.

5.7.4.1. Wing use of CI funds is limited to movement of preselected aircraft and vehicles to and from inspection locations only. CI missions are normally accomplished within the same day.

5.7.4.2. Mission requests are entered in WMIRS by CAP/IGI. The wing will then enter the specific sortie data into WMIRS for CAP-USAF/CC approval prior to the CI.

5.7.4.3. Sorties are authorized for the movement of the preselected vehicles and aircraft only. No sorties may be entered for the sole purpose of moving wing staff members to the CI. CI funds are not authorized for RON transportation of wing personnel to and from a CI.

5.7.4.4. Overnight stays will only be authorized for CI missions when safety needs dictate. Every effort should be made to coordinate approval of a RON prior to the CI. If it is necessary for members to stay overnight as part of the mission, the CAP-USAF/CC must approve the request to be paid from appropriated funds.

5.7.4.5. The wing must provide the NOC a detailed list, via the WMIRS request RON module, providing the names and CAPIDs of the specific members required to stay overnight, the number of nights for each person, and the city and state where they stayed within 72 hours of the occurrence. These items and a written justification are required by CAP-USAF prior to approval. Members will not be reimbursed for overnight related expenses until this documentation is provided to the NOC.

5.7.4.6. Reimbursement will be limited to lodging and per diem rates specified in paragraph 5.7.5.1. below.

#### 5.7.5. All Air Force Assigned Missions (AFAM).

5.7.5.1. When pre-approved by the NOC, in accordance with paragraphs 5.7.1. through 5.7.4. above, all authorized CAP personnel will be reimbursed for meals at a flat rate of \$35 per day unless the full GSA rate is approved in advance and funded by an external customer in accordance with 5.7.5.6. below. Meals on travel days will be reimbursed at 75% of the GSA rate for the location or the \$35 rate, whichever was authorized.

5.7.5.2. Lodging will be reimbursed in accordance with the GSA published rates or actual lodging rate, whichever is less. Only room charges and taxes are reimbursable expenses.

Incidentals or guest services will not be reimbursed. Every effort should be made to stay within these rates. In very unusual circumstances where lodging cannot be obtained at any facility within the GSA rates, additional approval must be obtained in advance from the NOC. If prior approval is not obtained, the member will only be reimbursed up to the GSA rate.

5.7.5.3. If ground transportation is required, CAP corporate vehicles should be used if available. When a CAP corporate vehicle is not available, the most cost-effective option should be used.

5.7.5.4. Parking and tolls may be approved as miscellaneous expenses.

5.7.5.5. Anything that exceeds the GSA rate by 30% or more will not be approved without detailed justification.

5.7.5.6. Fines or fees associated with speeding tickets, traffic violations, or parking violations will not be approved for reimbursement.

5.7.5.7. When CAP's mission participation is being funded by another agency, meal reimbursement up to the full GSA rate can be authorized by the funding agency. CAP must receive this authorization in writing from the funding agency during the mission coordination process in order to pay members the full GSA meal rates. This does not apply to SAR, CD, Air Defense, training, proficiency, SUI, CI, or cadet orientation flight missions because these are traditionally funded by CAP.

5.7.6. Members who initiate travel on their own without being part of a NOC authorized mission will not be reimbursed.

5.7.7. Certain other miscellaneous expenses may be allowable, with prior approval from the NOC, and coordination with the customer, including:

5.7.7.1. Airfare to and from a mission area.

5.7.7.2. Aeronautical charts or maps when requested to support outside of the normal operating area.

5.7.7.3. Ramp fees, if required to operate out of a specific location.

5.7.7.4. Routine supplies such as toner, copy paper, batteries, etc., during emergencies.

5.7.7.5. Other items deemed necessary to carry out the mission which are not specifically mentioned above or not already approved. All expenditures must be reasonable and allocable to the mission, and additional justification or approval may be required by the NOC.

## 6. Specific Requirements.

6.1. Wings must submit all reimbursement requests, including modifications/corrections, to NHQ using the WMIRS e108 for all missions reimbursed by National Headquarters.

6.2. All sortie data, including actual costs, must be entered into WMIRS within 72 hours of completing the sortie unless the customer or the NOC requires a shorter turnaround. Wings or

members submitting data after 72 hours following completion of the sortie may not be reimbursed as budgets may be automatically reduced or missions closed after this period.

6.2.1. Wings must still work with the NOC to generate WMIRS e108s for reimbursement requests of this type to be considered with those submitted beyond the 30-day period in accordance with paragraph 7.3 below.

6.3. Once the WMIRS e108 is completed and approved by the wing commander, or their designee, the reimbursement request will be automatically transmitted to NHQ for payment.

## 7. Member Responsibilities.

7.1. Submit a CAPF 108, *Reimbursement for Individual CAP Member Expenses*. A separate CAPF 108 is not required for each individual member as long as the Wing can account for each of the expenses incurred by each member using some other method.

7.2. Submit individual expense receipts, with an explanation when necessary, to the wing in accordance with the procedures provided in this section. Printed copies of the WMIRS e108 worksheets, with expense receipts attached, may be used to account for individual member expenses. Lodging and per diem must be itemized separately by each individual member.

7.2.1. If a charge is made to a wing for fuel paid by a member, a copy of the receipt showing the amount of fuel serviced and the total cost must be attached to the member's reimbursement request.

7.3. Submit requests for reimbursement to the wing not later than 7 calendar days after the close of the sortie, RON or other expense is incurred/completed with the exception of commercial communications expenses as described in paragraph 5.6.1. Requests for reimbursement of commercial communications expenses may be submitted up to 30 calendar days after the close of the sortie, RON or other expense is incurred/completed.

7.4. Submit reimbursement requests electronically (to include electronic copies of original receipts) to hasten the reimbursement process.

7.5. Have a current CAPF 179, *Direct Deposit Sign up – CAP Member*, on file with CAP/FM in order to be reimbursed directly for expenses. Members without a CAPF 179 on file will be reimbursed through their wing/region.

## 8. Wing Responsibilities.

8.1. Complete and submit a consolidated WMIRS e108 with receipts within 45 calendar days. Receipts for all claimed mission expenses must be uploaded in .PDF format into WMIRS during the WMIRS e108 submission process.

8.1.1. Individual expenses claimed must match costs on the receipts provided.

8.1.2. All fuel receipts must be uploaded via the individual air or ground sortie page so they can be tied to a particular sortie. If a receipt is not tied to a specific sortie, it must be

uploaded in the 108 Reimbursement Worksheet section as an additional expense.

8.1.3. All receipts must be clearly marked to show which sortie and mission the expense applies to. A signed certification form of an expense incurred will not qualify as a receipt. Receipts must be issued by the vendor and contain a date and location. If the transaction date is more than one (1) day after the sortie date, a detailed explanation must also be provided with the receipt.

8.1.3.1. For fuel purchases, the receipts must also include tail number, gallons, price per gallon and total purchase amount. Fuel receipts that meet these criteria obtained from vendors online are also acceptable.

8.1.3.2. Lodging receipts must show the actual address where the member stayed, not just the logo of the hotel chain; addresses must be verified to determine the GSA rate. A copy of the transaction from a credit/debit card statement or bank statement showing only the vendor and amount is not sufficient.

8.1.3.3. In cases where computer or register generated receipts are not available due to power outages, handwritten receipts from the vendor with vendor identification are acceptable.

8.1.4. Partial mission claims may be submitted by selecting the correct option when completing the WMIRS e108. Follow-on partial claims must also be submitted via the WMIRS e108 and will be automatically assigned a sequential alpha character at the end of the mission number (example: original 15-T-4191-A; next follow-on partial 15-T-4191-B).

8.1.5. The wing will electronically certify that the reimbursement request is appropriate, and then electronically forward it to NHQ via WMIRS signifying it as valid for payment. All reimbursement requests for missions flown during the previous fiscal year (1 Oct – 30 Sep) must be submitted to NHQ for payment by 30 October.

8.1.6. All requests for reimbursement to a wing must be submitted via the WMIRS e108 process. Paper versions of the form are not acceptable.

8.2. Electronically sign the WMIRS e108. The authority to electronically sign a WMIRS e108 is limited to the wing commander, deputy commander and up to three other members designated by the wing commander.

8.2.1. The wing commander must designate these members via the e108 Approval module in WMIRS. The designated individuals must be part of the wing or region staff and not be wing administrators, wing employees or state employees assigned to CAP.

8.3. Process member's claims for payment as soon as feasible and not delay in order to consolidate payments or wait for a mission to close. When the wing pays directly for lodging, they will collect and process the per diem for the affected members in the same WMIRS e108 submission. Wing commanders and incident commanders will ensure that CAPF 108s are created promptly following a mission to support this process. Wings will ensure members' claims are paid

no later than 30 calendar days after receipt of the reimbursement payment.

**9. WMIRS e108 Submission Deadline.**

9.1. Wings must electronically submit WMIRS e108s approved by the wing commander, or their designee, within 30 calendar days after a sortie, RON or other expense is incurred/completed, or risk not being reimbursed.

**10. Fiscal Year-End Restrictions.**

10.1. Wings will not schedule or perform any appropriated funded training missions, SUIs, or CAP cadet orientation flights after the 25th day of September of each fiscal year so that an accurate accounting of all expended training funds can be accomplished.

10.2. All training, SUI 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. 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. Prompt processing of reimbursement requests will ensure CAP is able to fully utilize all the funding it receives from the Air Force.

REGENA M. AYE  
Major General, CAP  
Commander

**Attachment 1**  
**COMPLIANCE ELEMENTS**

Aside from published cost principles and generally accepted government accounting standards, there are no compliance elements applicable to regions and below.

**Attachment 2**  
**AIRCRAFT FLYING HOUR MAINTENANCE PAYMENT RATES**

The rates in these tables are calculated from actual reported maintenance expenses for CAP aircraft. Many factors, such as aircraft age, Airworthiness Directives, design and model, affect CAP expenditures for maintenance. CAP has elected to establish overall fleet rates for only the models of aircraft in the CAP corporate fleet. The Chief Financial Officer, Director of Operations, and Chief Mission Resources Officer are responsible for determining cost rates for CAP resources.

**The rates in these tables are subject to change. Please refer to the most recent Interim Change Letter (ICL) for most current rates.**

**Table 1**  
**"Dry" Hourly Reimbursement Rates for all sorties flown on CAP or member-funded missions**

Manufacturer	Cessna	Cessna	Cessna	Cessna	Gippsland	Maule	Gliders
Model	172	182	A185F	206	GA-8	MT-7-235	All Models
Cost/hour	\$82	\$100	\$216	\$137	\$167	\$126	\$10/Launch

**Table 2**  
**"Dry" Hourly Reimbursement Rates for all sorties flown on externally funded missions**

Manufacturer	Cessna	Cessna	Cessna	Cessna	Cessna	Cessna	Gippsland	Maule	Gliders
Model	172	182	SP 182Q	A185F	206	SP 206	GA-8	MT-7-235	All Models
Cost/hour	\$100	\$140	\$195	\$239	\$213	\$259	\$284	\$141	\$12/Launch

*Table 1 and 2 Notes:*

1. "Basic Hourly Rate" for single-engine member-owned/furnished aircraft not listed above is \$64. The basic glider rate per launch for member-owned/furnished gliders not listed above is \$10.

**Table 3**  
**Hourly Reimbursement Rates for all sUAS sorties**

Type	Simple Rotary Wing	Complex Rotary Wing	Complex Rotary Wing	Complex Fixed Wing	Complex Fixed Wing	Complex Rotary Wing Hybrid	Complex Rotary Wing Hybrid
Model	Skydio 2, P4P, Mavic 2E	Skydio X2d, X10D, DJI M300, M30	DJI M300	Wingtra (Normal Sensors)	Wingtra (LIDAR Sensor)	HAMR	HAMR (AERONET)
Cost/hour	\$25	\$40	\$50	\$40	\$50	\$75	\$100

*Table 3 Notes:*

1. *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.*