



COMDTNOTE 16798

COMMANDANT NOTICE 16798

CANCELLED: JUL 01 2009

Subj: AUXILIARY AVIATION FACILITY REIMBURSEMENT

Ref: (a) Auxiliary Operations Policy Manual, COMDTINST 16798.3(Series)
(b) Auxiliary Manual, COMDTINST M16790.1(Series)
(c) FINCEN SOP, FINCENSTFINST M7000.1

1. PURPOSE. This Notice provides Auxiliary aviation reimbursement rates as outlined in references (a) through (c).
2. ACTION. Commanding officers of air stations shall follow the procedures contained in this notice when preparing patrol orders for Auxiliary aircraft.
3. DIRECTIVES AFFECTED. As appropriate, the changes outlined in this Notice will be incorporated into the next change to references (a) and (b), and all other appropriate manuals, instructions, forms, and publications.
4. DISCUSSION. Operators of Auxiliary aircraft issued patrol orders will continue to be reimbursed for their expenses based on actual fuel costs and standard maintenance rates, using the table in enclosure (1). The maintenance rates are intended to provide reimbursement for oil and maintenance expenses and are derived from known, industry published, actual hourly cost data for each airplane type. Enclosure (1) contains the breakdown of expenses for type specific aircraft. Expenses for landing fees, ramp fees, and miscellaneous costs, when authorized, will continue to be reimbursed separately from maintenance and fuel. Fuel and Coast Guard usage documentation must be submitted with each claim for reimbursement. Funding levels for Auxiliary Aviation fuel reimbursement will remain unchanged. Program managers and order issuing authorities must judiciously use existing funds to support Auxiliary aircraft patrols.

DISTRIBUTION – SDL No.135

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A																										
B		5																		1						
C	1	1											1													
D				1																						
E										1	1															
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NON-STANDARD DISTRIBUTION: DC-O, DVC-OA, All DSO-AV's

5. IMPLEMENTATION. For ease of maintenance rate payment, Auxiliary air facilities will be categorized as Type 1 through Type 8 facilities. Auxiliary air facilities that do not fit within the standardized categories will be categorized as Type 9 facilities. Maintenance rates will be based on industry standards for that particular air facility. Approval of Type 9 air facility maintenance rates will be the responsibility of the Chief Director, Auxiliary (CG-542). In addition to rate approval, the Chief Director of Auxiliary as well as any district level Director may determine whether or not an aircraft that has been offered as a facility may be accepted for use. Use of the Auxiliary Patrol Order Management System is mandatory. Reimbursement for maintenance shall be calculated using enclosure (1).



J.A. WATSON

Director of Prevention Policy for Marine Safety,
Security and Stewardship

Encl.: (1) Auxiliary Aircraft Type Hourly Payment Rates

AUXILIARY AIRCRAFT TYPE HOURLY PAYMENT RATES 2006

1. These maintenance rates are based on the current Civil Air Patrol (CAP) reimbursement rates and will be reviewed periodically to maintain parity between the CAP and CG Auxiliary Air and adjusted by CG-542 as necessary.
2. Maintenance rates for non standard aircraft will be reviewed and set by CG-542. Non standard aircraft will be designated Category 9 aircraft.

	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6	TYPE 7	TYPE 8
Horsepower	60-129HP	130-199 HP	200-235 HP	236-299 HP	300-400 HP	ME 200HP or less per engine	ME 201HP – 250HP per engine	ME 250HP- 350HP per engine
AUX Maint rates	\$32.00	\$41.00	\$43.00	\$52.00	\$67.00	\$71.00	\$82.00	\$94.00
Lube Oil Allowance	\$1.50	\$2.00	\$2.50	\$3.00	\$4.00	\$4.00	\$5.00	\$7.00
Total Maintenance Reimbursement	\$33.50	\$43.00	\$45.50	\$55.00	\$71.00	\$75.00	\$87.00	\$101.00