



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
2000 NAVY PENTAGON  
WASHINGTON, D.C. 20350-2000

OPNAVINST 7220.4K  
N130  
23 AUG 2011

OPNAV INSTRUCTION 7220.4K

From: Chief of Naval Operations

Subj: FLIGHT DECK HAZARDOUS DUTY INCENTIVE PAY

Ref: (a) 37 U.S.C. §301  
(b) DoD 7000.14-R, Department of Defense Financial Management Regulations, Volume 7A of June 2011  
(c) SECNAVINST 5030.8A  
(d) NAVPERS 18068F, Manual of Navy Enlisted Manpower and Personnel Classifications and Occupations Standards  
(e) NAVAIR 00-80T-105, CV NATOPS Manual  
(f) NAVAIR 00-80T-106, LHA/LHD NATOPS Manual  
(g) NWP 3-04.1, Shipboard Helicopter Procedures for Air-Capable Ships  
(h) NAVAIR 00-80R-14, Aircraft Firefighting and Rescue Manual  
(i) OPNAVINST 1000.16K  
(j) MILPERSMAN 7220-080  
(k) DJMS Procedures Training Guide (PTG)

Encl: (1) Definitions  
(2) FDHDIP Quotas for Eligible Ships, Squadrons, and Other Units

1. Purpose. To revise policy guidance for establishing entitlement to flight deck hazardous duty incentive pay (FDHDIP) per references (a) and (b). This is a complete revision and should be reviewed in its entirety.

2. Cancellation. OPNAVINST 7220.4J.

3. Definitions. Specific terms are defined in references (c) and (d) and enclosure (1), as appropriate.

4. Background. FDHDIP was initially authorized to pay only flight deck personnel on fixed-wing aircraft carriers, who performed their frequent and regular duties during flight operations around, under, and in extremely close proximity (within inches) to moving aircraft. In 1981, reference (a) was

amended to include flight deck personnel who also served aboard helicopter carriers and other ships, capable of helicopter flight operations. During the most hazardous phase of both fixed-wing and helicopter flight operations and the launching and recovery of these aircraft, these personnel are exposed to hazards of jet intake, jet blast and propeller and rotor wash, high-speed propellers and rotors, possible arresting cable separations, and the obvious hazards associated with aircraft crashes and fires on confined flight decks at sea. These hazards to flight deck personnel are compounded by extended or prolonged launch (takeoff) and recovery (landing) cycles that may last greater than 24 consecutive hours in duration and may be accomplished in an all-weather, high paced environment, interrupted only by short periods of rest and nourishment. Historically, flight deck personnel have experienced a serious injury and fatality rate many times higher than the normal Navy rate for serious injury and fatality. Payment of FDHDIP is designed to:

- a. Provide differential pay to qualified flight deck personnel (both officer and enlisted) in recognition of the extra hazardous environment in which such personnel perform these frequent and regular duties.
- b. Provide an incentive to encourage flight deck personnel to become qualified for, and remain qualified in, billets which require frequent and regular duty on the flight deck, directly involved in the launch and recovery of aircraft.
- c. Improve the stability, quality, experience level, and morale of flight deck crews, regardless of ship class, with the goal of reducing injuries or fatalities of such personnel and enhancing the unit combat effectiveness to meet aviation-related mission requirements.
- d. Compensate members for enduring as much hazardous exposure as the needs of the Navy may require during any full month of flight operations. Therefore, personnel who otherwise meet the minimum entitlement criteria and are not exposed to the hazards of flight deck duty over a full month, receive a prorated entitlement (see paragraph 13 for authorized leave and temporary duty (TDY) exceptions). Similarly, no entitlement to FDHDIP exists for those members whose flight deck duties are of an occasional nature (i.e., routine maintenance support).

e. FDHDIP is paid to eligible officer and enlisted members at a rate of \$150 per month.

5. Minimum Performance Criteria. To preclude indiscriminate awarding of FDHDIP, the following minimum performance criteria must be met to qualify for FDHDIP:

a. Personnel must be assigned to a billet requiring frequent and regular participation during flight operations as flight deck personnel on the flight deck of an aircraft carrier (CV), helicopter carrier, or other ship capable of landing helicopters.

b. Personnel only qualify for FDHDIP during calendar months in which they serve in such billets and the ship conducts the minimum number of flight operations.

c. A minimum monthly qualification for the ship should be approximately 4 days of flight operations or a minimum number of aircraft launches or recoveries as might be specified by the Department of the Navy per references (a) and (b) (see paragraph 6 for additional equivalent criteria).

6. Equivalent of 4 Days of Flight Operations. The Department of the Navy has determined that any single day or combination of days during a calendar month in which the number of aircraft takeoffs and or landings equals the monthly total requirement, as specified for that class of eligible ship (enclosure (2)), shall constitute the equivalent of 4 days of flight operations.

7. Flight Evolutions Creditable and Not Creditable for FDHDIP Qualification

a. Creditable. Only aircraft launches and recoveries are creditable toward the monthly total requirement for each ship class. Each launch or recovery of an aircraft counts as one flight evolution. Minimum monthly evolutions (enclosure (2)) required for each ship's deck are established to ensure each flight deck team meets and sustains the requisite proficiency to conduct safe flight operations. Hence, the minimum requirement for all single landing spot flight decks is 16 evolutions per month. Multi-spot flight decks are set at 32 evolutions per month due to coordination requirements presented when two or more aircrafts operate from these decks. Amphibious assault

ship multi-purpose (LHA and LHD) class flight decks are set at 96 evolutions per month. The largest and most complex of all flight decks--the nuclear powered aircraft carrier (CVN) requires 160 evolutions per month.

b. Not Creditable

(1) All helicopter hover operations (to include passenger and cargo transfer by hydraulic hoist, rope or hand, vertical replenishment and helicopter in-flight refueling.

(2) Successive up-and-down vertical takeoffs and landings of a helicopter without the helicopter entering forward flight and clearing the flight deck area.

(3) Any training evolution that occurs on the land, designed to simulate an actual evolution at sea (i.e., field carrier landing practice, helicopter landing signalman enlisted (LSE) training, Naval Air Weapons Center Lakehurst Catapult School).

8. Entitlement Criteria (Full Month or Prorated)

a. Full Month FDHDIP. Members must meet all of the following criteria to be eligible for a full month of FDHDIP:

(1) Assigned to an eligible ship or an embarked aviation squadron, detachment, or unit operating from that ship for the full month;

(2) Ordered by competent authority to duty in an FDHDIP billet for the entire month, which requires frequent and regular participation in flight operations entailing the launch and recovery of aircraft on a flight deck; and

(3) Participate in 4 days of flight operations, or the equivalent thereof, defined in paragraphs 5c and 6 respectively, for a full month, in which such flight operations are conducted on the flight deck of an eligible ship.

b. Prorated FDHDIP. Personnel who meet all entitlement criteria set forth in paragraph 8a, but who do not participate in a full calendar month of flight operations, receive a prorated FDHDIP payment. Prorated FDHDIP is calculated using

the number of days during the full calendar month that the member was actually aboard ship, in an FDHDIP billet, divided by 30 days (a full month for pay entitlement purposes) and then multiplied by the monthly rate for FDHDIP (\$150). This method will yield the amount of prorated FDHDIP earned (see paragraph 10).

## 9. Billets and Quotas Relationships

a. General. Flight deck billets are found in the unit activity manning document, ship's manning document (SMD), or squadron manning documents (SQMD). For ships and aviation squadrons, these billets must meet minimum prescribed shipboard aircraft operating and firefighting requirements of references (e) through (h). Quotas assigned in enclosure (2) to ships or aviation squadrons should reflect actual SMD or SQMD flight deck requirements, precluding the possibility of inflating the number of awards of FDHDIP. Consult reference (i) for SMD or SQMD change procedures.

b. Ship Quota Determination. Quotas found in enclosure (2) are established to align with the SMD under the Battle Bill section for required watch stations on the flight deck. While the same individuals may hold two or more of these watch stations, depending on the flight deck activity at the moment (either flight operations or aircraft firefighting), quotas are set at actual SMD levels to avoid limiting commanding officers in properly manning their flight decks. Frequently, SMDs do not reflect the requirement for a flight deck officer (FDO). To encourage the highest degree of flight deck safety awareness, another officer quota, beyond the FDO quota, is provided at a minimum for each spot landing flight deck.

### c. Carrier Air Wing (CVW) Quota Determination

(1) CVW squadron quotas found in enclosure (2) are established in part by determining key flight deck billets in the SQMD. These billets include: line supervisor, maintenance supervisor, maintenance quality assurance, safety petty officer, liquid oxygen crew, ordnance crew (fuse, arm, handler, and safe), plane captains, LSEs (for helicopter squadrons only) and the launch support maintenance cadre (troubleshooters and designated maintenance personnel). The minimum necessary launch support maintenance cadre is not clearly defined by the SQMD.

Therefore, quotas for the launch support maintenance cadre are designed to provide the minimum number for personnel from the aviation machinist's mate (AD), aviation structural mechanic (safety equipment) (AME), aviation structural mechanic (AM), aviation electrician's mate (AE), aviation electronics technician (AT), mass communication specialist (MC), and aviation ordnanceman ratings needed to perform high intensity, unscheduled maintenance on squadron aircraft being readied for imminent launch. Other maintenance support personnel who may coincidentally be performing duty on the flight deck (i.e., routine scheduled maintenance on parked squadron aircraft) are not considered part of the launch support maintenance cadre.

(2) Previously, CVW quotas were based on a notional CVW size. This approach imposed a lack of flexibility when dealing with variations in the deck size of CVs and CVNs, driving corresponding increases and decreases in embarked CVN manning. As CVs are replaced by CVNs, adoption of an average enlisted quota per type airframe, should provide the carrier air group (CAG) commander and squadron commanding officers with the necessary flexibility to adjust quotas accordingly. For example, for a strike fighter (VFA) squadron (F/A-18), the ratio of enlisted quotas per aircraft is 9:1. If two VFA squadrons were embarked aboard the CVN, with one squadron having 12 F/A-18s and the other squadron 11 F/A-18s, the allotted enlisted quotas would be 108 and 99, respectively. Any fraction of the product of monthly ratio quota and number of squadron aircraft embarked is rounded to the next whole quota.

d. Peacetime and Combat Quotas. The basic monthly quotas listed in enclosure (2) are predicated on normal peacetime operations. The combat monthly quotas, also listed in enclosure (2), are applicable only during the period in which the unit is under operational control of a fleet commander engaged in sustained combat operations. Authority to utilize combat monthly quotas terminates when hostilities end or the unit is no longer under the operational control of the fleet commander involved in that combat operation. A fraction of a calendar month under combat conditions may be considered as a full month for purposes of the FDHDIP entitlement.

e. Other Quota Considerations. The number of personnel entitled to FDHDIP will be subject to the monthly quotas in

enclosure (2), applicable to the class ship or type or combination of air units operating from the class ship, with the following exceptions:

(1) Personnel on leave or under TDY orders may be retained under orders to an FDHDIP billet. These members will not be chargeable against the monthly quota assignment during the period of leave or TDY unless they qualify for FDHDIP; however, to receive FDHDIP, eligible personnel must participate in the minimum number of flight deck evolutions for the month concerned;

(2) Personnel injured or incapacitated as a result of performance of flight deck duty under the provisions of paragraph 12 will not be chargeable against the monthly quota assignment from the date of disability;

(3) Orders for replacement personnel in paragraphs 9e(1) and 9e(2) shall not become effective until the date their predecessors depart on leave, TDY, or become disabled; and

(4) Fleet readiness squadrons (FRS) and fleet training groups (FTG) will be subject to monthly quota limitations as assigned by the responsible type commander.

10. Personnel on Active Duty for Training (ADT) or Temporary Duty (TDY). Personnel assigned to either eligible ships or embarked aviation units on ADT or TDY may be ordered to FDHDIP billets and are entitled to FDHDIP at the established rates for the portion of the 30 day monthly period they are performing duty in such billets while serving aboard ship. Examples are:

a. An enlisted member reports for ADT aboard ship on 10 July and is assigned to an FDHDIP billet the same day. The member participates in 4 days of flight operations (or the equivalent thereof) during the next 13 days and departs the ship 22 July. The FDHDIP entitlement is \$65.00 (13/30 of \$150.00).

b. An enlisted member reports for ADT aboard ship on 25 September and is assigned to an FDHDIP billet the same day. The member participates in 2 days of flight operations, consisting of less than the required number of evolutions for the month of September. Additionally, the member participates in flight operations from 1 to 6 October and meets the 4 days of flight

operations (or the equivalent thereof) during this period. There is no FDHDIP entitlement for September. The FDHDIP entitlement for October is \$30.00 (6/30 of \$150.00).

c. An officer reports aboard the ship on 5 March (TDY orders specify proceed on or about 1 March; return on or about 31 March) and is assigned to an FDHDIP billet the same day. The member participates in 4 days of flight operations (or the equivalent thereof) during the next 10 days and departs the ship 14 March. The FDHDIP entitlement is \$50.00 (10/30 of \$150.00).

#### 11. FDHDIP Payment Restrictions

a. Personnel receiving hazardous duty incentive pay (HDIP) for other types of hazardous duty are not eligible for payment of FDHDIP. A member who becomes disqualified from receiving another type of HDIP, however, may become entitled to FDHDIP, providing the member meets the qualifications for FDHDIP.

b. Other than landing signal officers (LSO), officers assigned to embarked squadron, wing or detachment officer billets may not receive both aviation career incentive pay (ACIP) and FDHDIP. Aviation officers assigned as ship's company are eligible for both ACIP and FDHDIP when assigned to an authorized FDHDIP billet.

c. Other than LSOs, no other flight deck personnel under instruction shall receive FDHDIP.

d. If detachments are assigned to support squadron aircraft during carrier qualification when the command is not embarked, the detachment will use the reduced quotas, as determined by the rules stated in enclosure (2).

e. In recognition of the requirement for indoctrination or refresher training of flight deck personnel during the latter part of an extended overhaul, limited quotas of FDHDIP for personnel attached to a ship in overhaul may be requested from the Office of the Chief of Naval Personnel, Military Pay and Compensation Policy Branch (N130), via the chain of command, through the type commander. Requests for such quotas must identify the number of officer and enlisted quotas requested, the months for which they are applicable, and the name of the operating ship in which qualification criteria will be met.

Orders issued to FDHDIP billets utilizing these quotas must be issued on or prior to the date for which entitlement is desired, must not exceed the actual TDY period aboard the operating ship, and must state: "while assigned to (name of operating ship inserted) for flight deck indoctrination and refresher training." In all cases, flight deck personnel assigned to an eligible ship will not qualify for full or prorated FDHDIP if the minimum qualification criteria are not met.

f. Quotas shall not be rotated for the sole purpose of expanding FDHDIP to members who perform occasional flight deck duties.

12. Injury or Incapacitation. Injury or incapacitation resulting from performing in an FDHDIP billet aboard ship, as determined by an appropriate medical authority, will entitle the member to retain FDHDIP for a period not to exceed 3 full months, provided the member remains under continuous orders to that duty. If the member participated in the required number of flight operations for the month of incapacitation, the 3-month period will commence the first day of the month following the incapacitation. If the member has not participated in the required number of flight operations for the month of incapacity, the entitlement period will commence on the first day of the month in which the incapacity occurred. If a member is transferred to a medical activity for treatment under TDY status, due to injury or incapacity resulting from flight deck hazards, the member's entitlement will continue for the 3-month period as determined above unless reassigned under permanent change of station orders to an activity other than the one in which the member was injured. Entitlement under the provisions of this paragraph terminates when the member is returned to duty by an appropriate medical authority.

13. Short Absences from Eligible Ships or Aviation Units. Entitlements to FDHDIP will continue during periods of authorized leave and TDY, provided the member participated in the necessary number of flight operations for the month(s) concerned. It is assumed if the member had not taken leave or been assigned TDY, the member would have remained aboard ship ready to perform flight deck duty.

14. Commencement and Termination. Entitlement to FDHDIP commences on the date the member reports for and enters into shipboard flight deck duty in compliance with competent orders. Entitlement ceases on the effective date for termination of flight deck duty (published in the orders) or the date the member is detached from and no longer is required to perform shipboard flight deck duty, whichever occurs first.

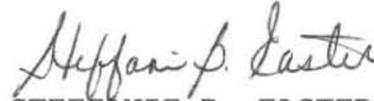
15. Orders by Competent Authority. Per reference (j), orders by competent authority to an FDHDIP billet will signify assignment to a valid FDHDIP billet. Annotation of being assigned to an FDHDIP billet on individual or group TDY orders may also serve as orders by competent authority, but does not relieve the command who originated the TDY orders of the requirement to maintain its own up-to-date FDHDIP billet tracking.

16. Military Pay Orders (MPO) Submitted through Personnel Support Detachments (PSD). When shore-based commands submit an MPO to the local PSD for the payment of FDHDIP, the MPO shall be accompanied by both a copy of printed tracking sheet and a copy of the TDY orders, clearly endorsed with the arrival and departure dates, to and from the ship, which also clearly identifies members who were assigned to FDHDIP billets during the TDY periods. To prevent the possibility of erroneous payments, MPOs should be signed by a lieutenant commander (O4) or above in the command, only after a careful check of names, social security numbers, and the duration of assignment to an FDHDIP billet aboard the ship.

17. Change Procedures. Recommended changes to this instruction may be originated by any command. Change requests shall be forwarded via the chain of command through the appropriate type commander to OPNAV (N130).

18. Entitlement Source Documents. Reference (k), part 2, chapter 3, contains specific procedural information for disbursing administrative and personnel offices regarding the reporting of FDHDIP. Reference (b), chapter 24, specifically cites the general provisions applicable to all HDIP and conditions of entitlement to FDHDIP.

19. Records Management. Records created as a result of this instruction, regardless of media and format, shall be managed per Secretary of the Navy Manual 5210.1 of November 2007.



STEFFANIE B. EASTER  
Deputy Chief of Naval Operations  
(Manpower, Personnel, Training  
and Education) (N1)  
Acting

Distribution:

Electronic only, via Department of the Navy Issuances Web site  
<http://doni.daps.dla.mil/>

**DEFINITIONS**

1. Aircraft. Any fixed wing (jet and propeller) or rotary wing (helicopter) machine, piloted and or crewed by members of the uniformed service, which is capable of launching from and or recovering on naval ships, as certified by the Chief of Naval Operations (CNO) ship and helicopter facilities certification program.
2. Activity Manning Document. A document which displays the qualitative and quantitative manpower requirements authorized for a naval activity. It is the single official statement of organizational manning and billets authorized. Billets authorized are the billets approved by CNO for current operating conditions and may, depending on the mission of the activity, represent full organizational manning.
3. Eligible Ship. A ship having a flight deck certified to launch or recover aircraft under the CNO's ship or helicopter facility certification program.
4. Equivalent of 4 Days of Flight Operations. Any single day or combination of days during a calendar month in which the number of aircraft takeoffs and or landing equals the monthly total requirement, as specified for the class ship.
5. Fair Sharing. The practice of providing a portion of the total authorized billets to all flight deck personnel, whether their duties are frequent and regular or only occasional. This practice is prohibited because it promotes the indiscriminate payment of FDHDIP and personnel with occasional duty on the flight deck are not entitled to FDHDIP.
6. FDHDIP Billet. A billet which requires frequent and regular participation in flight operations on the flight deck of an eligible (certified) ship. This billet exposes the member to the greater danger of being required to perform duties around, under, and in extremely close proximity (within inches) of moving aircraft.
7. Flight Deck Personnel. Any member whose required duties are performed on a flight deck.

8. Flight Operations. The period during which the launch and recovery of aircraft is in progress on the flight deck of an eligible ship, including the turn-up and movement of aircraft preparatory to launch, and the movement and shutdown of aircraft immediately following recovery.

9. Four Days of Flight Operations. One day of flight operations shall consist of a calendar day during which one-fourth of the monthly aircraft takeoff and or landing requirements specified for the ship class occurs. Four days of such flight operations, or the equivalent, shall constitute the basic calendar month qualification criteria.

10. Launch Support Maintenance Cadre. The minimum number of maintenance personnel needed to perform high intensity, unscheduled maintenance on a squadron or detachment aircraft being readied for imminent launch. These highly trained and experienced maintenance personnel are composed of a variety of the necessary ratings (AD, AME, AM, AE, AT, and MC) needed to support a specific aircraft. When an unforeseen maintenance discrepancy is reported by the aircrew, one or more rating troubleshooters may approach and climb on, in, or around the operating aircraft to ascertain and correct the problem. More complicated maintenance actions may require extra rating personnel (cadre) to coordinate troubleshooting efforts. The average size of the launch support maintenance cadre for the CVW varies with aircraft type, ranging from 40 to 60 personnel. Commanding officers have the flexibility to move quotas within the launch support maintenance cadre since these billets are neither specifically detailed on the SQMD, nor specifically dictated by a detailed number per rating.

11. Ship's Manning Document (SMD). A document which displays qualitative and quantitative manpower requirements for an individual ship or class of ships and the rationale for determination of these manpower requirements. Requirements are predicated upon the ship's required mission statement, ship configuration, specified operating profile, computed workload, and established doctrinal constraints such as workweeks, leave policy, etc.

12. Squadron Manning Document (SQMD). A document which displays qualitative and quantitative manpower requirements for an individual aviation squadron or a class of squadrons and the

OPNAVINST 7220.4K  
23 AUG 2011

rationale for the determination of these manpower requirements. Requirements are predicated upon the squadron's required mission statement, type of aircraft configurations, specified operating profile, computed workload and established doctrinal constraints such as workweeks, leave policy, etc.

FDHDIP QUOTAS FOR ELIGIBLE SHIPS, SQUADRONS, AND OTHER UNITS

ELIGIBLE SHIP QUOTAS

	Basic Monthly Quota		Evolutions Required	Combat Extra Monthly Quota	
	OFF	ENL		OFF	ENL
AS	2	28	16	0	6
CG	2	26	16	0	6
CVN	20	357	160	0	34
DDG	2	26	16	0	6
FFG	2	25	16	0	6
LCC	2	30	16	0	6
LCS	3	9	16	0	6
LHD	6	129	96	0	13
LHA	6	125	96	0	13
LPD	3	35	32	0	6
LSD	2	45	32	0	6
T-AE	0	4	16	0	6
T-AOE	3	24	16	0	6
T-AO	0	3	16	0	0
T-AKE	2	9	16	0	6
T-ARS	0	4	16	0	6
T-AH	6	52	16	0	6

ELIGIBLE CARRIER AIR WING ELEMENT QUOTAS

Squadron Type	Basic Monthly Ratio	Basic Monthly Quota	Combat Extra Monthly Quota		Notes
	ENL	OFF	ENL	OFF	
	F/A-18C/D	9.0:1	3	9	
F/A-18E/F	9.0:1	3	9	0	2,3
EA-6B	15.25:1	2	0	0	1
EA-18G	15.25:1	2	0	0	1
E-2C	15.0:1	2	0	0	
E-2D	17.0:1	2	0	0	
H-60	11.5:1	3	3	0	
C-2	11.5:1	1	0	0	

Notes:

1. Applicable to embarked Marine Corps squadrons also.
2. Does not include additional personnel for Shared Reconnaissance Pod (SHARP) support (1 officer, 5 ATs).
3. Add 2 ADs, 2 AEs and 1 AM for air refueling store (ARS) support.

EMBARKED MARINE AVIATION UNIT QUOTAS

Squadron Type	Number Aircraft	Basic Monthly Quota		Combat Extra Monthly Quota		Notes
		ENL	OFF	ENL	OFF	
H-46	12	48	1	4	0	1
H-53	4	25	1	2	0	1
AH-1	4	31	1	3	0	1
UH-1	2	23	1	2	0	1
AV-8	6	46	1	4	0	1,2

Notes:

1. Monthly required evolutions are identical to the ship embarked aboard.
2. AV-8B units, other than six plane detachments, shall use a 9:1 basic monthly ratio quota for the determination of eligible FDHDIP billets.

NAVY HELICOPTER DETACHMENT QUOTAS (OTHER THAN CVN)

Detachment Type	Number Aircraft	Basic Monthly Quota		Combat Extra Monthly Quota		Notes
		ENL	OFF	ENL	OFF	
H-60	1	12	0	2	0	1,2
	2	22	0	2	0	

Notes:

1. Detachment monthly required evolutions are identical to the ship embarked aboard.
2. Detachments embarked with at least one MQ-8B Firescout are authorized quotas based on a two-aircraft detachment.

UNIQUE OPERATING HELICOPTER DETACHMENT QUOTAS

Detachment <u>Type</u>	Number <u>Aircraft</u>	Basic Monthly <u>Quota</u>		Combat Extra <u>Monthly Quota</u>		<u>Notes</u>
		ENL	OFF	ENL	OFF	
H-53E (VOD)	1	12	1	2	0	1
	2	22	1	2	0	1
H-53E (AMCM)	N/A	11.0:1	0.5:1	4	0	2

Notes:

1. Navy MH-53E vertical onboard delivery (VOD) helicopters, if not operating from forward deployed shore bases, may predominantly embark aboard CVN, LHA, or LHD ships. In such cases, when embarked aboard the ship, for short durations, the total number of evolutions actually performed shall qualify VOD personnel on the prorated monthly FDHDIP basis only. No FDHDIP entitlement exists if VOD detachment is shore-based. For example, two H-53Es embark aboard CVN for 6 days and perform 16 total evolutions aboard ship. Embarked VOD personnel would be entitled to 6/30 of \$150.00 or \$30.00.
2. Navy MH-53 airborne mine countermeasures (AMCM) helicopters may deploy aboard appropriate ship classes (LPD, LHA, or LHD) in detachments ranging from four to eight aircraft, depending on flight deck size and scope of mission. Hence, a ratio quota is used for both the AMCM enlisted and officers. If the officer quota contains a fraction, round up to the next whole number. The total number of actual evolutions in which AMCM operations were performed shall qualify these personnel for FDHDIP.

LANDING SIGNALS OFFICER QUOTAS

	<u>Basic/Combat Monthly Quota</u>	<u>Evolutions Required</u>	<u>Notes</u>
	OFF		
<u>CVW Squadrons</u>			
VFA/VFMA,	4	160	1,2
VAW, VAQ/VMAQ	2	160	1,2
<u>FRS</u>			
All CVW FRSs	2	160	1,2
<u>Other Squadrons</u>			
VX and VT	2	160	1,2
<u>Staff</u>			
CVW	3	160	1,2
Naval Air Test Center (NATC)	2	160	1,2
Type Commands	1	160	1,2
Naval Safety Center	1	160	1,2
Chief of Naval Air Training (CNATRA)	1	160	1,2
<u>Detachments</u>			
VRC	2	160	1,2
VQ	1	160	1,2
HSL MK III (1 H-60)	2	16	1,2
HSL MK III (2 H-60)	3	16	1,2

Notes:

1. Members must be embarked in CVN or HSL MK III capable ship.
2. These quotas are in addition to officer quotas listed elsewhere in this enclosure.



	<u>FY Quota</u>		<u>Notes</u>
	ENL	OFF	
<u>Aviation Ordnance Safety Supervisors</u>			
Commander, Naval Surface Forces Atlantic (COMNAVSURFLANT)	4	0	2,3
COMNAVSURFPAC	4	0	2,3
<u>FRS</u>			
COMNAVAIRPAC	1978	84	2,3
COMNAVAIRLANT	1956	82	2,3
<u>CNATRA</u>			
Advanced	529	43	2,3
Intermediate	385	19	2,3
NATC	280	8	2,3
Commander, Naval Air Reserve Force	1411	52	2,3

Notes:

1. Detachments will retain assigned FDHDIP quotas while assigned TDY to CVW staff and using CVW staff unit identification code.
2. Personnel from these units, who meet the minimum monthly evolution requirements while serving on the ship, shall receive prorated FDHDIP if not assigned to that unit for the whole month. For example, an amphibious refresher training team (ARTT) embarks in an LPD during deployment workups for 6 days. During those 6 days, the ship performs 52 evolutions. The ARTT personnel fly off on the 6<sup>th</sup> day. FDHDIP entitlement for ARTT personnel is 6/30 of \$150.00, or \$30.00.
3. Minimum evolutions required will be determined by class of ship embarked aboard.