



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

IN REPLY REFER TO

OPNAVINST 7220.4H
Pers-202

12 December 1996

OPNAV INSTRUCTION 7220.4H

From: Chief of Naval Operations

Subj: FLIGHT DECK HAZARDOUS DUTY INCENTIVE PAY (FDHDIP)

Ref: (a) 37 U.S.C. §301(a)(8) (NOTAL)
(b) Executive Order 11157, as amended (NOTAL)
(c) CV NATOPS Manual (NAVAIR 00-80T-105)
(d) LHA/LPH/LHD NATOPS Manual (NAVAIR 00-80T-106)
(e) Shipboard Helicopter Procedures for Air-Capable Ships
(NWP 42/FMFM 5-34)
(f) Aircraft Firefighting Manual (NAVAIR 00-80R-14)
(g) OPNAVINST 1000.16H
(h) MILPERSMAN 2620150
(i) DFAS Pay/Personnel Procedures Manual (Navy, Vol. 2,
Part A)
(j) DoD Financial Management Regulation (Volume 7A)

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

1. Purpose. To revise policy guidance for establishing entitlement to Flight Deck Hazardous Duty Incentive Pay (FDHDIP) in fulfilling the requirements of references (a) and (b). This is a complete revision and should be reviewed in its entirety.

2. Cancellation. OPNAVINST 7220.4G and OPNAV 7220/2.

3. Definitions. Terms in italics are defined in enclosure (2).

4. Background. Enacted into law in 1965 by reference (a) and further implemented by reference (b), 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, references (a) and (b) were amended to include flight deck personnel who also served aboard helicopter carriers and other ships, capable of helicopter flight operations. During the most



12 DEC 1996

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/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 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/fatality rate many times higher than the normal Navy overall serious injury/fatality rate. 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 takeoff and landing 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. FDHDIP is not awarded for meeting the minimum exposure standards set by the Secretary of the Navy, but designed to compensate the member 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/temporary additional duty (TAD) exception)). Similarly, for those members whose flight deck duties are of an occasional nature (i.e., routine maintenance support), no entitlement to FDHDIP exists. Since 1985, FDHDIP has been paid to eligible officer and enlisted flight deck members at a rate of \$110 per month.

12 DEC 1996

5. Minimum Performance Criteria. To preclude indiscriminate awards of FDHDIP, Congress specified the following minimum performance criteria be included in all departmental FDHDIP regulations:

a. Only personnel assigned to billets requiring frequent and regular participation during flight operations as flight deck personnel on the flight deck of an aircraft carrier, helicopter carrier or other ship, capable of landing helicopters would be eligible for FDHDIP.

b. Personnel will only qualify for FDHDIP during the calendar months in which they serve in such billets and the ship conducts a 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 (takeoffs) or recoveries (landings) as might be specified by the Secretary concerned (see paragraph 6 for additional equivalent criteria).

6. Equivalent of 4 Days of Flight Operations. Per reference (b), and amplifying paragraph 5c, the Secretary 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 (1)), shall constitute the equivalent of 4 days of flight operations.

7. Flight Evolutions Creditable/Not Creditable for FDHDIP Qualification

a. Creditable. Per references (a) and (b), only aircraft launches and recoveries are creditable toward the monthly total requirement for each ship class. Each launch (takeoff) or recovery (landing) of an aircraft counts as one flight evolution.

(1) Evolution Determinations. Minimum monthly evolutions (enclosure (1)) 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. Dual landing spot flight decks, to include the multi-spot Amphibious Transport Dock (LPD)s, are set at 32 evolutions per month due to coordination

12 DEC 1996

requirements presented when two or more aircraft operate from these decks. Mine Countermeasures Ship (MCS) class flight deck is set at 64 evolution per month. Amphibious Assault Ship Multi-Purpose (LHA and LHD) and Amphibious Assault Ship Helicopter (LPH) classes flight deck's are set at 96 evolutions per month. The largest and most complex of all flight decks--the Aircraft Carrier (CV) and Aircraft Carrier Nuclear (CVN) are set at 160 evolutions per month.

b. Not Creditable

(1) All helicopter hover operations (to include passenger/cargo transfer by hydraulic hoist, rope or hand, vertical replenishment (VERTREP) and helicopter inflight refueling (HIFR)).

(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 launch or recovery of an unmanned or remotely piloted vehicle.

(4) Any training evolution that occurs on the land, designed to simulate an actual evolution at sea (i.e., Field Carrier Landing Practice (FCLP), Helicopter Landing Signalman Enlisted (LSE) Training, Naval Air Weapons Center (NAWC) Lakehurst Catapult School).

8. Entitlement Criteria (Full Month or Prorated)

a. Full Month FDHDIP

(1) Be a member assigned to an eligible ship or an embarked aviation squadron, detachment or unit operating from that ship for the full month.

(2) Be ordered by competent authority to duty in a *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.

(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

12 DEC 1996

on the flight deck of an eligible ship.

b. Prorated FDHDIP. Personnel who otherwise meet 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 by the number of days during the full calendar month that the member was actually aboard ship, performing in a FDHDIP billet, divided by 30 days (a full month for pay entitlement purposes) and then multiplying that value by the monthly rate for FDHDIP (\$110), will yield the amount of prorated FDHDIP earned (see paragraph 10).

9. Billets/Quotas Relationships

a. General. Flight deck billets are found in the unit *Activity Manning Document (AMD)*, (*Ship's Manning Documents (SMD)*), or *Squadron Manning Documents (SQMD)*). For ships and aviation squadrons, these billets meet minimum prescribed shipboard aircraft operating/ firefighting requirements of references (c) through (f). Quotas assigned in enclosure (1) to ships or aviation squadrons should reflect actual SMD or SQMD flight deck requirements, precluding the possibility of indiscriminate awards of FDHDIP. Consult reference (g) for SMD or SQMD change procedures.

b. Ship Quota Determination. Quotas found in enclosure (1) are established on a "one-for-one" basis as listed in the SMD under the Battle Bill section for required watch stations on the flight deck. While it is recognized that the same personnel 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 so as not to limit 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 single spot landing flight deck.

c. Carrier Air Wing (CVW) Quota Determination. Carrier Air Wing squadron quotas found in enclosure (1) are established in part by determining those key flight deck billets in the SQMD. These billets include: Line Supervisor, Maintenance Supervisor, Maintenance Quality Assurance (QA), Safety Petty Officer, Liquid Oxygen (LOX) Crew, Ordnance Crew (Fuse, Arm, Handler, Safe), Plane Captains, LSEs (for helicopter squadrons only) and the

12 DEC 1996

launch support maintenance cadre (troubleshooters and designed maintenance personnel). The minimum necessary launch support maintenance cadre is not easily defined by the SQMD. Therefore, quotas for the launch support maintenance cadre are designed to provide the minimum number of personnel from the AD, AME, AM, AE, AT, PH, AQ and AX 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 other flight deck duty (i.e., routine scheduled maintenance on parked squadron aircraft) are not considered part of the launch support maintenance cadre.

(1) Quota System Flexibility to Accommodate Variations in the Notional CVW. Previously, basing enlisted CVW quotas solely on a fixed CVW size raised inherent FDHDIP quota problems as the differing deck sizes of CVs and CVNs necessitated corresponding increases and decreases in the composition of embarked CVWs. As the CVW of the future transitions to the basic 36 F/A-18 and 14 F-14 footprint, and older CVs are replaced by newer 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 an F/A-18 squadron, the ratio of enlisted quotas per aircraft would be 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/Combat Quotas. The basic monthly quotas listed in enclosure (1) are predicated on normal peacetime operations. The combat monthly quotas, similarly listed in enclosure (1), 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 (1), applicable to the class ship or type/combination

12 DEC 1996

of air units operating from the class ship as specified by the appropriate commander listed above, with the following exceptions:

(1) Personnel on leave or under TAD orders may be retained under orders to a FDHDIP billet. These members will not be chargeable against the monthly quota assignment during the period of leave or TAD 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, TAD, or become disabled.

(4) Fleet Readiness Squadrons (FRS) and Fleet Training Groups (FTG) will be subject to monthly quota limitations as assigned by the cognizant type commander.

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

a. An enlisted member reports for training duty aboard ship on 10 July and is assigned to a 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 \$47.66 (13/30 of \$110.00) for ADT.

b. An enlisted member reports for ADT aboard ship on 25 September and is assigned to a 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 1-6 October and meets the 4 days of flight

12 DEC 1996

operations (or the equivalent thereof) during this period. There is no FDHDIP entitlement for September. The FDHDIP entitlement for October though is \$22.00 (6/30 of \$110.00).

c. An officer reports with TAD orders (specifying proceed on/about 1 March; return on/about 31 March) aboard ship on 5 March and is assigned to a 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 \$36.66 (10/30 of \$110.00)

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 qualification standards for FDHDIP.

b. Other than Landing Signal Officers (LSOs), incumbents of squadron/wing/detachment officer billets may not receive both Aviation Career Incentive Pay (ACIP) and FDHDIP. Ship's company aviation officers 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 (CARQUAL) when the command is not embarked, the detachment will use the reduced quotas, as determined by rules stated in enclosure (1).

e. Eligible Ships in Overhaul. In recognition of the requirement for indoctrination/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 Chief of Naval Personnel (Pers-20), via the chain of command, through the type commander. Requests for such quotas must identify the number of officer/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 TAD period aboard the operating ship, and state: "while assigned to (name of operating ship inserted) for flight deck indoctrination/refresher training." In all cases, flight deck personnel assigned to an eligible ship will not qualify for full or prorated FDHDIP when the minimum qualification criteria are not met.

f. "Fair Sharing." 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 a 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 "free entitlement" 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 "free 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 TEMDU 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 (PCS) 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. Entitlement to FDHDIP will continue during periods of authorized leave and TAD, 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 TAD, 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 on shipboard flight deck duty in compliance with competent orders. Entitlement ceases on the effective date published in the orders

12 DEC 1996

for termination of flight deck duty or the date the member is detached from and no longer required to perform shipboard flight deck duty, whichever occurs first.

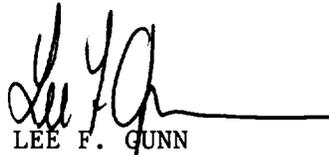
15. Orders By Competent Authority. Per reference (h), orders by competent authority to a FDHDIP billet will be accomplished when the member's name is placed in the approved FDHDIP billet tracking software program (see paragraph 16), signifying assignment to a valid FDHDIP billet. Annotation of being assigned to a FDHDIP billet on individual or group TAD orders may also serve as orders by competent authority, but does not relieve the command who originated the TAD orders of the requirement to maintain its own up-to-date FDHDIP billet tracking software record upon the member's return.

16. FDHDIP Billet Tracking Software Program. The FDHDIP Billet Tracking Software Program is available for file download on BUPERS ACCESS. The program is developed as SHAREWARE and may be duplicated and passed on to other commands, if necessary. The program also comes complete with a HELP file to explain its operation. Use of the printed tracking sheet incorporated in the software program is mandatory for both entitlement and audit purposes. For audit purposes only, the last 12 months of printed tracking sheets shall be retained. Logging the number of daily evolutions for an individual member need only be recorded until the qualification criteria for the month have been met.

17. Military Pay Orders Submitted Through Personnel Support Detachments (PSDs). When shore-based commands submit a Military Pay Order (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 TAD orders, clearly endorsed with the arrival and departure dates, to and from the ship, which also clearly identifies those members who were assigned to FDHDIP billets during the TAD period. To prevent the possibility of erroneous payments, MPOs should be signed by a Lieutenant Commander (O4) or above in the command, only after carefully checking the names, social security numbers, and duration of time of those who were assigned to a FDHDIP billet aboard ship.

18. 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 the Chief of Naval Personnel (Pers-20).

19. Entitlement Source Documents. Reference (i), part 2, chapter 3, contains specific procedural information for disbursing, administrative and personnel offices regarding the reporting of FDHDIP. Reference (j), chapter 24, specifically cites the general provisions (paragraphs 240101-240106) applicable to all HDIPs and conditions of entitlement to FDHDIP (paragraphs 240301-240306).



LEE F. GUNN

Deputy Chief of Naval Operations
(Manpower and Personnel)

Distribution:

SNDL A (Navy Department) (less A1, A3 and A5)
21A (Fleet Commanders in Chief)
22A (Fleet Commanders)
23A (Naval Force Commanders)
24A (Naval Air Force Commanders) (6)
24D (Surface Force Commanders)
26H (Fleet Training Group and Detachment)
26J (Afloat Training Group and Detachment)
28A (Carrier Group)
29A (Guided Missile Cruiser (CG), (CGN))
29B (Aircraft Carrier (CV), (CVN)) (11)
29E (Destroyer (DD) 963 Class)) (2)
29F (Guided Missile Destroyer (DDG) 51 and 993
Class)) (2)
29AA (Guided Missile Frigate (FFG) (2)
31 (Amphibious Warfare Ships) (2)
32A (Destroyer Tender (AD)) (2)
32C (Ammunition Ship (AE)) (2)
32H (Fast Combat Support Ship (AOE)) (2)
32N (Oiler (AO)) (2)
32Q (Replenishment Oiler (AOR)) (2)
32DD (Submarine Tender (AS)) (2)
32KK (Miscellaneous Command Ship (AGF)) (2)
41A (Commander, MSC)
41B (Area Commanders, MSC)
42A (Fleet Air Commands)
42B (Functional Wing Commanders) (less COMPATWINGSLANT,
COMPATWINGSPAC, COMRESPATWINGLANT,
COMRESPATWINGPAC)
42D (Fleet Aviation Specialized Operational Training
Group)

OPNAVINST 7220.4H

12 DEC 1996

Distribution (cont'd)

42E (Type Wing Commanders)
42J (Carrier Air Wing (CVW), (CVWR)) (2)
42K (Attack Squadron (VA)) (2)
42L (Fighter Squadron (VF)) (2)
42N (Sea Control Squadron) (2)
42Q (Fleet Logistics Support Wing and Squadron)
42R (Fleet Composite Squadron (VC))
42S1 (Air Test and Evaluation Squadron (VX) LANT)
42U (Helicopter Combat Support Squadron (HC)) (2)
42X (Fleet Air Reconnaissance Squadron (VQ)) (2)
42Z (Tactical Electronic Warfare Squadron (VAQ)) (2)
42BB (Helicopter Anti-Submarine Squadron (HS)) (2)
42CC (Helicopter Anti-Submarine Squadron Light (HSL))
(2)
42DD (Carrier Airborne Early Warning Squadron (VAW)) (2)
42GG (Strike Fighter Squadron (VFA)) (2)
42RR (Naval Air Reserve Force)
46 (Fleet Marine Force - Aviation)
C25A (OPNAV Support Activity Detachment) (Ft. Ritchie,
only)
C28C (Personnel Support Activity Detachments)
C31E (Personnel Support Activity Detachments)
E7A (Audit Service Headquarters)
E7B (Audit Service Region)
FA37 (Personnel Support Activity LANT)
FB49 (Personnel Support Activity PAC)
FF5 (Safety Center)
FJA9 (Enlisted Personnel Management Center)
FT1 (Chief of Naval Education and Training)
FT2 (Chief of Naval Air Training)
FT6 (Air Station CNET)
FT15 (Chief of Naval Technical Training)
FT90 (Training Air Wing)
FT91 (Training Squadron)

(N86 and N88, (10 copies))

BUPERS (Pers-202) (20 copies)

SECNAV/OPNAV Directives Control office
Washington Navy Yard, Building 200
901 M Street SE
Washington DC 20374-5074 (25 copies)

12 DEC 1996

FDHDIP QUOTAS FOR ELIGIBLE SHIPS, SQUADRONS AND OTHER UNITSELIGIBLE SHIP QUOTAS

	<u>Basic</u> <u>Monthly Quota</u>		<u>Evolutions</u> <u>Required</u>	<u>Combat Extra</u> <u>Monthly Quotas</u>		<u>Notes</u> 1
	OFF	ENL		OFF	ENL	
CVN	18	339	160	0	34	
CV	18	331	160	0	34	
LHD	6	129	96	0	13	
LHA	6	125	96	0	13	
LPH	6	101	96	0	11	
MCS	6	101	64	0	11	
LPD	3	51	32	0	6	
AGF	2	45	16	0	6	2
AGF	2	45	32	0	6	
LSD 41	2	45	32	0	6	
LSD 36	2	33	16	0	6	
AE	2	33	16	0	6	
AOE 6	3	33	16	0	6	
AOE 1	2	33	16	0	6	
AOR	2	33	16	0	6	
AO 177	2	31	16	0	6	
LST	2	30	16	0	6	
LCC	2	30	16	0	6	
LKA	2	30	16	0	6	
AD	2	28	16	0	6	
AS	2	28	16	0	6	
CG	2	26	16	0	6	
CGN	2	26	16	0	6	
DD 963	2	26	16	0	6	
DDG 51	2	26	16	0	6	
DD 993	2	26	16	0	6	
FFG 7	2	25	16	0	6	
IX 514	2	23	16	-	--	

Notes:

1 - No specific quotas appear for Military Sealift Command (MSC) T-class ships due to the small number of Navy personnel assigned to those ships. The overwhelming majority of MSC flight deck billets are crewed by civilian mariners (CIVMARS). If a Navy member is assigned to a valid FDHDIP billet aboard an MSC ship though, that member would be entitled to FDHDIP in keeping with the criterion set forth in this instruction.

2 - For AGFs configured for single spot flight operations.

Enclosure (1)

OPNAVINST 7220.4H

12 DEC 1996

ELIGIBLE CARRIER AIR WING SQUADRON QUOTAS

Squadron Type	Basic Monthly		Combat Extra		Notes
	Ratio	Quota	Monthly Quotas	Monthly Quotas	
	ENL	OFF	ENL	OFF	
F/A-18	8.5:1	3	9	0	1
F-14	9.0:1	3	9	0	2
EA-6	15.25:1	2	0	0	1
S-3	11.7:1	3	9	0	
E-2	15.0:1	2	0	0	
H-60	11.5:1	3	3	0	
ES-3	15.0:1	1	0	0	
C-2	8.0:1	1	0	0	

Notes:

- 1 - Applicable to embarked Marine Corps squadrons also.
- 2 - Does not include 1 officer, 2 AT and 6 PH rating personnel for Tactical Air Reconnaissance Pod System (TARPS) support. Add 1 officer/8 enlisted basic monthly quotas if TARPS capable (no addition to combat monthly quotas).

EMBARKED MARINE AVIATION UNITS

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

Notes:

- 1 - Monthly required evolutions are identical to the ship embarked aboard.

ELIGIBLE NAVY HELICOPTER DETACHMENT QUOTAS

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

Enclosure (1)

Detachment Type	Number Aircraft	Basic		Combat Extra		Notes
		Monthly Quota		Monthly Quotas		
H-46	1	12	1	2	0	1
	2	22	1	2	0	
H-2	1	12	0	2	0	
	2	22	0	2	0	
H-3	1	12	1	2	0	
	2	22	1	2	0	

Notes:

1 - Detachment monthly required evolutions are identical to the ship embarked aboard.

UNIQUE OPERATING HELICOPTER DETACHMENT QUOTAS

Detachment Type	Number Aircraft	Basic		Combat Extra		Notes
		Monthly Quota		Monthly Quotas		
		ENL	OFF	ENL	OFF	
H-53E (VOD)	1	12	1	2	0	1
	2	22	1	2	0	1

Notes:

1 - Navy MH-53E Vertical Onboard Delivery (VOD) helicopters, if not operating from forward deployed shore bases, may predominantly embark aboard CV, CVN, LHA, LHD or LPH 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 \$110.00 or \$22.00.

Detachment Type	Basic Monthly		Combat Extra		Notes
	Ratio Quota		Monthly Quotas		
	ENL	OFF	ENL	OFF	
H-53E (AMCM)	11.0:1	0.5:1	4	0	1

Notes:

1 - Navy MH-53E Airborne Mine Countermeasures (AMCM) helicopters may deploy aboard appropriate ship classes (MCS, LPH, LPD,

12 DEC 1996

LHA or LHD) in detachments ranging from 4-8 aircraft, depending on flight deck size and scope of the mission. Hence, both the AMCM enlisted and officers are put on a ratio quota. If fractions of the officer quotas are obtained, round up to the next whole officer quota. The total number of actual evolutions which AMCM operations were performed shall qualify these personnel for FDHDIP.

LANDING SIGNAL OFFICER QUOTAS

	Basic/Combat <u>Monthly Quotas</u> OFF	Evolutions <u>Required</u>	<u>Notes</u> 1,2
<u>CVW Squadrons</u>			
VF	4	160	
VFA/VFMA, VA/VMA, VS	3	160	
VAW, VAQ/VMAQ	2	160	
<u>Fleet Readiness Squadrons (FRS)</u>			
All CVW FRSs	2	160	
<u>Other Squadrons</u>			
VX and VT	2	160	
<u>Staff</u>			
CVW	3	160	
COMNAVTESTCEN (NATC)	2	160	
TYCOM	1	160	
COMNAVSAFECEN	1	160	
CNATRA (TRAWING)	1	160	
<u>Detachments</u>			
VRC	2	160	
VQ	1	160	
HSL MK III (1 H-60)	2	16	
HSL MK III (2 H-60)	3	16	

Notes:

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

OPNAVINST 7220.4H

12 DEC 1996

Notes:

- 1 - Detachments will retain assigned FDHDIP quotas when assigned TAD to CVW staff and using CVW staff UIC.
- 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) goes aboard an LPD during deployment workups for 6 days. During those 6 days, the ship performs 52 evolutions. The ARTT personnel fly off on the 6th day. FDHDIP entitlement for the ARTT personnel is 6/30 of \$110.00, or \$22.00.
- 3 - Minimum evolutions required will be determined by class of ship embarked aboard.

DEFINITIONS

1. Aircraft. Any fixed wing (jet and propeller) or rotary wing (helicopter) machine, piloted and/or crewed by members of the uniformed services, which is capable of launching from (taking off) and/or recovering (landing) on naval ships, as certified by the Chief of Naval Operations (CNO) ship or helicopter facilities certification program.
2. Activity Manning Document. The qualitative and quantitative expression of manpower requirements authorizations 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 which has been certified to launch (takeoff) or recover (land) 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 that 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 occasional. This practice promotes the indiscriminate paying of FDHDIP and subverts the morale of all flight deck personnel if employed. Occasional duty flight deck personnel 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 their duties around, under, and in extremely close proximity (within inches) to 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

12 DEC 1996

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. Foul Line. A broad white line painted on every flight deck that signifies the area where aircraft launches and recoveries occur. Hence, for flight deck personnel in that area (called "inside the foul line"), a higher degree of safety awareness, because of the higher degree of danger present, is accordingly required.

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

11. 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 PH 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. Average size of the launch support maintenance cadre for the CVW varies with aircraft type, ranging from 40-60 personnel. Applicable rationale to detachment operations. Since these billets are not specifically detailed on the Squadron Manning Document (SQMD), nor specifically dictated by a detailed number per rating, commanding officers have the flexibility to move quotas within the launch support maintenance cadre.

12. Ship's Manning Document. A document which displays qualitative and quantitative manpower requirements for an individual ship or class of ships and the rationale for determination of the manpower requirements. Requirements are predicated upon the ship's required mission statement, ship configuration, specified operating profile, computed workload,

12 DEC 1996

and established doctrinal constraints such as workweeks, leave policy, etc.

13. Squadron Manning Document. A document which displays qualitative and quantitative manpower requirements for an individual aviation squadron or a class of squadrons and the rationale for the determination of the manpower requirements. Requirements are predicated upon the squadron's required mission statement, type aircraft configuration, specified operating profile, computed workload and established doctrinal constraints.