

INITIAL
NAVY TRAINING SYSTEM PLAN
FOR THE
EA-6B IMPROVED CAPABILITY III
AUGUST 1998

EA-6B IMPROVED CAPABILITY III

EXECUTIVE SUMMARY

The EA-6B Prowler is the sole Department of Defense tactical electronic warfare aircraft and, as such, operates with Army, Navy, Marine Corps, Air Force, and multinational assets in the execution of warfare missions. The Prowler was designed to provide day and night lethal and non-lethal electronic support in the suppression of enemy air defenses for the Navy and Marine Corps. The Prowler supports the carrier battle group and/or joint warfighting in rapid, organic response to threats ranging from contingency operations to full-scale war efforts. Prowlers are carrier capable and can be employed from sea or land, individually or in combat formations. Improved Capability (ICAP) III will ensure the EA-6B Prowler meets current and future threats through the year 2015.

The Navy and Marine Corps are updating the EA-6B Prowler avionics systems through the ICAP III program. ICAP III is an Acquisition Category II program currently in the Engineering and Manufacturing Development phase of the Weapon System Acquisition Process. The Initial Operational Capability is scheduled between fourth quarter FY03 and first quarter FY04. The Material Support Date is planned for fourth quarter FY04.

The ICAP III program represents a major modification to the EA-6B AN/ALQ-99 Tactical Jamming System's onboard receivers and processors. It will fully integrate the AN/USQ-113 Radio Countermeasures Set, the Multi-Mission Advanced Tactical Terminal, and the Integrated Data Modem systems for improved EA-6B avionics systems utilization. In addition, ICAP III will provide provisions for incorporation of future avionics packages, such as the Link 16 Multifunctional Information Distribution System. ICAP III will also replace the AN/ASN-123 Display System for improved Human System Integration.

Based on a cursory examination of the estimated reliability of ICAP III components, it is estimated their maintenance functions will not significantly affect the overall maintenance workload of EA-6B aircraft. As a result, current manning levels for the EA-6B are not expected to change.

Initial training for ICAP III will be accomplished at the squadron level as ICAP III aircraft are received. VAQ-129 Fleet Readiness Squadron (FRS) will provide follow-on training for aircrew and Maintenance Training Unit (MTU) 1083 for aircraft maintenance personnel. Existing ICAP II courses will be modified to train new students in the ICAP II and ICAP III systems until all fleet squadrons have been converted to ICAP III aircraft. At that time, the MTU and FRS will provide training for ICAP III aircraft only.

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LIST OF ACRONYMS

AIMD	Aircraft Intermediate Maintenance Department
AMTCS	Aviation Maintenance Training Continuum System
AT	Aviation Electronics Technician
BIT	Built-In Test
BUPERS	Bureau of Naval Personnel
C2W	Command and Control Warfare
CASS	Consolidated Automated Support System
CIN	Course Identification Number
CNET	Chief of Naval Education and Training
CNO	Chief of Naval Operations
COTS	Commercial Off-The-Shelf
CSE	Common Support Equipment
DT	Developmental Test
E&MD	Engineering and Manufacturing Development
ECM	Electronic Countermeasures
ECMO	Electronic Countermeasures Officer
ECP	Engineering Change Proposal
EEP	Extensible Equipment Platform
ETJ	Electronic Training Jacket
ETS	Engineering Technical Services
FRS	Fleet Readiness Squadron
FRECMO	Fleet Replacement ECMO
FREM	Frequency Range Extension Module
FY	Fiscal Year
GFE	Government-Furnished Equipment
HPA	High Power Amplifier
HARDMAN	Hardware/Manpower Integration Program Methodology
ICAP	Improved Capability
IDM	Integrated Data Modem
ILSP	Integrated Logistics Support Plan
LRIP	Low Rate Initial Production
MALS	Marine Aviation Logistics Squadron

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MATT	Multi-mission Advanced Tactical Terminal
MCAS	Marine Corps Air Station
MIDS	Multifunctional Information Distribution System
MIM	Maintenance Instruction Manual
MOS	Military Occupational Specialty
MSD	Material Support Date
MTL	Master Task List
MTTR	Mean Time To Repair
MTU	Maintenance Training Unit
NADEP	Naval Aviation Depot
NAESU	Naval Aviation Engineering Services Unit
NAMTG	Naval Air Maintenance Training Group
NAS	Naval Air Station
NATSF	Naval Air Technical Services Facility
NATEC	Naval Air Technical and Engineering Service Command
NAVAIR	Naval Air Systems Command
NAWCAD	Naval Air Warfare Center-Aircraft Division
NEC	Navy Enlisted Classification
NFO	Naval Flight Officer
NSWC	Naval Surface Warfare Center
NTTC	Naval Technical Training Center
NTSP	Navy Training System Plan
OPEVAL	Operational Evaluation
OT	Operational Test
PSE	Peculiar Support Equipment
PMA	Program Manager, Air
RCS	Radio Countermeasures Set
RFI	Ready-For-Issue
RFT	Ready For Training
R/T	Receiver/Transmitter
SE	Support Equipment
SEAOPDET	Sea Operational Detachment
SERE	Survival, Evasion, Resistance, and Escape
SRA	Shop Replaceable Assembly
TDS	Tactical Display System
TECHEVAL	Technical Evaluation
TEV	Test and Evaluation

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TJS	Tactical Jamming System
TM	Technical Manual
TN	Tactical Navigation
TTE/TD	Technical Training Equipment/Training Device
WRA	Weapon Replaceable Assembly

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PREFACE

This Initial Navy Training System Plan (NTSP) is an early look at the EA-6B Improved Capability (ICAP) III program. This is the first iteration of the Initial NTSP for the ICAP III program and is designed to explore the various employment alternatives currently under consideration. Since it is the first NTSP and still relatively early in the acquisition process, some definitive data was unavailable for inclusion in this version.

This Initial NTSP is a product of the Training Planning Process Methodology, which is the Navy's replacement for the Hardware/Manpower Integration Program Methodology (HARDMAN). As such, the format of this document is somewhat different from its predecessor, the HARDMAN Concept Document. However, their purposes are identical.

PART I - TECHNICAL PROGRAM DATA

A. TITLE-NOMENCLATURE-PROGRAM

- 1. **Title-Nomenclature-Acronym.** EA-6B Improved Capability (ICAP) III
- 2. **Program Element.** TBD

B. SECURITY CLASSIFICATION

- 1. **System Characteristics**..... Unclassified
- 2. **Capabilities** Unclassified
- 3. **Functions**..... Unclassified

C. MANPOWER, PERSONNEL, AND TRAINING PRINCIPALS

- OPNAV Principal Official (OPO) Resource Sponsor CNO (N880C3)
- Marine Corps Program Sponsor CMC (APW-41)
- Developing Agency NAVAIRSYSCOM (PMA234)
- Training Agency CINCLANTFLT (N721)
CINCPACFLT (N71)
- Training Support Agency NAVAIRSYSCOM (PMA205)
- Manpower and Personnel Mission Sponsor CNO (N12)
BUPERS (PERS-404)
- Director of Naval Training CNO (N7)
- Chief of Naval Personnel BUPERS (PERS-40)
- Marine Corps Combat Development Command
Manpower Management TFS Division

D. SYSTEM DESCRIPTION

1. Operational Uses. The primary purpose of the EA-6B Prowler is to provide a tactical airborne electronic warfare platform enabling interception, analysis, identification, and jamming of weapon control and communications systems to support suppression of enemy air defenses for the Navy and Marine Corps. The Improved Capability (ICAP) III program modifications and upgrades will provide selectively reactive jamming capabilities in a wider frequency range, improved display of information and battle management capability, provisions for modern data link, and improved reliability of affected systems.

2. Foreign Military Sales. NA.

E. DEVELOPMENTAL TEST AND OPERATIONAL TEST. Developmental Test (DT) will be conducted at the Naval Air Warfare Center-Aircraft Division (NAWCAD) Patuxent River, Maryland, with the Operational Assessment, a combined DT and Operational Test (OT), beginning second quarter FY01. Technical Evaluation (TECHEVAL) will begin first quarter FY01 at NAWCAD Patuxent River. Operational Evaluation (OPEVAL) will be conducted by VX-9 at Naval Air Warfare Center-Weapons Division, China Lake, California beginning second quarter FY02. Follow-On Test and Evaluation will be conducted between fourth quarter FY03 and first quarter FY04. Northrop-Grumman will train DT and OT personnel.

F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED. The EA-6B ICAP III modification program is intended to modify and/or upgrade 124 Block 89A (ICAP II) aircraft to maintain EA-6B warfighting capabilities through the year 2015. It will replace, modify, and/or upgrade the ICAP II AN/ALQ-99 onboard system receivers and processors, and the AN/ASN-123 display system. In addition, ICAP III will eliminate obsolete avionics systems, integrate off-board sensors and tactical data links, and integrate the AN/USQ-113 Radio Countermeasures Set (RCS), Multi-mission Advanced Tactical Terminal (MATT), and Integrated Data Modem (IDM). It also provides provisions for future incorporation of avionics systems such as the Link 16 Multifunctional Information Distribution System (MIDS). Three additional systems may be replaced or upgraded to meet ICAP III requirements due to their obsolescence. The decision to replace or upgrade these systems will be made by the ICAP III contractor. These systems include the AN/AYA-6 Central Computer Group, AN/UYH-4 Recorder Reproducer Set, and AN/AYK-14 (V) Digital Data Computer Set.

G. DESCRIPTION OF NEW DEVELOPMENT

1. Functional Description. The ICAP III will upgrade 124 Block 89A (ICAP II) aircraft to provide enhanced Command and Control Warfare (C₂W) battle management into the 21st century. The AN/ALQ-99 Tactical Jamming System (TJS) will include new jammer subsystems, including the universal exciter upgrade, Band 9/10 transmitter, and provisions for low band

transmitter integration at a later date. Full system integration of the AN/USQ-113 RCS, MATT, and IDM systems, and improved crew interface are also included as part of the ICAP III upgrade.

a. AN/ALQ-99 (V) Tactical Jamming Countermeasures Set. The AN/ALQ-99 receivers and processors are being upgraded for improved frequency coverage, direction of arrival determination capability, narrower frequency discrimination to support narrowband jamming, and enhanced interface with onboard systems.

b. AN/ASN-123 Tactical Navigation Set. The current AN/ASN-123 Tactical Navigation Set is being replaced with a new Tactical Display System (TDS). The exact type of system has yet to be determined. The aircraft's controls and displays will be upgraded with controls and displays that provide an enhanced color capability able to display data from internal and external sources, and the crew with a battle management and control capability.

c. AN/USQ-113 (V) Radio Countermeasures Set. The AN/USQ-113 will enhance the aircraft's jamming capability through integration with the TDS. This will enable the crew to display AN/USQ-113 communications jamming data, as well as control AN/USQ-113 operations through the TDS.

d. Tactical Information Subsystem Integration. ICAP III will enhance the aircraft's tactical data processing capability through integration of the MATT, IDM, and satellite communications antenna systems.

e. Link 16 Multifunctional Information Distribution System. The aircraft is being modified with provisions for future installation of MIDS equipment, without hardware modification to the airframe.

2. Physical Description. ICAP III will utilize Government-Furnished Equipment (GFE) (i.e., 124 Block 89A aircraft), Government Off-the-Shelf (GOTS), Commercial Off-The-Shelf (COTS), and Non-Developmental Item equipment.

a. AN/ALQ-99(V) Tactical Jamming Countermeasures Set. New receivers and processors for the AN/ALQ-99 have not yet been determined. As a result, actual component size and descriptions are not available.

b. AN/ASN-123 Tactical Navigation Set. A new system is being developed to replace the AN/ASN-123. Because the final design is not complete, actual component sizes and dimensions are not available.

c. AN/USQ-113(V) Radio Countermeasures Set. There are four components associated with the AN/USQ-113. Their physical sizes and descriptions are provided in the following paragraphs.

(1) Receiver/Transmitter. A Receiver/Transmitter (R/T) Mount Adapter containing dual AN/ARC-210 R/Ts, two Block Converter Weapon Replaceable Assemblies

(WRAs), and a Power Supply WRA will be mounted on an Extensible Equipment Platform (EEP) in place of the existing AN/ARC-171. The dual AN/ARC-210 R/T assembly measures 10.53” W x 9.36” H x 17.25” D. The R/T Mount Adapter measures 10.63” W x 9.35” H x 18.04” D. The Block Converter measures 5.23” W x 3.11” H x 11.29” D.

(2) System Controller. The System Controller is mounted on the existing mount for the old system controller on the EEP. It measures 5.63” W x 11.13” H x 17.04” D.

(3) Radio Frequency Amplifier. The High Power Amplifier (HPA), installed on the EEP, will be modified by mounting a Frequency Range Extension Module (FREM) on it. The dimensions of the FREM are 16.51” W x 9.62” H. The depth measurement is not available; however, the Engineering Change Proposal (ECP) provides potential growth area for the HPA Frequency Extension Module.

(4) Operator Control Panel. The Operator Control Panel is installed in the instrument panel in the #1 Electronics Countermeasures Officer (ECMO) position. It is installed in place of the old operator control unit. Measurements and drawings for the Operator Control Panel are not available in the ECP.

d. Tactical Information Subsystem Integration. The following physical descriptions apply to the MATT and IDM WRAs:

The MATT will be installed in the forward AN/ALQ-126 equipment bay. Per the ECP, the MATT will be mounted on the MATT Avionics Mounting Tray, which measures 9.18” W x 7.80” H x 28.52” D.

The IDM will be installed in the AN/ALQ-41 equipment bay. The IDM is mounted to the IDM avionics tray, which mounts to four shock isolators that fit into existing hole locations for the ALQ-41. The ECP does not provide dimensions for the IDM avionics tray.

e. Link 16 Multifunctional Information Distribution System. As mentioned previously, only provisions for future updates to the Link 16 are provided with ICAP III. Therefore, no physical dimensions apply.

3. New Development Introduction. The ICAP III is a modernization program that will be retrofitted into EA-6B ICAP II Block 89A aircraft.

4. Significant Interfaces. ICAP III is intended to integrate with and/or upgrade current EA-6B avionics systems displays, AN/ALQ-99 TJS receivers, USQ-113 RCS, MATT, and the IDM on 124 Block 89A aircraft.

5. New Features, Configurations, or Material. NA.

H. CONCEPTS

1. Operational Concept. The EA-6B is an all-weather day and night aircraft, designed for carrier-based and forward deployed Electronics Countermeasures (ECM) operations. The EA-6B supports the carrier battle group and/or joint warfighting in rapid, organic response to threats ranging from contingency operations to full-scale war efforts. A crew of four, comprised of one pilot and three ECMOs operates the EA-6B. ICAP III will not change the existing EA-6B operational concept.

2. Maintenance Concept. The current maintenance concept for the ICAP II program utilizes organizational, intermediate and depot levels of maintenance per the Naval Aviation Maintenance Program (NAMP) OPNAVINST 4790.2 series. ICAP III system upgrades should improve system reliability and will be organically supported at the organizational maintenance level. However, the level of repair after organizational level is currently undefined. Contractors have been tasked to develop an efficient, cost-effective, maintenance concept for ICAP III. Further development of the maintenance concept will be determined at a later date by the ICAP III prime contractor and the Government.

a. Organizational. Troubleshooters will detect failure through fault isolation to the defective WRA using Built-In Test (BIT) and/or utilizing existing EA-6B test equipment. Maintenance personnel will remove defective WRAs, replace them with Ready-For-Issue (RFI) WRAs, and perform system verification using BIT and/or existing EA-6B support equipment.

(1) Preventive. Preventive maintenance of ICAP III components will consist of inspections and servicing as required by applicable Maintenance Requirements Cards and/or Maintenance Instruction Manuals (MIM).

(2) Corrective. Maintenance personnel will be required to troubleshoot, remove and replace defective system WRAs, and/or repair system/aircraft wiring as determined using BIT and aircraft support equipment.

b. Intermediate. Organic intermediate maintenance is typically performed by Navy and Marine Corps Aircraft Intermediate Maintenance Department (AIMD)/Marine Aviation Logistics Squadron (MALS) personnel who repair or replace defective WRAs and/or Shop Replaceable Assemblies (SRA) using the AN/USM-636(V) Consolidated Automated Support System (CASS). If it is determined that ICAP III components will be repaired organically, they will be repaired under this concept.

c. Depot. Naval Surface Warfare Center (NSWC), Crane Division, Crane, Indiana is the designated Overhaul Point for EA-6B electronic warfare systems maintenance. Naval Aviation Depot (NADEP) Jacksonville, Florida, is the Fleet Support Team for EA-6B Peculiar Support Equipment (PSE) and all associated PSE software maintenance. Repair of defective ICAP III WRAs and/or SRAs at NADEP or commercial depot will be determined by Level Of Repair Analysis for the most cost-effective method of repair. The depot will accomplish

repairs beyond the capability of the intermediate level. Depots will repair faulty SRAs and test to ensure SRAs are in an RFI condition. This includes major overhaul, complete rebuilding, remanufacturing, or modification of parts, assemblies, subassemblies and end items.

d. Interim Maintenance. Interim maintenance will be required prior to the Material Support Date (MSD). The extent and depth of this requirement is undetermined at this time.

e. Life-Cycle Maintenance Plan. The ICAP III contractor will develop the ICAP III Life-Cycle Maintenance Plan.

3. Manning Concept

a. Estimated Maintenance Man-Hour per Operating Hour/Flight Hour. At the organizational level, the estimated Mean Time To Repair (MTTR) for ICAP III components will be 90 minutes. The maximum corrective maintenance time at the 90th percentile will be 180 minutes.

For those ICAP III components that are currently in the Government inventory (e.g., AN/ARC-210), the intermediate level estimated MTTR, using CASS, will not exceed 1.0 hour per individual WRA. The maximum corrective maintenance time at the 90th percentile will be 150 minutes for the WRA. The MTTR and Maximum Repair Time of SRAs using CASS will not exceed an MTTR of 90 minutes. The maximum corrective maintenance time at the 90th percentile will not exceed 120 minutes.

For those ICAP III components that are of a new design, their MTTR or Mean Time Between Failures (MTBF) have not yet been determined or estimated.

b. Proposed Utilization. ICAP III utilization will be the same as the aircraft utilization, which is detailed in the Weapon System Planning Document (WSPD) for the EA-6B.

c. Recommended Qualitative and Quantitative Manpower Requirements

(1) Officer. The EA-6B holds a crew of four, one Pilot and three ECMOs. ICAP III will not generate any additional crew positions therefore; Pilot and ECOMO requirements will not change.

(2) Enlisted. Navy EA-6B squadrons have four aircraft per squadron and Marine Corps squadrons have five aircraft per squadron. There are five Navy Enlisted Classification (NEC) codes and three Military Occupational Specialties (MOS) that support the EA-6B avionics systems and will be affected by the ICAP III system. For the Navy, three of the five NECs (i.e., 8832, 8332, 6668) are organizational level NECs and two are intermediate level NECs (i.e., 6647 and 6648). For the Marine Corps, two MOSs (i.e., 6386 and 6313) are organizational level MOSs and one (i.e., 6484) is an intermediate level (i.e., MALS) MOS.

Navy intermediate level maintenance manpower is provided by the home station's AIMD Sea Operational Detachment (SEAOPDET). Manpower requirements for SEAOPDETs are based on total workload at the intermediate level activity. Marine Corps intermediate maintenance support is via the MALS. Squadron personnel augment each MALS.

Table-1 shows the manpower requirements for typical Marine and Navy EA-6B organizational level activities by NEC/MOS. Table-2 shows total Navy-wide intermediate level NECs and Marine Corps MOS manpower requirements. The Navy NECs include both shore based AIMD and SEAOPDET requirements and the Marine Corps MOSs are squadron MALS augment requirements.

Based on a cursory examination of the projected workload associated with ICAP III components, it is estimated current Navy and Marine Corps organizational and intermediate level manpower requirements will remain unchanged.

TABLE-1: CURRENT EA-6B ORGANIZATIONAL LEVEL MAINTENANCE MANNING							
Number of Squadrons	Aircraft per Squadron	NEC 8832	NEC 8332	NEC 6668	MOS 6386	MOS 6313	Total per Squadron
13 - VAQ	4	6	6	10			22
4 - VMAQ	5				17	11	28
1 - VAQ FRS	23	21	16	38	5	7	85/12
1 - Reserve VAQ	4	6	5	15			26
1 - VX	2	6	2	1			9
Patuxent River	3		1				1
Other (see note)		17	20			3	NA

Note: Other includes Naval Aviation Maintenance Training Group Detachment (NAMTG Det), COMVAQWINGPAC, COMSTRKFIGHTWINGPAC, N88 Students (CNET), NAVSTKAIR, and MATSG Pensacola Combined.

TABLE-2: CURRENT EA-6B INTERMEDIATE LEVEL MAINTENANCE MANNING				
Branch/Activity	NEC 6647	NEC 6648	MOS 6484	Total
USN AIMD	55	54		109
USMC MALS			96	96

4. Training Concept. The ICAP III training concept consists of initial and follow-on training. Initial training will be provided by Northrop-Grumman. Follow-on aircrew training will be conducted by the Fleet Readiness Squadron (FRS), VAQ-129, Naval Air Station (NAS) Whidbey Island, Washington. The NAMTG Det, Maintenance Training Unit (MTU)-1083, NAS Whidbey Island, Washington, will provide follow-on maintenance training.

a. Initial Training. Initial ICAP III training will be provided by Northrop-Grumman to DT/OT and OPEVAL/TECHEVAL personnel to enable them to conduct their testing functions. Naval Aviation Engineering Services Unit's (NAESU) Engineering Technical Services (ETS) personnel and instructors from VAQ-129 and MTU-1083 located at NAS Whidbey Island, Washington, will also receive initial training to enable them to modify existing follow-on training courses.

Note: Effective 1 October 98 NAESU will disestablish and merge with Naval Air Technical Services Facility (NATSF) to form Naval Air Technical and Engineering Service Command (NATEC). NATEC will be home based in San Diego, California.

(1) Operator. Initial Pilot and Naval Flight Officer (NFO) training for fleet squadron personnel will be provided at VAQ-129 to each fleet squadron as they receive their ICAP III modified aircraft.

(2) Maintenance. NAESU ETS personnel will train fleet squadron maintenance personnel at each squadron as ICAP III modified aircraft are received.

b. Follow-on Training. The FRS, VAQ-129, will provide follow-on operator training to Navy and Marine Corps fleet replacement pilots and ECMOs. MTU-1083 will provide follow-on maintenance training to Navy and Marine Corps maintenance personnel. Each of these activities will provide follow-on training in their respective environments to meet the needs of the fleet.

(1) Operator. There are four categories of pilot and ECMO training courses for EA-6B aircraft. These courses will be modified to include ICAP III systems data. The following is a description of these courses.

(a) Pilot Training

Title **EA-6B Fleet Replacement Pilot (Category I)**
CIN E-2A-1815
Model Manager .. VAQ-129, NAS Whidbey Island
Description Trains Fleet Replacement Pilots, Category I, in the electronic warfare systems of the EA-6B ICAP II version aircraft. Training is in two parts:

Ground Training - consists of familiarization, navigation, airmanship, flight planning, weapons system, TEAMS part task trainer, electronic warfare, tactics, carrier qualification procedures, and professional development.

Flight Training - consists of familiarization, navigation, airmanship, electronic warfare, tactics and carrier qualifications.

Location..... VAQ-129, NAS Whidbey Island
Length 238 days
RFT date..... This track is currently on line; ICAP III information will be incorporated at a date to be determined.
Skill identifier Designator 1311, MOS 7543
Prerequisites Q-2A-0006, Advanced Strike Flight. Designated Service Group I Naval Aviator. Possess a valid instrument rating. Completed an approved Survival, Evasion, Resistance, and Escape (SERE) school. Completed an appropriate Water Survival Training course per OPNAVINST 3710.7. Secret clearance. C-2D-3808, Airborne Electronic Warfare or equivalent.

Title..... **EA-6B Fleet Replacement Pilot (Category II)**
CIN E-2A-1816
Model Manager ... VAQ-129, NAS Whidbey Island
Description Trains Fleet Replacement Pilots, Category II, in the electronic warfare systems of the EA-6B ICAP II version aircraft. Training is in two parts:

Ground Training - consists of familiarization, navigation, airmanship, flight planning, weapons system, TEAMS part

task trainer, electronic warfare, tactics, carrier qualification procedures, and professional development.

Flight Training - consists of familiarization, navigation, airmanship, electronic warfare, tactics, and carrier qualifications.

Location VAQ-129, NAS Whidbey Island
Length 176 days
RFT date This track is currently on line; ICAP III information will be incorporated at a date to be determined.
Skill identifier Designator 1311, MOS 7543
Prerequisites Q-2A-0006, Advanced Strike Flight. Designated Service Group I Naval Aviator. Completed a previous sea tour in the EA-6B or A-6 aircraft. Completed an approved SERE school. Completed an appropriate Water Survival Training course per OPNAVINST 3710.7. Secret clearance. C-2D-3808, Airborne Electronic Warfare or equivalent.

Title EA-6B Fleet Replacement Pilot (Category III)

CIN E-2A-1817

Model Manager ... VAQ-129, NAS Whidbey Island

Description Trains Fleet Replacement Pilots, Category III, in the electronic warfare systems of the EA-6B ICAP II version aircraft. Training is in two parts:

Ground Training - consists of familiarization, navigation, airmanship, flight planning, weapons system, TEAMS part task trainer, electronic warfare, tactics, and carrier qualification procedures.

Flight Training - consists of familiarization, navigation, airmanship, electronic warfare, tactics, and carrier qualifications.

Location VAQ-129, NAS Whidbey Island

Length 168 days

RFT date This track is currently on line; ICAP III information will be incorporated at a date to be determined.

Skill identifier Designator 1311, MOS 7543

Prerequisites Q-2A-0006, Advanced Strike Flight. Designated Service Group I Naval Aviator. Completed a previous sea tour in the EA-6B and be current in model. Possess a valid instrument rating. Completed an approved SERE school. Completed an appropriate Water Survival Training course per OPNAVINST 3710.7. Secret clearance. C-2D-3808 Airborne Electronic Warfare or equivalent.

Title EA-6B Fleet Replacement Pilot (Category IV)

CIN E-2A-1818

Model Manager ... VAQ-129, NAS Whidbey Island

Description Trains Fleet Replacement Pilots, Category IV, in the electronic warfare systems of the EA-6B ICAP II version aircraft. Training is in two parts:

Ground Training - consists of familiarization, navigation, airmanship, flight planning, weapons system, TEAMS, part task trainer, electronic warfare, and tactics.

Flight Training - consists of familiarization, navigation, airmanship, electronic warfare, and tactics.

Location VAQ-129, NAS Whidbey Island

Length 21 days

RFT date This track is currently on line; ICAP III information will be incorporated at a date to be determined.

Skill identifier Designator 1311, MOS 7543

Prerequisites Q-2A-0006, Advanced Strike Flight. Designated Service Group I Naval Aviator. Possess a valid instrument rating. Completed an appropriate Water Survival Training course per OPNAVINST 3710.7. Secret clearance.

(b) Electronic Countermeasures Officer

Title EA-6B Fleet Replacement Naval Flight Officer (NFO) (Category I)

CIN E-2D-1817

Model Manager ... VAQ-129, NAS Whidbey Island

Description Trains Fleet Replacement ECMOs (FRECMO), Category I,

in the electronic warfare systems of the EA-6B ICAP II version aircraft. Training is in two parts:

Ground Training - consists of familiarization, navigation, airmanship, flight planning, weapons system, TEAMS part task trainer, electronic warfare, tactics, carrier qualification procedures, and professional development.

Flight Training - consists of familiarization, navigation, airmanship, electronic warfare, and tactics.

Location VAQ-129, NAS Whidbey Island
Length 246 days
RFT date This track is currently on line; ICAP III information will be incorporated at a date to be determined.
Skill identifier Designator 1321, MOS 7588
Prerequisites Q-2D-0024, Advanced NFO Tactical Navigation (TN). Be a designated NFO. Completed an approved SERE school. Completed an appropriate Water Survival Training course per OPNAVINST 3710.7. Secret clearance. C-2D-3808, Airborne Electronic Warfare or equivalent.

Title EA-6B Fleet Replacement NFO (Category II)

CIN E-2D-1818

Model Manager ... VAQ-129, NAS Whidbey Island

Description Train FRECMOs, Category II, in the electronic warfare systems of the EA-6B ICAP II version aircraft. Training is in two parts:

Ground Training - consists of familiarization, navigation, airmanship, flight planning, weapons system, TEAMS part task trainer, electronic warfare, tactics, carrier qualification procedures, and professional development.

Flight Training - consists of familiarization, navigation, airmanship, electronic warfare, and tactics.

Location VAQ-129, NAS Whidbey Island

Length 154 days

RFT date This track is currently on line; ICAP III information will be incorporated at a date to be determined.

Skill identifier Designator 1321, MOS 7588

Prerequisites Q-2D-0024, Advanced NFO TN training. Be a designated NFO. Completed a previous sea tour in the EA-6B aircraft, (this EA-6B ICAP II version ECMO Category II syllabus will be modified as necessary for NFOs with previous experience in the EA-6B ICAP or Expanded Capabilities (EXCAP) version aircraft). Completed an approved SERE school. Completed an appropriate Water Survival Training course per OPNAVINST 3710.7. Secret clearance. C-2D-3808, Airborne Electronic Warfare or equivalent.

Title EA-6B Fleet Replacement NFO (Category III)

CIN E-2D-1819

Model Manager ... VAQ-129, NAS Whidbey Island

Description Train FRECMOs, Category III, in the electronic warfare systems of the EA-6B ICAP II version aircraft. Training is in two parts:

Ground Training - consists of familiarization, navigation, airmanship, flight planning, weapons system, TEAMS part task trainer, electronic warfare, and tactics.

Flight Training - consists of familiarization, navigation, airmanship, electronic warfare, and tactics.

Location..... VAQ-129, NAS Whidbey Island

Length 114 days

RFT date This track is currently on line; ICAP III information will be incorporated at a date to be determined.

Skill identifier Designator 1321, MOS 7588

Prerequisites Q-2D-0024, Advanced NFO TN. Be a designated NFO. Completed a previous sea tour in the EA-6B aircraft (this EA-6B ICAP II version ECMO Category III syllabus will be modified as necessary for NFOs with previous experience in the EA-6B ICAP or EXCAP version aircraft). Completed an approved SERE school. Completed an appropriate Water Survival Training course per OPNAVINST 3710.7. Secret clearance. C-2D-3808 Airborne Electronic Warfare or equivalent.

Title **EA-6B Fleet Replacement NFO (Category IV)**
CIN E-2D-1820
Model Manager ... VAQ-129, NAS Whidbey Island
Description Train FRECMOs, Category IV, in the electronic warfare systems of the EA-6B ICAP II version aircraft. Training is in two parts:
Ground Training - consists of familiarization, navigation, airmanship, flight planning, weapons system, TEAMS part task trainer, electronic warfare, and tactics.
Flight Training - consists of familiarization, navigation, airmanship, electronic warfare, and tactics.
Location VAQ-129, NAS Whidbey Island
Length 21 days
RFT date This track is currently on line; ICAP III information will be incorporated at a date to be determined.
Skill identifier Designator 1321, MOS 7588
Prerequisites Q-2D-0024, Advanced NFO TN. Be a designated NFO. Completed an appropriate Water Survival Training course per OPNAVINST 3710.7. Secret clearance.

(2) Maintenance. EA-6B organizational and intermediate level maintenance training courses are currently available through the training tracks listed below. The current training courses are designed for EA-6B ECM ICAP II configured aircraft. These NAMTG courses must be modified to include training for systems and modifications that come with ICAP III. Once each squadron is fully outfitted with ICAP III modified Block 89A aircraft, the curriculum will teach only the new ICAP III course curriculum. MTU-1083, located at NAS Whidbey Island, trains Navy and Marine Corps personnel with EA-6B training tracks and will be responsible for modifying the courses.

(a) Organizational

Title **EA-6B Initial ICAP II Block 86 Comm/Nav/Radar Set Organizational Maintenance**
CIN E-102-1827
Model Manager ... NAMTG Det, NAS Whidbey Island
Description Provides knowledge and skills necessary to perform organizational level maintenance on the EA-6B

communication, navigation, and radar systems.

Pipeline Courses.. C-600-3601 Command Indoctrination, C-102-9740 EA-6B Communication/Navigation/Radar Systems (Initial) Organizational Maintenance, and C-602-3943 A-6/EA-6B Electrical Connector Wire Bundle Repair

Location..... NAMTG Det, NAS Whidbey Island

Length 26 days

RFT date Courses are currently available. ICAP III information will be incorporated at a date to be determined.

Skill identifier AT NEC 8832 (E1-E4), MOS 6313 (E1-E7)

TTE/TD EA-6B ICAP II COM/NAV/RADAR Maint Trainer, P/N 272301. Automatic Carrier Landing System, P/N 157201.

Prerequisite C-100-2013, Avionics Technician Class A1

Title EA-6B System Organizational (Career) Maintenance Technician

CIN E-102-1823

Model Manager ... NAMTG Det, NAS Whidbey Island

Description Provides fleet maintenance personnel with knowledge and skills necessary to troubleshoot and maintain the EA-6B communications, navigation, and radar equipment.

Pipeline Courses.. C-600-3601 Command Indoctrination, and C-102-9741 EA-6B Communication, Navigation and Radar Systems (Career) organizational level maintenance.

Location NAMTG Det, NAS Whidbey Island

Length 23 days

RFT date Courses are currently available.

Skill identifier AT NEC 8332 (E5-E7)

TTE/TD EA-6B ICAP II COM/NAV/RADAR Maint Trainer, P/N 272301. Automatic Carrier Landing System, P/N 157201.

Prerequisites C-100-2018, Avionics Technician O Level Class A1. E-102-1827, EA-6B Initial ICAP II Block 86 Comm/Nav/Radar Set Organizational Level Maintenance. E-5 or above and possess NEC 8832. Secret clearance.

Title **EA-6B Initial ECM Organizational Maintenance**
CIN E-102-1820
Model Manager ... NAMTG Det, NAS Whidbey Island
Description Provides knowledge and skills to perform organizational level ECM maintenance on the EA-6B.
Pipeline Courses.. C-102-9739 EA-6B Integrated Electronic Attack and Protection Systems (Initial) Organizational Maintenance
Location NAMTG Det, NAS Whidbey Island
Length 13 days
RFT date Courses are currently available. ICAP III information will be incorporated at a date to be determined.
Skill identifier AT NEC 8832, MOS 6386
TTE/TD EA-6B ICAP II ECM System, P/N 176401.
Tracker/Jammer POD, P/N 176103
Prerequisite C-100-20018, Avionics Technician O Level Class A1

Title..... **EA-6B ICAP Integrated ECM Maintenance Career**
CIN E-102-1824
Model Manager ... NAMTG Det, NAS Whidbey Island
Description Provides fleet maintenance personnel with knowledge and skills necessary to troubleshoot and maintain EA-6B Integrated ECM and DECM systems. The course covers organizational level maintenance on the AN/ALQ-99 system including PODS and onboard system, the AN/ALQ-92, AN/ALQ-126, AN/ALE-29 and AN/ASH-30 systems.
Pipeline Courses.. Command Indoctrination, C-600-3601. EA-6B Integrated Electronic Attack System Career Organizational Maintenance, C-102-9742.
Location NAMTG Det, NAS Whidbey Island
Length 37 days
RFT date Courses currently available. ICAP III information will be incorporated at a date to be determined.
Skill identifier AT NEC 6668 (E5-E7) and USMC MOS 6386 (E1-E7)
TTE/TD EA-6B ICAP II ECM System, P/N 176401.

Tracker/Jammer POD, P/N 176103.

Prerequisites C-100-2013, Avionics Technician Class A1. E-102-1820, EA-6B Initial ECM Organizational Maintenance. E-5 or above and possess NEC 8868. Secret clearance.

(b) Intermediate

Title AN/ALQ-99 Active ECM and Support Equipment Intermediate Maintenance

CIN E-102-6017

Model Manager ... NAMTG Det, NAS Whidbey Island

Description Provides fleet intermediate maintenance personnel with knowledge and skills on the AN/ALQ-99 jammer transmitters and the tie-in with the AN/ALM-107 Special Purpose Test Bench. The course covers circuit analysis, theory of operation, troubleshooting, maintenance procedures, and repair of the AN/ALQ-99 jammer transmitter. AN/ALM-107 circuitry self-test procedures, theory of operation, and tie-in to the AN/ALQ-99 jammer transmitter is also included with this course.

Pipeline Courses.. Command Indoctrination, C-600-3601. AN/ALQ-99 Jamming Transmitters Intermediate Maintenance, C-102-4952. GT-3(A) Operator and Intermediate Maintenance, C-102-4748. OJ-615/ALM Countermeasures Test Console Intermediate Maintenance, C-198-3763. Wire Wrap Intermediate Maintenance, C-102-4951.

Location NAMTG Det, NAS Whidbey Island

Length 108 days

RFT date Course currently available. ICAP III information will be incorporated at a date to be determined.

Skill identifier AT NEC 6647 (E3-E7) and USMC MOS 6484

TTE/TD None

Prerequisites C-100-2017, Avionics Technician I Level Class A1. Secret clearance.

Title **ICAP II Exciter Intermediate Maintenance Technician**
CIN E-102-6119
Model Manager.... NAMTG Det, NAS Whidbey Island
Description Provides fleet maintenance personnel with instructions on the latest updates associated with ICAP II aircraft and WRA's. Familiarizes maintenance personnel with the latest versions of ICAP II Exciters and associated test gear/benches.
Pipeline Courses.. Command Indoctrination, CIN C-600-3601. GT-3(A) Operator and Intermediate Maintenance, CIN C-102-4748. OJ-511/ALM Exciter Test Station Intermediate Maintenance, CIN C-102-4745. CV-3649/ALQ-99 Universal Exciter Intermediate Maintenance, CIN C-102-4744. Wire Wrap Intermediate Maintenance, CIN C-102-4951.
Location NAMTG Det, NAS Whidbey Island
Length 73 days
RFT date Course currently available. ICAP III information will be incorporated at a date to be determined.
Skill identifier AT NEC 6648 (E5-E7) and USMC MOS 6484 (E1-E5)
TTE/TD None
Prerequisites C-100-2017, Avionics Technician I Level Class A1

c. Student Profiles. The NEC/MOSs identified below are for the ICAP II program and should continue to be utilized for the ICAP III program avionics upgrade. No new NEC/MOS are required.

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
AT 8832	<ul style="list-style-type: none"> • C-100-2013, Avionics Technician Class A1 School
AT 8332	<ul style="list-style-type: none"> • E-102-1827, EA-6B Initial ICAP II Block 86 Comm/Nav/Radar Set Organizational Maintenance • C-100-2013, Avionics Technician Class A1 • Secret Clearance

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
AT 6668	<ul style="list-style-type: none"> • E-102-1820, EA-6B Initial ECM Organizational Maintenance • Secret Clearance
MOS 6386	<ul style="list-style-type: none"> • E-102-1820, EA-6B Initial ECM Organizational Maintenance • Secret Clearance
MOS 6313	<ul style="list-style-type: none"> • C-100-2013, Avionics Technician Class A1
AT 6647	<ul style="list-style-type: none"> • C-100-2017, Avionics Technician I Level Class A1 • C-100-2013, Avionics Technician Class A1
AT 6648	<ul style="list-style-type: none"> • C-100-2017, Avionics Technician I Level Class A1 • C-100-2013, Avionics Technician Class A1
MOS 6484	<ul style="list-style-type: none"> • C-100-2017, Avionics Technician I Level Class A1 • C-100-2013, Avionics Technician Class A1

d. Training Pipelines. No new training pipelines or tracks are required for ICAP III. Existing ICAP II courses will be modified and incorporate ICAP III training requirements.

I. ONBOARD (IN-SERVICE) TRAINING

1. Proficiency or Other Training Organic to the New Development. A database of EA-6B ICAP III logistic support, in conjunction with course information, will be used to develop a proficiency training program to be employed throughout the fleet. This training program conforms to the Aviation Maintenance Training Continuum System (AMTCS).

a. Aviation Maintenance Training Continuum System. The AMTCS provides a defined training continuum for Navy and Marine Corps personnel. It integrates resources by establishing a methodology for sharing training tools between the schoolhouse and fleet training environments. AMTCS is designed to ensure all training requirements are addressed, delivered when and where needed (Just-in-Time), and in a medium that is exportable to support continual weapon platform remediation and career growth.

Training tools, which support AMTCS, consist of Interactive Courseware, Computer-Aided Instruction, Computer-Managed Instruction, and additional AMTCS electronic modules which will provide the capability to electronically manage delivery of the training tailored

to individual personnel needs. AMTCS electronic modules include the Master Task List (MTL), Test and Evaluation (TEV), Electronic Training Jacket (ETJ) and Feedback modules. The MTL module contains all tasks a technician must know to perform a specific mission, and the data elements that permit an evaluation of actual knowledge of the tasks identified. The TEV module provides a means to sort the evaluation data within the MTL into a meaningful evaluation tool, and administer that tool. The ETJ module provides for a means to store the evaluation results and provide a record of remediation, if required, in addition to providing an individual automated training history. The Feedback module provides a means to gather data to gauge the quality of tools supporting AMTCS. Implementation of AMTCS will be incremental and will replace the existing Maintenance Training Improvement Program.

2. Personnel Qualification Standards. NA.

3. Other Onboard or In-service Training Packages. Maintenance personnel will receive additional training via On-the-Job Training for Navy, and the Maintenance Training Management and Evaluation Program for Marine Corps personnel.

J. LOGISTICS SUPPORT

1. Manufacturer and Contract Numbers. PMA234 has awarded the following contract:

CONTRACT NUMBER	MANUFACTURER	ADDRESS
N00019-98-C-0062	Northrop Grumman Corporation	South Oyster Bay Road Bethpage, NY 11714

2. Program Documentation. Additional documents include the Integrated Logistics Support Plan (ILSP), Operational Requirements Document, Acquisition Strategy/Acquisition Plan, the EA-6B Weapons System Planning Document, and the ICAP II NTSP. For more information see paragraph M. below.

3. Technical Data Plan. NATSF Philadelphia, Pennsylvania, is the cognizant activity for review, approval, and distribution of Technical Manuals (TM) and drawings. NATSF will task and coordinate the efforts of activities, government and/or contractor, responsible for updating existing TMs and drawings, to incorporate ICAP III related changes. Existing organizational publications will be affected by ICAP III introduction. Updates to existing technical publications will be accomplished by those government and contractor activities responsible for the affected publications. The contractor will provide new replacement publications. For existing manuals requiring revision that are not being replaced, the contractor will provide cognizant activities

detailed sufficient source data to facilitate revision. The contractor is tasked to provide interim organizational level publications required to support government testing.

Intermediate level technical publication requirements for ICAP III systems are undefined pending ICAP III contractor determination and evaluation of supportability characteristics of the selected design architecture. If intermediate technical publications are required, they will be developed during the Low Rate Initial Production (LRIP) phase and be available prior to MSD.

There are no specific depot publications. Depot level publications will utilize Logistics Support Analysis Record data and drawings to facilitate repair. Source data is provided to update/develop the publications, via the Engineering and Manufacturing Development (E&MD) contract.

Note: As noted earlier, effective 1 October 98 NATSF will disestablish and merge with NAESU to form Naval Air Technical and Engineering Service Command (NATEC). NATEC will be home based in San Diego, California.

4. Test Sets, Tools, and Test Equipment. The NAWCAD, Lakehurst, New Jersey, Support Equipment (SE) acquisition manager is tasked to procure required ICAP III SE and SE logistics support for Navy organic support, as the requirements for new or modified SE are identified through the Logistics Support Analysis process. SE Recommendation Data are to be provided as part of the SE development process. There are no requirements anticipated for new SE at the organizational level. Requirements for new SE at the intermediate and depot levels are unknown at this time pending contractor determination. If there are new or modified SE requirements, they will be identified and made available prior to the MSD.

Organizational level fault isolation will be accomplished using BIT/Built-in Test Equipment (BITE). Antenna subsystem fault detection and isolation is accomplished using the AN/USM-638 Radio Frequency Line Test Set. This test set will require a database change to accommodate ICAP III upgrades. NSWC Crane is responsible for changing the database using existing software maintenance assets and will be available prior to LRIP aircraft delivery.

Other Common Support Equipment (CSE) at the organizational level will be limited to general-purpose test equipment. For ICAP III components that are currently in the Navy inventory, CSE at the intermediate level will use CASS to fault isolate and repair discrepant WRAs. For those new design components, the ICAP III contractor will determine intermediate level CSE. CSE at the organic depot level will require Class B CSE, such as oscilloscopes and power meters. Organic depots will also use CASS for testing and fault isolating ICAP III SRAs. COTS WRAs and SRAs may be supported via contractor and/or commercial depots that provide their own CSE.

For ICAP III components that are currently in the Navy inventory, PSE at the intermediate level requires CASS Test Program Sets for fault isolating WRAs. PSE for organically supported WRAs and SRAs at depot include the same as intermediate level plus the

unique and specialized equipment for SRA repair. Depot only SRAs will be tested on CASS and/or existing peculiar depot SE. COTS WRAs and SRAs may be supported by contractor and/or commercial depots, which will provide their own PSE.

5. Repair Parts. Navy Inventory Control Point, Philadelphia, is designated the Program Support Inventory Control Point for ICAP III.

6. Human Systems Integration. A human engineering effort shall be integrated into ICAP III to improve and/or develop the man-machine interface necessary to achieve the required effectiveness of human performance during normal system operation and maintenance. To enhance training efforts, Computer-Based Training will be maximized for aircrew and maintenance personnel. At a minimum, simulators and technical manuals will need to be upgraded or modified to provide operator information and maintenance procedures.

K. SCHEDULES

1. Schedule of Events

a. Installation and Delivery Schedules. The following table displays the current number of ICAP III kits being purchased and the approximate date of their installation.

ICAP III KITS, INSTALLS, AND GFE SCHEDULE						
Fiscal Year	ICAP III Kits (Qty)	ICAP III Installs	GFE USQ-113	GFE Block 89A Acft	GFE MATT Sys	GFE IDM Systems
FY98	2			2		
FY99		2				
FY00						
FY01						
FY02	8					
FY03	8	8		8		
FY04	11	8	3	8	3	3
FY05	22	11	22	11	22	22
FY06	22	22	22	22	22	22
FY07	23	22	23	22	23	23
FY08	28	23		23		
FY09		28		28		
Totals	124	124	70	124	70	70

b. Ready For Operational Use Schedule. All aircraft are considered ready for operational use upon delivery to the squadron. A schedule for introduction to operational squadrons is not available at this time.

c. Time Required to Install at Operational Sites. There are a number of installation options being considered for the ICAP III kits. These options include being installed by a depot during Standard Depot Level Maintenance (SDLM), by the ICAP III prime contractor, or by other contractors installing a Center Wing Section (CWS) or Block 89A modification. Any of these options should minimize aircraft out-of-service time and reduce tear-down cost. The option selected will be included in future updates to this document.

d. Foreign Military Sales and Other Source Delivery Schedule. NA.

e. Technical Training Equipment and Training Device Delivery Schedule.

There are many training devices associated with the EA-6B aircraft. As of this writing, no determination has been made whether new trainers will be procured or if current trainers will be modified to accommodate ICAP III. The aircrew training devices at NAS Whidbey Island support the operations of the FRS and Fleet squadrons home-ported there. Training devices at Marine Corps Air Station (MCAS) Cherry Point support Marine Corps VMAQ squadrons based there. All Navy and Marine Corps formalized Fleet replacement aircrew training is accomplished at VAQ-129 NAS Whidbey Island. All maintenance trainers and training courses are located at NAS Whidbey Island.

A cursory training analysis of the EA-6B trainers was performed considering the potential training impact of phasing-in the ICAP II system and subsequently, the ICAP III system. Within this scenario, there will be periods where the fleet EA-6B inventory will contain both ICAP II and ICAP III aircraft. As a result, during these periods the EA-6B training system will be required to teach both systems. Using this as an assumption, some recommendations can be made concerning the EA-6B trainers. The following table provides trainer recommendations based on these assumptions.

TRAINING DEVICE	PART NUMBER	RECOMMENDATION/COMMENTS
Aircrew Trainers:		
Weapon System Trainer Ser # 001 (Block 89) Front & Rear Cockpit. Located at NAS Whidbey Island.	2F119A	Retire from inventory due to obsolete hardware once all Block 89 aircraft are modified to Block 89A and ICAP III.

TRAINING DEVICE	PART NUMBER	RECOMMENDATION/COMMENTS
Operational Flight/Navigation Trainer Ser # 001 (Accelerated Block 89A) Front Cockpit only. Located at NAS Whidbey Island.	2F143	Recommend purchasing a new trainer with ICAP III systems to eventually replace this trainer and 15E22C. See Note 1.
Tactical Team Trainer Ser # 001 (Block 82) Rear Cockpit only. Located at NAS Whidbey Island.	15E22C	Recommend purchasing new trainer with ICAP III systems to eventually replace this trainer and 2F143. See Note 1.
Electronic Combat Trainer. Located at NAS Whidbey Island.	15E34A	No modification/replacement required.
Weapon System Trainer, Tactical Team Trainer (Block 89A). Will be located in MCAS Iwakuni, Japan.	2F178	Under contract for Deployable System. Provisions include upgrade capabilities to include ICAP III systems.
Operational Flight/Navigation Trainer Ser # 002 (Block 82) Front Cockpit only. Located at MAG-14 MCAS Cherry Point, North Carolina.	2F143	Same as NAS Whidbey Island trainers. See Note 1.
Tactical Team Trainer Ser # 002 (Block 82). Rear Cockpit only. Located at MAG-14, MCAS Cherry Point.	15E22C	Same as NAS Whidbey Island trainers. See Note 1.
Maintenance Trainers:		
Communications/Navigation/Radar Systems Trainer (Accelerated Block 89A)	272301	Recommend replacement. See Note 2.
Electrical Instruments Navigation Systems Trainer (Accelerated Block 89A)	142401	Recommend replacement. See Note 2.
Integrated Electronics Countermeasures Systems Trainer	176401	Recommend replacement. See Note 2.

TRAINING DEVICE	PART NUMBER	RECOMMENDATION/COMMENTS
Automated Carrier Landing System Trainer (Accelerated Block 89A)	157201	No modification or replacement required.
Tracker/Jammer Pod Trainer	176103	No modification or replacement required.

Note 1: Aircrew trainer 2F143 is a Front Cockpit trainer, and 15E22C is a Rear Cockpit trainer. Both can operate separately or simultaneously. There are two of each trainer, one at NAS Whidbey Island and one at MCAS Cherry Point. They are currently being modified to Block 89A (ICAP II) trainers. However, once all EA-6B aircraft become modified with ICAP III, these trainers will no longer be useful and should be replaced with one ICAP III trainer equipped with both Front and Rear cockpits at NAS Whidbey Island and MCAS Cherry Point.

Note 2: Maintenance trainers 272301, 142401, and 176401 are configured for Block 89A. It is recommended that one ICAP III trainer be purchased and gradually phase these three trainers out of service as ICAP III is incorporated into all EA-6B aircraft.

L. GOVERNMENT-FURNISHED EQUIPMENT AND CONTRACTOR-FURNISHED EQUIPMENT TRAINING REQUIREMENTS. NA.

M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
Operational Requirements Document	Version 6.2	N88	
EA-6B ICAP III Request for Information		PMA234	
ILSP for the EA-6B ICAP III E&MD		PMA234	Draft 15 January 1998
Acquisition Strategy/Acquisition Plan (Combined)	AIR-AS/AP 94-23T R-3	PMA234	Approved 31 Oct 96

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
EA-6B Improved Capability Modification (ICAP) II	A-50-7904C/A	AIR 3.4.1	Approved January 1997
Weapon System Planning Document	NAVAIRNOTE C13100	AIR 1.3.2	Approved 23 July 96
AN/USM-636(V) Consolidated Automated Support System	A-50-8515C/D	AIR 3.4.1	Draft June 1998
AN/AYK-14 Airborne Computer	A-50-8822B/D	AIR 3.4.1	Draft January 1997
ECP for the EA-6B Installation of MATT/IDM Hardware	AV-97-036		3 December 1997
USQ-113(V)2 Countermeasures Set ECP	0112-E-001		Approved 28 June 1996

APPENDIX A - POINTS OF CONTACT

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APPENDIX A - POINTS OF CONTACT

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