NAVY TRAINING PLAN

FOR THE

C-2A REPROCURED AIRCRAFT

A-50-8308B/A

OCTOBER 1996

C-2A REPROCURED AIRCRAFT

EXECUTIVE SUMMARY

This Navy Training Plan identifies the life-cycle manpower, personnel, and training (MPT) requirements to support the Reprocured C-2A Aircraft Program. The C-2A REPROCURED(R) is a Carrier Onboard Delivery Aircraft with a crew of pilot, copilot, and two enlisted aircrewmen. It is a medium-range, medium-lift turboprop aircraft used for the rapid supply of high priority cargo, mail, and passengers to deployed naval carrier battle groups. The C-2A (R) replaced the inventory of C-2A Service Life Extension Program (SLEP) Aircraft and C-1A Aircraft used by VRC-30 and VRC-40. Initial operational capability was achieved in FY85, concurrent with the delivery of the first Reprocured C-2A Aircraft. The C-2A(R)is scheduled for SLEP in the year 2000.

The C-2A(R) SLEP will provide structural improvements and avionics updates under Operational Safety Improvement Program (OSIP) 24-94. The avionics updates include: rewiring the aircraft, modifying the angle of attack instrumentation, improving the avionics cooling, installing the Ground Proximity Warning System and replacing the AN/ARC-159 and AN/ARC-175 radios with dual AN/ARC-210(V) radios. The replacement of the Attitude Heading Reference System and AN/APN-233 Doppler Navigation System with the Carrier Aircraft Inertial Navigation System II (CAINS II) will occur in FY98. The Engineering Change Proposal (ECP) 795-92 was approved and installation of the AN/ASN-163 Global Positioning System (GPS) began in FY95. No changes in manpower requirements will result from these installations.

Initial and transition training for all fleet activities has been completed with the exception of initial training required to support OSIP 24-94. Initial training to support the GPS, ECP 795-92, was provided in FY95. Initial training to support OSIP 24-94 will be in FY99 and CAINS II will be in FY97.

All follow-on aircrew training is now conducted at the single-site Fleet Readiness Squadron VAW-120, NAS Norfolk, Virginia. In September 1994, VAW-110, NAS Miramar, California, was decommissioned. Organizational level maintenance training continues to be provided at Maintenance Training Unit (MTU) 1025, Naval Aviation Maintenance Training Group Detachment (NAMTRAGRU DET) Miramar, and MTU 1026, NAMTRAGRU DET Norfolk. MTU 1025 and MTU 1026 have incorporated a new training concept that most aviation maintenance training will follow. This entails dividing C1 courses into initial and career training classes. C1 initial training is intended for students with a paygrade of E-4 and below. Career training will be provided to personnel E-5 and above to enhance their skills and knowledge within their field.

C-2A REPROCURED AIRCRAFT

TABLE OF CONTENTS

C-2A REPROCURED AIRCRAFT

Preface

This Navy Training Plan (NTP) has been prepared to update the C-2A(R) Aircraft NTP, A-50-8308B/D, dated March 1995. The update of this document was accomplished through a thorough review of the life-cycle manpower, personnel, and training requirements associated with the C-2A(R) Aircraft. In addition, fleet comments on the draft NTP have been incorporated to provide the most current information available.

LIST OF ACRONYMS

AD	Aviation Machinist'sMate
AE	Aviation Electrician's Mate
AFC	Airframes Change
AHRS	Attitude Heading Reference System
AIMD	Aircraft Intermediate Maintenance Department
AM	Aviation Structural Mechanic
AMD	Activity Manpower Document
AME	Aviation Structural Mechanic (Safety Equipment)
AMH	Aviation Structural Mechanic (Hydraulics)
AMS	Aviation Structural Mechanic (Structures)
AT	Aviation Electronics Technician
BUPERS	Bureau of Naval Personnel
CAI	Computer Aided Instruction
CAINS	Carrier Aircraft Inertial Navigation System
CETS	Contractor Engineering and Technical Services
CINCLANTFLT	Commander-In-Chief, United States Atlantic Fleet
CINCPACFLT	Commander-In-Chief, United States Pacific Fleet
CM	Corrective Maintenance
CMS	Contractor Maintenance Support
CNET	Chief of Naval Education and Training
CNO	Chief of Naval Operations
COD	Carrier Onboard Delivery
CRRC	Combat Rubber Raiding Craft
DT&E	Development Test and Evaluation
ECP	Engineering Change Proposal
FOT&E	Follow-on Operational Test and Evaluation
FRS	Fleet Readiness Squadron
FY	Fiscal Year
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
ILSP	Integrated Logistics Support Plan
MPT	Manpower, Personnel, and Training
MSD	Material Support Date
MTIP	Maintenance Training Improvement Program
MTU	Maintenance Training Unit
NAVAIR	Naval Air Systems Command
NAMT	Naval Aviation Maintenance Trainer
NAMTRAGRU DET	Naval Aviation Maintenance Training Group Detachment
NAS	Naval Air Station
NAVAIRSYSCOM	Naval Air Systems Command
NAVAVNDEPOT	Naval Aviation Depot
NAWCAD	Naval Air Warfare Center Aircraft Division
NEC	Navy Enlisted Classification
NSD	Navy Support Date
NTP	Navy Training Plan
OFT	Operational Flight Trainer
OSIP	Operational Safety Improvement Program
OT&E	Operational Test and Evaluation

LIST OF ACRONYMS (Continued)

PM	Preventive Maintenance
PQS	Personnel Qualification Standards
(R)	Reprocured
RFOU	Ready For Operational Use
RFT	Ready For Training
SCADC	Standard Central Air Data Computer
SLEP	Service Life Extension Program
SRA	Shop Replaceable Assembly
TACAN	Tactical Air Navigation
UHF	Ultra-High Frequency
UIC	Unit Identification Code
VAW	Carrier Airborne Early Warning Squadron
VHF	Very-High Frequency
VRC	Fleet Logistics Support Squadron
WRA	Weapon Replaceable Assembly

PART I - TECHNICAL PROGRAM DATA

NTP Number: A-50-8308B/A
Date: October 1996

A. TITLE-NOMENCLATURE-PROGRAM

1. Title. C-2A REPROCURED Aircraft

2. Program Element. 24151N

B. SECURITY CLASSIFICATION

1. System Characteristics..... Unclassified

2. System Performance..... Unclassified

3. System Capability..... Unclassified

4. Navy Training Plan..... Unclassified

C. NTP PRINCIPALS

1.	Assistant Chief of Naval Operations/ Director, Major Staff Office (ACNO/DMSO) Program Sponsor	CNO (N889H)
2.	ACNO/DMSO Resource Sponsor	CNO (N880C)
3.	Principal Development Activity (PDA)	NAVAIRSYSCOM (PMA221)
4.	Training Agents (TA)	CINCLANTFLT CINCPACFLT CNET
5.	Training Support Agent (TSA)	NAVAIRSYSCOM (PMA205)
6.	Manpower and Personnel (MP) Mission Sponsor..	CNO (N1)
7.	Director of Naval Training	CNO (N7)
8.	Bureau of Naval Personnel (BUPERS)	BUPERS PERS-4, -40)

D. OPERATIONAL USES

1. Purpose. The C-2A Reprocured is a Carrier Onboard Delivery (COD) transport aircraft assigned to Fleet Logistics Support Squadrons (VRCs). It is a medium-range, medium-lift, turboprop aircraft used for rapid and continuous supply or resupply of high priority cargo and mail to deployed naval carrier battle groups. The C-2A(R) is also used to transport passengers and litter patients.

Special missions have been developed which employ the C-2A(R). These missions include personnel, Combat Rubber Raiding Craft (CRRC), and air cargo drops. The CRRC drops entail disembarking a team of divers and their equipment while airborne. If needed, a separate Navy Training Plan (NTP) will be developed to identify the manpower and training required for this mission.

2. Foreign Military Sales and Other Procurements. NA.

E. DEVELOPMENT TEST AND EVALUATION/OPERATIONAL TEST AND EVALUATION. A limited development test was conducted on the C-2A(R), due to the minor differences to the previous C-2A. Development Test and Evaluation (DT&E) and Operational Test and Evaluation (OT&E) were previously completed on the original C-2A Production Acceptance Test and Evaluation on the C-2A(R) was performed by the Naval Air Warfare Center Aircraft Division (NAWCAD), Patuxent River, Maryland, from June 1985 to February 1986.

Follow-on Operational Test and Evaluation (FOT&E) for the AN/ASN-163 Global Positioning System (GPS) took place at NAWCAD Patuxent River and VRC-30, Naval Air Station (NAS) North Island, California, in FY94 following completion of DT&E. DT&E for Carrier Aircraft Inertial Navigation System II (CAINS II) is scheduled for first quarter FY97; the remainder of the Service Life Extension Program (SLEP) upgrades will follow in FY00. FOT&E for the C-2A(R) SLEP, including Engineering Change Proposal (ECP) upgrades, is scheduled in FY00. DT&E and FOT&E will be conducted at NAWCAD Patuxent River.

F. EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED. The following avionics block upgrade ECPs for the C-2A(R) will require the removal, replacement, or modification of the following equipment, systems, and subsystems:

1. ECP 795-92. The AN/ASN-163 GPS replaces the LTN-211 OMEGA Navigation System.

2. ECP-802-92

(a) The CAINS II will replace AN/ASN-116A Attitude Heading Reference System (AHRS) and AN/APN-233 Doppler Radar.

REPLACED SYSTEM	EQUIPMENT NOMENCLATURE	QTY
AN/ASN-116	Electronic Control Amplifier, AM-6674	2
	Displacement Gyroscope, CN-1434A	2
	Compass Controller, C-9950	2
	Transformer, TF-599, P/N 850093	2
AN/APN-233	Receiver/Transmitter/Antenna	1
	Computer Display, CP-1600	1

(b) The following equipment will be modified by this ECP:

Stall Warning/AHRS Select Panel, P/N 123AVP60710-1
AHRS Select Panel, P/N 123AVP60710-3

3. ECP 821-93. The AN/ARC-210(V) Electronic Protection Radio System will replace the AN/ARC-159A(V)5 Ultra-High Frequency (UHF) Radio Sets and the AN/ARC-175(V) VHF-20B Very-High Frequency (VHF) Radio Set.

REPLACED SYSTEM	EQUIPMENT NOMENCLATURE	QTY
AN/ARC-159A(V)5	Receiver/Transmitter, RT-1194	2
	Lower UHF Antenna, AS-3688/ARC	2
	UHF 1 Mount, MT-4839/ARC	2
	UHF 1 Control Unit, C-9815	2
AN/ARC-175(V)	Receiver/Transmitter, RT-1181	1
	Mount, 396R-19	1
	Shock Mount	1
	Control Unit, 313N-5	1
	Duplexer, TD-1385/ARC	1
	Audio Isolation Box	1

4. ECP 727-87

(a) The improved "L" Shaped Pitot/Static Probes will replace the current Pitot tubes/Static Ports.

REPLACED SYSTEM	EQUIPMENT NOMENCLATURE	QTY
Pitot tubes/ Static ports	Pitot Tube	2
	Hose Assembly	2
	Static Port Compensator Plate	4
	Circuit Breaker	2
	Toggle Switch	1

(b) The Overhead Circuit Breaker Panel will be modified by this ECP.

5. ECP 816-93. This ECP implements an extensive rewire of the aircraft. The polymide insulated wire, MIL-W-81381, will be replaced with MIL-W-22759.

G. DESCRIPTION

1. Functional. The C-2A(R) provides tactical logistics support for deployed carrier battle groups. These aircraft have a 10,000 pound payload capacity and operate from forward area air stations in support of Atlantic and Pacific fleet operations. The aircraft's large aft door-ramp and powered winch promote a fast turnaround time via straight-in rear loading and unloading. The C-2A(R) retains the characteristics of the E-2C Aircraft in the areas of structures, hydraulics, and power plants.

The avionics block upgrades for the C-2A(R) will provide increased reliability and maintainability. The equipment descriptions are as follows.

(a) ECP 795-92. The GPS will provide a satellite based radio positioning, navigation, and time transfer system, thereby giving the aircraft access to highly accurate three-dimensional positioning and velocity information, as well as precise time and waypoint data. Installation of the GPS began in FY95.

(b) ECP 802-92. The incorporation of the dual CAINS II Navigation System will provide a more reliable navigation system by removing the obsolete AHRS and doppler radar systems. In addition, this system will provide the necessary interface requirements for the GPS that is currently being installed. The CAINS II is scheduled for fleet installation beginning in FY98, SLEP upgrade installations are scheduled to begin in FY00.

(c) ECP 821-93. The incorporation of the AN/ARC-210 Radio System will combine the characteristics of the AN/ARC-159(V)5 and the AN/ARC-175 radios. It will also integrate the capabilities and interoperability with HAVEQUICK I/II and Single Channel Ground and Airborne Radio System (SINCGARS).

(d) ECP 727-87. The incorporation of the "L" shaped pitot tubes and static probes will enhance the performance of the pitot-static system and improve operating airspeed, altitude, and vertical speed indicators.

(e) ECP 816-93. The removal of MIL-W-81381 wiring has been necessitated due to susceptibility to problems such as arc tracking, hydrolysis, and top coat flaking. These problems lead to wiring system deterioration and hazards affecting the operational safety and reliability. The wiring will be replaced with MIL-W-22759.

(f) Ground Proximity Warning System. The C-2A(R) SLEP will also install the Ground Proximity Warning System (GPWS) into the aircraft. The GPWS is a safety alert system that provides a timely warning of unintentional or unsafe closure with the ground or water.

2. Physical Description

(a) Aircraft Description. The physical characteristics of the C-2A(R) Aircraft are:

Dimensions:
- Wing span ..... 80 feet, 7 inches
- Width, wings folded ..... 29 feet, 4 inches
- Length, overall ..... 56 feet, 10 inches
- Height, overall ..... 15 feet, 10.5 inches
- Weight, empty ..... 36,346 pounds

Maximum payload:
- Carrier operation ..... 8,600 pounds
- Land operation ..... 10,000 pounds

Range:
- 8,600 pounds freight ..... 1,040 nm (1,200 miles)
- Ferry mission ..... 1,560 nm (1,796 miles)

(b) ECP Characteristics. The incorporation of the ECPs addressed in this NTP consist principally of removal and replacement of existing systems or equipment with new or modified components having physical characteristics similar to the components replaced.

3. System Introduction. The inventory of all original C-2A Aircraft was phased out as the new production C-2A(R) Aircraft were delivered. The GPS is currently being installed through retrofit. The ECP upgrades outlined in Part I.F. of this NTP will be installed in FY98 and as the aircraft go through SLEP beginning in FY00.

4. Significant Interfaces. The ECP 727-87, which replaces the current pitot tube/static port system, requires the replacement of a five ampere circuit breaker with a 7.5 ampere circuit breaker.

H. NEW FEATURES, CONFIGURATIONS, OR MATERIAL. NA.

I. CONCEPTS

1. Maintenance Concept. All C-2A(R) maintenance will conform to the three levels of maintenance as outlined in the Naval Aviation Maintenance Program, OPNAVINST 4790.2F.

a. Organizational Level. Organizational level maintenance consists of those maintenance actions normally performed by an operating activity in support of its day-to-day operations.

(1) Preventive Maintenance. Preventive Maintenance (PM) for all systems consists of scheduled corrosion inspections and preservation of all equipment in accordance with Naval Air (NAVAIR) 16-1-540, Technical Manual for Avionics Cleaning and Corrosion Prevention and Control, and NAVAIR 01-1A-509 for non-avionics equipment. Other PM includes inspections and servicing requirements as outlined in the C-2A(R) Maintenance Requirement Cards, A1-C2AHA-MRC-300.

(2) Corrective Maintenance. Corrective Maintenance (CM) consists of fault isolation to a defective Weapon Replaceable Assembly (WRA), removal and replacement of the WRA, and verification of the repair using built-in-test, common support equipment, and peculiar support equipment. Those items beyond the capability of repair of the organizational activity will be forwarded to the Aircraft Intermediate Maintenance Department (AIMD) for repair. Organizational maintenance personnel repair faulty aircraft wiring and connectors.

b. Intermediate Level. Intermediate level maintenance is performed on those WRAs and Shop Replaceable Assemblies (SRAs) beyond the organizational level's capability to repair. These actions include test, check and test, repair, and calibration of WRAs and SRAs using common and peculiar support equipment. WRAs are fault isolated to defective SRAs or components using the appropriate support equipment. The faulty SRA is removed, repaired, and replaced. The WRA performance is verified using the appropriate test equipment. Those items beyond the capability of repair at the intermediate activity will be forwarded to the appropriate depot activity for repair or disposition.

(1) Preventive Maintenance. PM for all systems consists of scheduled corrosion inspections and preservation of all equipment in accordance with NAVAIR 16-1-540, Technical Manual for Avionics Cleaning and Corrosion Prevention and Control, and NAVAIR 01-1A-509 for non-avionics equipment.

(2) Corrective Maintenance. CM consists of fault verification and forwarding defective component to depot level repair facility.

(3) The following systems are not repaired at the intermediate level but go directly from organizational level to depot level:

a) AN/APN-234	Weather Radar
b) LTN-211	Omega Navigation System
c) AN/ARN-126	Radio Receiving Set (Navigation)
d) AN/APN-233	Doppler Navigation System
e) N15F210B (Dukane)	Underwater Acoustic Beacon
f) OA-8697/ARD	UHF Radio Direction Finder
g) AN/ARC-175	VHF Voice Radio System

The AN/ASN-116 AHRS has been approved for limited intermediate level repair. The AM-6674A/ASN-116 Electronic Control Amplifier component is repaired at the intermediate level. All other AN/ASN-116 system components are fault verified at the AIMD level. Confirmed malfunctioning units are returned to the Designated Repair Point for repair. Units which pass all tests and operate within specifications are returned to supply. The AN/ASN-116 AHRS will be replaced by the dual CAINS II which will not be repaired at this maintenance level.

c. Depot Level. Depot level maintenance consists of major overhaul or a complete rebuilding, manufacture, or modification of parts, assemblies, subassemblies, and end items which are beyond the capabilities of intermediate level maintenance. SRAs and WRAs are forwarded to the appropriate Naval Aviation Depot (NAVAVNDEPOT), other interservice agency, or commercial contractor for repair or overhaul as required. The Navy Support Date (NSD) for this program was third quarter FY87. NSD for CAINS II is the second quarter of FY00. NSD for the SLEP installations and modifications is the second quarter FY02.

d. Sources of Technical Assistance. NA.

e. Interim Maintenance. NA.

2. Operational Concept. The C-2A(R) is operated from shore sites, both within the continental United States and overseas, and at sea, aboard aircraft carriers. The primary mission of the C-2A(R) Aircraft is to provide high priority cargo, mail, and passengers by rapid and continuous supply and re-supply to deployed naval carrier battle groups. Payloads of up to 8,600 pounds can be delivered to carriers; payloads as high as 10,000 pounds can be accommodated for land operation.

3. Manning Concept. Qualitative and quantitative manpower requirements of the C-2A(R) Aircraft are driven by the total preventive and corrective maintenance and operational requirements of each squadron. Manpower requirements referenced in this document were taken from approved Activity Manpower Documents (AMDs).

In June 1995, two Navy Enlisted Classifications (NECs) for the C-2 Aircrewman, Loadmaster, NEC 8279, and the Inflight Plane Captain, NEC 8258, were

consolidated into the C-2A Transport Aircrewman, NEC 8279. Upon completion of formal training at the Fleet Readiness Squadron (FRS), the graduate will be designated C-2A Transport Second Aircrewman until final qualification as a C-2A Transport First Aircrewman (Crew Chief). The Chief of Naval Operations (CNO) code N889F6 has submitted inputs to the NEC Manual to reflect these program changes.

J. LOGISTICS

1. Manufacturer. Grumman Aerospace Corporation
Bethpage, Long Island, New York

2. Contract Number. N00019-82-C-0125

3. Integrated Logistics Support Plan Development The C-2A(R) Integrated Logistics Support Plan (ILSP) was last approved in July 1994.

4. Technical Data Plan New technical publications were prepared by the contractor to the appropriate specifications for the C-2A(R). Organizational and most intermediate maintenance manuals were submitted to the NAVAVNDEPOT North Island, two months prior to delivery of the first aircraft. The In-Process Review, validation, and verification were conducted in accordance with MIL-M-85337. Publications were delivered concurrent with the start of initial training, June 1985.

Additional publications were developed for approximately 40 specific parts that were not covered in the new technical manuals. These publications were for intermediate and depot levels of maintenance and have been delivered to the fleet.

Technical publication changes required to support the GPS (ECP 795-92) were provided to the fleet in FY96 and for CAINS II in the fourth quarter of FY97. Technical publication changes required to support the C-2A(R) SLEP will be provided to the fleet in FY00. These will include revised organizational and intermediate maintenance publications to address ECPs 802-92, 821-93, 727-87, and 816-93, and the GPWS.

5. Special Test Sets, Special Tools, Special Test Equipment, and General Purpose Test Equipment Existing test equipment available in the Navy inventory is used to the greatest extent possible for C-2A(R) support. Special tools and test equipment are ordered through normal supply channels. Items not available through normal supply channels will be procured through individual contracts with applicable vendors. Special tools and test equipment required to support C-2A(R) SLEP have not yet been determined.

6. Spare/Repair Parts Required The Material Support Date (MSD) for the C-2A(R) Aircraft was January 1987. Spares and repair parts are available through normal supply channels. For SLEP, after MSD spare and repair parts can be requisitioned through normal supply channels.

7. Contractor Engineering and Technical Services and Contractor Maintenance Support. Contractor Engineering and Technical services (CETS) and Contractor Maintenance Support (CMS) were provided by the contractor for training of Carrier Airborne Early Warning Squadron (VAW) 120 and Naval Aviation Maintenance Training Group (NAMTRAGRU DET) personnel. Initial training for VAW-120, NAMTRAGRU DET instructors, and fleet cadre personnel has been completed. CETS are being provided to support specific C-2A(R) systems. CETS or CMS to support the GPS will be provided by the contractor. CETS or CMS, to support the C-2A(R)SLEP ECP upgrades, will be provided by the Navy.

K. SCHEDULES

1. Schedule of Events

a. Installation Schedule Between FY85 and FY90, 39 C-2A(R) Aircraft were delivered to the Navy. There are no plans for additional aircraft to be procured in the future. Installation of the GPS began in late FY95. The GPS is being installed at a rate of 6 per quarter for a total of 38. Installation of the CAINS II will take place in FY98 and SLEP upgrades will begin in FY00.

b. Ready For Operational Use Schedule The GPS and C-2A(R) SLEP ECP upgrades will be considered Ready For Operational Use (RFOU) upon completion of installation.

c. Foreign Military Sales and Other Source Delivery Schedule NA

d. Training Devices and Technical Training Equipment Delivery Schedule Training devices and training aids are in place at VAW-120, Maintenance Training Unit (MTU) 1025, and MTU 1026. These devices and aids are described in Part IV of this NTP, and the E-2C Aircraft NTP, A-50-8716C/A.

(1) Training Device Modifications Training devices requiring modifications are listed below. The E-2/C-2 Operational Flight Trainer (OFT), Device 2F166, formerly located at VAW-110, NAS Miramar, is being converted into a C-2A OFT and will include the GPS and CAINS II. This OFT is scheduled for delivery to VAW-120, NAS Norfolk, in FY97. A new C-2A OFT will be built and delivered to VRC-30 in FY00. VRC-30's OFT will include the GPS, CAINS II and SLEP upgrades. Completion schedules for the modifications to the other listed devices have not yet been determined and will be included in future updates to this NTP.

TRAINING SITE	TRAINING DEVICE	MODIFICATION		DATE
VAW-120	Operational	Airframes Change		
NAS Norfolk	Flight Trainer	AFC 150:	GPS	FY97
	2F168	OSIP 24-94:	SLEP	FY00
		AFC 156:	CAINS II	FY98
MTU 1026	Integrated Avionics	AFC 150:	GPS	FY96
	Systems Trainer	AFC 156:	CAINS II	FY98
		OSIP 24-94:	GPWS	TBD
			AN/ARC-210	TBD
VRC-30	Operational	AFC 150:	GPS	FY01
NAS North Island	Flight Trainer	OSIP 24-94:	SLEP	FY01
	2F168	AFC 156:	CAINS II	FY01

(2) Computer Aided Instruction. Currently, the Computer Aided Training (CAI) Device 4E12 (used by student pilots at VAW-120), uses a dual screen configuration which prevents fleet exportability. In addition, current hardware and software are technically difficult and expensive to maintain. Therefore, the CAI Device 4E12 will be upgraded beginning in FY97 with single screen monitors, new hardware, and new authoring language software. This upgrade will allow the CAI lessons to be easily exported to all C-2A(R) fleet squadrons. Lesson delivery to fleet squadrons will begin in mid-FY97. The new software will be able to run on the existing GPS laptop computers that are currently available. These lessons will cover the following aircraft systems: engines, propellers, hydraulics, electrical, environmental, fuel, and navigation.

2. Time Required to Install NA.

L. MANPOWER REQUIREMENTS

1. Equipment, Subsystems, and Systems NA.

2. Aircraft Subsystems, Systems, and Equipment

a. Aircrew

AIRCREW REQUIREMENTS PER C-2A REPROCURRED AIRCRAFT FOR VRC-30 & VRC-40

POSITION	DESIGNATOR RATE/RATING	NOBC/NEC	CREW RATIO
Pilot	1311	8597	1.5
Co-pilot	1311	8597	1.5
Aircrewman:			
First	E4-E7	8279	1.5
Second	E3-E7	8279	1.5

b. Estimated Maintenance Man-Hours per Flight Hour C-2A(R) manpower requirements are based on Manpower Authorizations and approved AMDs as follows: VAW-120 (UIC 09527 dated 04 December 1995 and UIC 30680 dated 22 June 1995), VRC-30 (dated 22 June 1995), VRC-40 (dated 22 June 1995), MTU 1025 and MTU 1026 (dated 01 March 1995).

c. Proposed Utilization Refer to the appropriate Required Operational Capability/Projected Operational Environment (ROC/POE) for each squadron's monthly utilization rate and average sortie length.

d. Recommended Quantitative and Qualitative Manpower Requirements Manpower requirements for the C-2A(R) are contained in the AMDs. VRC-30, VRC-40, and VAW-120 are composite squadrons consisting of different types of aircraft. This NTP depicts the training requirement for C-2A(R) pilots, aircrew, and organizational maintenance personnel. Training requirements for the other aircraft types are listed in the appropriate aircraft NTP. There are no intermediate maintenance billets in these three squadrons that support the C-2A(R) Aircraft. C-2A intermediate maintenance is normally performed by personnel supporting E-2C squadrons and Sea Operational Detachments.

M. TRAINING CONCEPT

1. Training Applicable to Military, Civilian, and Foreign Personnel C-2A(R) pilot and enlisted aircrew training is conducted at the FRS, VAW-120. Organizational maintenance training is conducted at MTU 1025, NAMTRAGRU DET Miramar, and MTU 1026, NAMTRAGRU DET Norfolk.

A new training concept for most aviation maintenance training is currently being established. This entails dividing A1 courses into two or more classes called core and strand, and C1 courses into initial and career training classes. Core classes will include general knowledge and skills training for the particular rating, while strand classes will focus on the more specialized training requirements for that rating and a specific aircraft or equipment, based on the student’s fleet activity destination. Strand training will immediately follow core training and is part of the A1 school. Upon completion of core and strand A1 schools, graduates will attend the appropriate initial C1 school for additional specific training. C1 initial training is intended for students with a paygrade of E-4 and below. Career training will be provided to personnel E-5 and above to enhance their skills and knowledge within their field.

NOTE: Under the new C1 Course training concept, the following percentages of personnel are to be trained:

C1 Course Initial Training (for E-4 and below personnel) - 100%.
C1 Course Career Training (for E-5 and above personnel) - 60%.

a. Initial Training Initial training for aircrew, organizational maintenance personnel, and instructor cadre was completed by Grumman Aircraft Corporation at VAW-120 in 1986.

(1) Operator/Aircrew Initial operator training for the GPS was provided by the contractor in FY95 prior to DT&E. Initial aircrew training for C-2A(R) CAINS II and SLEP upgrades will be provided by Navy personnel in FY97 and FY99 respectively.

(2) Maintenance. Initial maintenance training for the GPS was provided by the contractor in FY95 prior to DT&E. Initial maintenance training for C-2A(R) CAINS II and SLEP upgrades will be provided by Navy personnel in FY97 and FY99 respectively.

(3) Team. NA.

(4) Officer. See Operator Training above.

(5) Industrial. NA.

b. Follow-on Training

(a) Operator. The FRS, VAW-120, provides all C-2A(R) pilot and aircrew training. Pilot and aircrew training will be modified to include the appropriate elements of the CRRC mission. If needed, a separate Navy Training System Plan will be developed to identify training requirements in support of the CRRC mission.

(1) Pilot. To modernize the C-2A Pilot Academic Ground School at VAW-120, CAI was established in FY88. All components of this sophisticated computer system are commercially available, off-the-shelf hardware. The current CAI Device 4E12 configuration consists of a 386-based computer driving multiple high resolution computer monitors including a file server, monitoring station, several student stations, graphics stations, and a development station. Student interaction is accomplished via touch screen technology.

CAI Device 4E12 supports all CNO approved syllabi for C-2A system operators. CAI provides a supplemental form of education to enhance the academic portion of training prior to the hands-on experience gained in simulators and the aircraft.

All C-2A(R) pilot courses are established and Ready For Training (RFT).

a. Category I

Track title	C-2A(R) Category I Fleet Replacement Pilot
Track number	D-2B-2351
Track length	158 days
Location	VAW-120, NAS Norfolk

b. Category II

Track title	C-2A(R) Category II Fleet Replacement Pilot
Track number	D-2B-2352
Track length	114 days
Location	VAW-120, NAS Norfolk

c. Category III

Track title	C-2A(R) Category III Fleet Replacement Pilot
Track number	D-2B-2353
Track length	92 days
Location	VAW-120, NAS Norfolk

d. Category IV

Track title	C-2A(R) Category IV Fleet Replacement Pilot
Track number	D-2B-2354
Track length	24 days
Location	VAW-120, NAS Norfolk

(2) Aircrew. In June 1995, the C-2 Aircrewman, Loadmaster, NEC 8279, and the Inflight Plane Captain, NEC 8258, were consolidated into the C-2A Transport Aircrewman, NEC 8279. Upon completion of formal training at the FRS, the graduate will be designated C-2A Transport Second Aircrewman until final qualification as a C-2A Transport First Aircrewman (Crew Chief). Transition training is required for personnel with only one NEC. New courses have been established to provide the necessary training to new students as well as personnel requiring transition training. A C-2A(R) Transport Second Aircrewman Category II course is being developed by VAW-120 and will be established by October 1997.

a. Track title..... C-2A(R) Transport Second Aircrewman Category I
Track number..... D-050-2302
Track length..... 135 days
RFT date..... On-line
Location..... VAW-120, NAS Norfolk
Source rating..... AD, AE, AM
Skill identifier..... NEC 8279
Prerequisite training.. Naval Aircrewman candidate course

b. Track title..... C-2A(R) Loadmaster Transition Course
Track number..... D-050-2304
Track length..... 17 days
Training dates..... Jun 95 - Sep 96
Location..... VAW-120, NAS Norfolk
Source rating..... AD, AE, AM
Skill identifier..... NEC 8279
Prerequisite training.. D-050-2300

c. Track title ..... C-2A(R) Inflight Plane Captain Transition Course
Track number..... D-050-2305
Track length..... 17 days
Training dates..... Jun 95 - Sep 96
Location..... VAW-120, NAS Norfolk
Source rating..... AD, AE, AM
Skill identifier..... NEC 8279
Prerequisite training.. D-050-2301 (NEC 8258)

(b) Maintenance

(1) Organizational Level. Follow-on training for C-2A(R) organizational maintenance is provided by MTU 1025 and MTU 1026. The aircraft's airframes, hydraulics, and power plants training tracks have been modified to reflect the initial and career training concept. The modified training tracks, along with the other established training tracks for C-2A(R) organizational maintenance are listed below:

a. Track title..... E-2/C-2 Group 0 Power Plants and Related Systems Initial Organizational Maintenance
Track number..... D-601-0315
Track length..... 37 days
RFT date..... On-line
Location..... MTU 1026, NAS Norfolk
Source rating..... AD
Sill identifier..... NEC 8805
Prerequisite training.. AD A1 or equivalent

b. Track title..... E-2/C-2 T56-A-425 Power and Related Systems Career Organizational Maintenance
Track number..... D-601-0310
Track length..... 16 days
RFT date..... On-line
Location..... MTU 1026, NAS Norfolk
Source rating..... AD
Skill identifier..... NEC 8305
Prerequisite training.. D-601-0315

c. Track title..... E-2/C-2 Airframes and Hydraulic Systems Initial Organizational Maintenance
Track number..... D/E-602-0384
Track length..... 37 days
RFT date..... On-line
Locations..... MTU 1025, NAS Miramar
..... MTU 1026, NAS Norfolk
Source rating..... AMH, AMS
Skill identifier..... NEC 8805
Prerequisite training.. AMH A1 or AMS A1 or equivalent

d. Track title..... E-2/C-2 Airframes and Hydraulic Systems Career Organizational Maintenance
Track number..... D/E-602-0381
Track length..... 23 days
RFT date..... On-line
Locations..... MTU 1025, NAS Miramar
..... MTU 1026, NAS Norfolk
Source rating..... AMH, AMS
Skill identifier..... NEC 8305
Prerequisite training.. D/E-602-0384

e. Track title..... E-2/C-2 Environmental Systems Organizational Maintenance
Track number..... D/E-602-0260
Track length..... 22 days
RFT date..... On-line
Locations..... MTU 1025, NAS Miramar
..... MTU 1026, NAS Norfolk
Source rating..... AME
Skill identifier..... NEC 8305
Prerequisite training.. AME A1

f. Track title..... C-2A Electronic Systems Organizational Maintenance
Track number..... D-102-2321
Track length..... 43 days
RFT date..... On-line

Location..... MTU 1026, NAS Norfolk
Source rating..... AT
Skill identifier..... NEC 8307
Prerequisite training.. AV A1 or equivalent

g. Track title..... C-2 Electrical and Instrument Systems Organizational Maintenance
Track number..... D/E-602-2351
Track length..... 38 days
RFT date..... On-line
Locations..... MTU 1025, NAS Miramar
..... MTU 1026, NAS Norfolk
Source rating..... AE
Skill identifier..... NEC 8307
Prerequisite training.. AE A1 or equivalent

h. Track title..... E-2/C-2 Non-Designated Airman/Plane Captain
Track number..... D/E-600-0300
Track length..... 25 days
RFT date..... On-line
Locations..... MTU 1025, NAS Miramar
..... MTU 1026, NAS Norfolk
Source rating..... All aviation ratings
Skill identifier..... None
Prerequisite training.. None

i. Course title..... E-2C Electrical Connector/ Harness Repair
Track number..... C-602-3489
Track length..... 19 days
RFT date..... On-line
Locations..... MTU 1025, NAS Miramar
..... MTU 1026, NAS Norfolk
Source rating..... AE/AT
Skill identifier..... None
Prerequisite training.. Min. 3 months practical experience in AE or AT work center environment

(2) Intermediate Level. Intermediate maintenance training to support the C-2A(R) is depicted in the following training tracks. For annual student training requirements, refer to the E-2C NTP, A-50-8716C/A.

a. Track title..... E-2/C-2 T56 Engine and Related Systems Intermediate Maintenance
Track number..... E-601-3011
Track length..... 58 days
RFT date..... On-line
Location..... MTU 1025, NAS Miramar
Source rating..... AD
Skill identifier..... NEC 6423
Prerequisite training.. AD A1 or equivalent

b. Track title..... Hydraulic Components Intermediate Maintenance
Track number..... D/E-602-4008
Track length..... 23 days
RFT date..... On-line
Locations..... MTU 1003, NAS Oceana
..... MTU 1025, NAS Miramar

Source rating..... AMH, AMS
Skill identifier..... NEC 7212
Prerequisite training.. AMH A1, AMS A1, or equivalent

c. Track title..... Electronic Identification Equipment Intermediate Maintenance
Track number..... D/E-102-6039
Track length..... 65 days
RFT date..... On-line
Locations..... MTU 1025, NAS Miramar
..... MTU 1003, NAS Oceana
Source rating..... AT
Skill identifier..... NEC 6609
Prerequisite training.. AV A1 or equivalent

d. Track title..... Digital Data Link Communications Equipment Intermediate Maintenance
Track number..... D/E-102-6059
Track length..... 33 days
RFT date..... On-line
Locations..... MTU 1003, NAS Oceana
..... MTU 1036, NAS North Island
Source rating..... AT
Skill identifier..... NEC 6607
Prerequisite training.. AV A1 or equivalent

e. Track title..... Radar Altimeter Equipment Intermediate Maintenance
Track number..... D-102-6109
Track length..... 30 days
RFT date..... On-line
Location..... MTU 1011, NAS Jacksonville
Source rating..... AT
Skill identifier..... NEC 6605
Prerequisite training.. AV A1 or equivalent

f. Track title..... TACAN/Radio/Navigation Equipment Intermediate Maintenance
Track number..... D/E-102-6113
Track length..... 30 days
RFT date..... On-line
Locations..... MTU 1003, NAS Oceana
..... MTU 1025, NAS Miramar
Source rating..... AT
Skill identifier..... NEC 6612
Prerequisite training.. AV A1 or equivalent

g. Track title..... UHF Communications, ADF, and ICS Equipment Intermediate Maintenance
Track number..... D/E-102-6152
Track length..... 40 days
RFT date..... On-line
Locations..... MTU 1025, NAS Miramar
..... MTU 1003, NAS Oceana
Source rating..... AT
Skill identifier..... NEC 6611
Prerequisite training.. AV A1 or equivalent

h. Track title..... Aircraft Instrument Intermediate Maintenance
Track number..... D/E-602-5062
Track length..... 44 days
RFT date..... On-line
Locations..... MTU 1011, NAS Jacksonville
..... MTU 1025, NAS Miramar
Source rating..... AE, AT
Skill identifier..... NEC 7137
Prerequisite training.. AE A1, AV A1, or equivalent

(c) Team/Proficiency. NA.

(d) Officer. See Operator Training above.

(e) Industrial. NA.

2. Training Pipelines or Tracks No new training tracks are required as a result of this NTP. The following revisions are required to update the tracks with the most current data affecting C-2A(R) training.

(a) D-102-2321, C-2A Systems Organizational Maintenance In Pipeline Courses, add AN/ARC-210(V) to C-102-9496. No change to course or track length. This change will take place in FY00 in conjunction with C-2A(R) SLEP upgrades.

(b) D-602-2351, C-2 Electric and Instrument System Organizational Maintenance. In Pipeline Courses, add CAINS II in FY97 and C-2A(R) SLEP ECP upgrades in FY00 to course C-602-9495. No change to course or track length.

3. Explosive Ordnance Disposal Training NA.

4. Selected Reserve (SELRES) Training NA.

N. ON-BOARD TRAINING

1. Proficiency Training On-board proficiency training is conducted to improve and enhance the capabilities of individuals. The Maintenance Training Improvement Program (MTIP) is used to establish an effective and efficient training system that is responsive to fleet training requirements.

2. Personnel Qualification Standards Personnel Qualification Standards (PQS) has been developed for all aircrew personnel, as required. The PQS program for flight crew personnel is managed by the PQS Development Group of the Naval Education and Training Program Management Support Activity, Pensacola, Florida.

3. Maintenance Training Improvement Program The Maintenance Training Improvement Program (MTIP) is a training management tool that, through diagnostic testing, identifies individual training deficiencies at both the organizational and intermediate levels of maintenance. The MTIP allows increased effectiveness in the application of training resources through identification of skill and knowledge deficiencies at the activity, work center, or individual technician level. Remedial training is concentrated where needed to combat identified skill and knowledge shortfalls.

The MTIP question and answer banks for C-2A maintenance have been updated by the Carrier Airborne Early Warning Wing at Norfolk with information provided by Grumman. MTIP question and answer banks are being updated by the Carrier Airborne Early Warning Wing at Norfolk with GPS information provided by the contractor. In FY98 and FY00, these question and answer banks will be updated with C-2A(R) CAINS II and SLEP ECP upgrades information provided by the Navy.

4. Other On-board Training Packages NA.

O. LIST OF RELATED NAVY TRAINING PLANS

NTP/DOCUMENT TITLE	DOCUMENT/ NTP NUMBER	PDA CODE	STATUS
AN/ARN-118(V) Tactical Air Navigation System NTP	A-50-8307B/A	PMA209	Approved Sep 94
AN/ASN-156 Ground Proximity Warning System NTP	A-50-8815A/D	PMA209	Draft Aug 95
AN/ARC-210(V) Electronic Protection Radio NTP	A-50-9012B/P	PMA209	Proposed Aug 95
E-2C Aircraft NTP	A-50-8716C/A	PMA231	Approved Aug 94
Instrument Repair Program NTP	A-50-8510/A	PMA260	Approved Apr 92
LTN-211 OMEGA/VLF Navigation System NTP	A-50-8003/A	PMA209	Approved Dec 80
NAVSTAR Global Positioning System (GPS) NTP	E-70-8215C/A	PMW142	Approved May 89
Parkhill (KY-65/75) NTP	E-70-7705A/A	PMW151-32A	Approved Jun 87
Standard Central Air Data Computer (SCADC) NTP	A-50-8402B/A	PMA209	Approved Jan 93
TSEC/KY-57/58 (Vinson) NTP	E-70-8001A/A	PMW151-32A	Approved Jul 86
C-2A(R) Integrated Logistics Support Plan	ACILSP-397	PMA(F)221	Approved Dec 93 (Update is in process)

PART II - BILLET AND PERSONNEL REQUIREMENTS

The following elements are not affected by the C-2A(R) Aircraft and, therefore, are not included in Part II of this NTP:

II.A. BILLET REQUIREMENTS

II.A.1.c. Total Number of Billets Required by Fleet Support Units and/or Activities - New

II.A.1.d. Total Fleet and Fleet Support Billets for New System

II.A.2.b. Military Billets per Fleet Operational Unit (Including Fleet Readiness Squadrons (FRS) and/or Activities - Old

II.A.2.c. Total Number of Billets to be Replaced in Fleet Support Units and/or Activities - Old

II.A.2.d. Total Fleet and Fleet Support Billets for Old/Replaced System

II.A.3. Net Total Officer and Enlisted Fleet and Fleet Support Billet Requirements

II.B. PERSONNEL REQUIREMENTS

II.B.1. Fleet and Fleet Support Adjusted Annual Training Input Requirements - Class "A" School Training

II.B.3. Foreign, Other Service, and Non-Military Personnel Annual Training Input Requirements

II.B.4. Reserve Personnel Mobilization Adjusted Annual Training Input Requirements

PART II - BILLET AND PERSONNEL REQUIREMENTS

II.A. BILLET REQUIREMENTS

II.A.1.a Ready for Operational and Fleet Support Use - New Development Introduction Schedule

Date: 13 Nov 95
Source: C-2A WSPD

UNIT/ACTIVITY/SQUADRON/HULL NO./UIC	PRIOR YRS	FY97	FY98	FY99	FY00	FY01
VAW-120/09527	X					
VAW-120/30680	X					
VRC-30/09607	X					
VRC-40/09303	X					

II.A.1.b. Military Billets per Fleet Operational Unit [Including Fleet Readiness Squadrons (FRS)] and/or Activities - New

AIRCRAFT SQUADRON E/S/S DESIGNATION	TOTAL PER SQUADRON/ E/S/S OFF	ENL	OPER/ AIRCREW OFF	ENL	MAINTENANCE OFF	ENL	O & M/ OTHER OFF	ENL	TEAM OFF	ENL	RANK/ RATE/ RATING	NOBC/ PNEC/ PMOS	SNEC/ SMOS
VAW-120/09527	88	331	Refer to the VAW-120 (UIC 09527) AMD, dated 04 Dec 95										
VAW-120/30680	19	76	Refer to the VAW-120 (UIC 30680) AMD, dated 22 Jun 95. (Includes E-2C manpower requirements.)										
VRC-30/09607	34	247	Refer to the VRC-30 AMD, dated 22 Jun 95.										
VRC-30 Sea Duty Component/52947	53	269	Refer to the VRC-30 Sea Duty Component AMD, dated 22 Jun 95.										
VRC-30 Det 5/ 39491	7	51	Refer to the VRC-30 Det 5 AMD, dated 22 Jun 95.										
VRC-40/09303	17	134	Refer to the VRC-40 AMD, dated 22 Jun 95.										
VRC-40 Sea Duty Component/45592	35	173	Refer to the VRC-40 Sea Duty Component AMD, dated 22 Jun 95.										

II.A.2.a Fleet and Fleet Support Replacement - Phase Out Schedule

Date: Jan 95
Source: NAVAIRSYSCOM
Code: PMA205-1D

UNIT/ACTIVITY/SQUADRON/HULL NO.	UIC	PRIOR YRS	FY97	FY98	FY99	FY00	FY01
VAW-110/30658		X					
VRC-50/09612		X					

Note: VAW-110 and VRC-50 decommissioned in FY94.

II.A.4. Training Activities Staff (Instructor/Support) Billet Requirements

COURSE/TYPE OF TRAINING/CIN	SCHOOL/ LOCATION/UIC	PRIOR YRS		FY97		FY98		FY99		FY00		FY01		DESIG/	PNEC/	PMOS/
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	RATING	PMOS	SMOS
INSTRUCTORS																
E-2/C-2 Power Plants and Related Systems Org. Maint./ D-601-0310 and D-601-0315	MTU 1026/ NAMTG Norfolk 66046	0	5	0	0	0	0	0	0	0	0	0	0	AD	8305	9502
E-2/C-2 Airframes		0	2	0	0	0	0	0	0	0	0	0	0	AMH	8305	9502
and Hydraulic Systems Org. Maint./D-602-0381 and D-602-0384		0	1	0	0	0	0	0	0	0	0	0	0	AMS	8305	9502
E-2/C-2 Environmental Systems Org. Maint./ D-602-0260		0	2	0	0	0	0	0	0	0	0	0	0	AME	8305	9502
C-2A Electronic Systems		0	1	0	0	0	0	0	0	0	0	0	0	AT	8307	9502
Org. Maint./D-102-2321		0	1	0	0	0	0	0	0	0	0	0	0	AT	8305	9502
C-2 Electrical and		0	2	0	0	0	0	0	0	0	0	0	0	AE	8307	9502
Instrument Systems Org. Maint./D-602-2351		0	1	0	0	0	0	0	0	0	0	0	0	AE	8305	9502
SUPPORT																
Maintenance,		0	1	0	0	0	0	0	0	0	0	0	0	AD	8305	8375
Administrative,		0	1	0	0	0	0	0	0	0	0	0	0	AD	8305	
and Other		0	1	0	0	0	0	0	0	0	0	0	0	AMS	8305	
TOTALS:		0	18	0	0	0	0	0	0	0	0	0	0			

II.A.4. Training Activities Staff (Instructor/Support) Billet Requirements (Continued)

COURSE/TYPE OF TRAINING/CIN INSTRUCTORS	SCHOOL/ LOCATION/UIC	PRIOR YRS OFF	PRIOR YRS ENL	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL	DESIG/ RATING	PNEC/ PMOS	PMOS/ SMOS
E-2/C-2 Power Plants and /Related Systems Org. Maint./ E-601-0310	MTU1025/ NAMTG Miramar 66064	0	4	0	0	0	0	0	0	0	0	0	0	AD	8305	9502
E-2/C-2 Airframes		0	3	0	0	0	0	0	0	0	0	0	0	AMH	8305	9502
and Hydraulic		0	3	0	0	0	0	0	0	0	0	0	0	AMS	8305	9502
Systems Org. Maint./ E-602-0381 and E-602-0384																
E-2/C-2 Environmental Systems Org. Maint./ E-602-0260		0	1	0	0	0	0	0	0	0	0	0	0	AME	8305	9502
C-2Electronic Systems Org. Maint./E-102-2321		0	1	0	0	0	0	0	0	0	0	0	0	AT	8307	9502
C-2 Electrical and Instrument Systems Org. Maint./E-602-2351		0	2	0	0	0	0	0	0	0	0	0	0	AE	8307	9502
SUPPORT																
Maintenance,		0	1	0	0	0	0	0	0	0	0	0	0	AD	8305	
Administrative,		0	1	0	0	0	0	0	0	0	0	0	0	AMH	8305	
and Other		0	1	0	0	0	0	0	0	0	0	0	0	AMS	8305	
		0	1	0	0	0	0	0	0	0	0	0	0	AT	8305	
TOTALS:		0	18	0	0	0	0	0	0	0	0	0	0			

II.A.5. Chargeable Student Billet Requirements

ACTIVITY/LOCATION/UIC		FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
VAW-120/ NAS Norfolk/ 30680	USN	20.6	22.1	20.3	19.0	20.3	20.4	20.4	20.0	20.3	19.6
MTU 1025/ NAMTG Miramar/ 66064	USN	0	8.9	0	8.0	0	8.3	0	8.7	0	8.3
MTU 1026/ NAMTG Norfolk/ 66046	USN	0	12.6	0	12.4	0	11.9	0	12.8	0	12.2
TOTAL:		20.6	43.6	0.3	39.4	20.3	40.5	20.4	41.5	20.3	40.1

II.A.6. Net Annual Incremental and Cumulative Billet Increases/Decreases - Navy

		BILLET BASE	FY97 +/- CUM	FY98 +/- CUM	FY99 +/- CUM	FY00 +/- CUM	FY01 +/- CUM
a. Officer							
Fleet Billets	ACDU/TAR	253	+ 0/253	+ 0/253	+ 0/253	+ 0/253	+ 0/253
Chargeable Student Billets	ACDU/TAR	20.6	+ 0/20.6	-O.3/20.3	0/ 20.3	+0.1/20.4	-0.1/20.3
b. Enlisted							
Fleet Billets	ACDU/TAR	1281	+ 0/1281	+ 0/1281	+ 0/1281	+ 0/1281	+ 0/1281
Staff Billets (Instructor/ Support)	ACDU/TAR	36	+ 0/ 36	+ 0/ 36	+ 0/ 36	+ 0/ 36	+ 0/ 36
Chargeable Student Billets	ACDU/TAR	43.6	0/ 43.6	-4.2/ 39.4	+1.1/ 40.5	+1.0/41.5	-1.4/ 40.1

II.B. PERSONNEL REQUIREMENTS

II.B.2. Fleet and Fleet Support Adjusted Annual Training Input Requirements - Skill Progression and Functional Training

COURSE/ TYPE OF TRAINING	ACDU/TAR/ SELRES	DESIG RATING	PNEC/ PMOS	SNEC/ SMOS	CIN	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
Operation/Aircrew															
C-2A Category I	ACDU	1311			2B-2351	12	0	12	0	11	0	11	0	11	0
Fleet Repl. Pilot	ACDU	1312				16	0	15	0	16	0	16	0	16	0
Course Length: 22.8 weeks	Course Attrition Factor: 0%		Sea Tour Length: 36.0		Backout Factor: 0.46										
C-2A Category II	ACDU	131			2B-2352	6	0	6	0	6	0	6	0	6	0
Fleet Repl. Pilot	ACDU	1312				15	0	15	0	15	0	15	0	15	0
Course Length: 16.4 weeks	Course Attrition Factor: 0%		Sea Tour Length: 30.0		Backout Factor: 0.33										
C-2A Category III	ACDU	1311			2B-2353	2	0	2	0	2	0	2	0	2	0
Fleet Repl. Pilot	ACDU	1312				3	0	4	0	4	0	3	0	4	0
Course Length: 13.2 weeks	Course Attrition Factor: 0%		Sea Tour Length: 30.0		Backout Factor: 0.26										
C-2A Category IV	ACDU	1302			2B-2354	1	0	10		0	0	1	0	1	0
Fleet Repl. Pilot	ACDU	1311				5	0	5	0	5	0	5	0	5	0
	ACDU	1312				3	0	2	0	2	0	3	0	2	0
Course Length: 3.6 weeks	Course Attrition Factor: 0%		Sea Tour Length: 30.0		Backout Factor: 0.07										

II.B.2. Fleet and Fleet Support Adjusted Annual Training Input Requirements - Skill Progression and Functional Training (Continued)

COURSE/ TYPE OF TRAINING	ACDU/TAR/ SELRES	DESIG RATING	PNEC/ PMOS	SNEC/ SMOS	CIN	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
Operation/Aircrew (Continued)															
C-2A(R) Transport	ACDU	AD	8279		050-2302	0	4	0	3	0	4	0	3	0	4
Second Aircrewman	ACDU	AE	8279			0	6	0	4	0	6	0	6	0	4
Category I	ACDU	AME	8279			0	0	0	1	0	0	0	0	0	1
	ACDU	AMH	8279			0	6	0	6	0	6	0	6	0	6
	ACDU	AMS	8279			0	3	0	2	0	3	0	3	0	2
	ACDU	APO	8279			0	36	0	34	0	35	0	35	0	35
	ACDU	APO	8279	9502		0	4	0	4	0	4	0	4	0	4
Course Length: 19.4 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.39															
C-2A Loadmaster Transition Course	ACDU	APO	8279		050-2304	0	15	0	0	0	0	0	0	0	0
Course Length: 2.6 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.05															
C-2A Inflight Plane Captain Transition Course	ACDU	APO	8279		050-2305	0	15	0	0	0	0	0	0	0	0
Course Length: 2.6 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.05															

II.B.2. Fleet and Fleet Support Adjusted Annual Training Input Requirements - Skill Progression and Functional Training (Continued)

COURSE/ TYPE OF TRAINING	ACDU/TAR/ SELRES	DESIG RATING	PNEC/ PMOS	SNEC/ SMOS	CIN	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
Maintenance															
E-2/C-2 Group 0 Power Plants and Related Systems Initial Org. Maint.	ACDU	AD	8805		601-0315	0	17	0	15	0	14	0	17	0	15
Course Length: 5.4 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.11															
E-2/C-2 T56-A-425 Power Plants and Related Systems Career Org. Maint.	ACDU	AD	8305		601-0310	0	25	0	26	0	25	0	25	0	26
	ACDU	AD	8305	9502		0	1	0	0	0	0	0	1	0	0
Course Length: 2.4 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.05															
E-2/C-2 Airframes and Hydraulic Systems Initial Org. Maint.	ACDU	AMH	8805		602-0384	0	8	0	9	0	9	0	8	0	9
	ACDU	AMS	8805			0	26	0	26	0	25	0	26	0	26
Course Length: 5.4 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.11															
E-2/C-2 Airframes and Hydraulic Systems Career Org. Maint.	ACDU	AMH	8305		602-0381	0	11	0	12	0	12	0	11	0	12
	ACDU	AMS	8305			0	20	0	20	0	19	0	20	0	20
	ACDU	AMS	8305	9502		0	1	0	0	0	0	0	1	0	0
	ACDU	APO	8305	9502		0	0	0	1	0	0	0	0	0	1
Course Length: 3.4 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.07															

II.B.2. Fleet and Fleet Support Adjusted Annual Training Input Requirements - Skill Progression and Functional Training (Continued)

COURSE/ TYPE OF TRAINING	ACDU/TAR/ SELRES	DESIG RATING	PNEC/ PMOS	SNEC/ SMOS	CIN	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
Maintenance (Continued)															
E-2/C-2 Environmental Systems Org. Maint.	ACDU	AME	8305		602-0260	0	20	0	19	0	20	0	19	0	20
Course Length: 3.2 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.06															
C-2A Electronic Systems Org. Maintenance	ACDU	AT	8307		102-2321	0	22	0	22	0	21	0	22	0	22
Course Length: 6.2 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.12															
C-2A Electrical and Instrument Systems Org. Maint.	ACDU	AE	8307		602-2351	0	32	0	27	0	28	0	32	0	27
Course Length: 5.6 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.11															
E-2C Electrical Connector/Harness Repair Course	ACDU	AE	8307		602-3489	0	31	0	27	0	28	0	31	0	27
		AT	8307			0	22	0	22	0	21	0	22	0	22
Course Length: 3.0 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.06															

II.B.2. Fleet and Fleet Support Adjusted Annual Training Input Requirements - Skill Progression and Functional Training (Continued)

COURSE/ TYPE OF TRAINING	ACDU/TAR/ SELRES	DESIG RATING	PNEC/ PMOS	SNEC/ SMOS	CIN	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
Maintenance (Continued)															
E-2/C-2 Non-Designated Airman/ Plane Captain	ACDU	AN			600-0300	0	65	0	61	0	61	0	65	0	61

Course Length: 3.8 weeks Course Attrition Factor: 10% Sea Tour Length: 36.0 Backout Factor: 0.08

II.B.5 Total Number of Instructor and Support Personnel Required for Training Activities

SCHOOL/ LOCATION/ UIC	REQUIRED ON BOARD MO	YR	OFFICER COURSE OFF	ENL	OPER COURSE OFF	ENL	MAINT COURSE OFF	ENL	TEAM COURSE OFF	ENL	SUPPORT PERSONNEL OFF	ENL	ACDU/ TAR/ SELRES	RANK/ RATE/ RATING	NOBC/ PNEC/ PMOS	SNEC/ SMOS
MTU1025/	OnBoard		0	0	0	0	0	4	0	0	0	0	ACDU	AD	8305	9502
NAMTG			0	0	0	0	0	3	0	0	0	0	ACDU	AMH	8305	9502
Miramar			0	0	0	0	0	3	0	0	0	0	ACDU	AMS	8305	9502
66064			0	0	0	0	0	1	0	0	0	0	ACDU	AME	8305	9502
			0	0	0	0	0	1	0	0	0	0	ACDU	AT	8307	9502
			0	0	0	0	0	2	0	0	0	0	ACDU	AE	8307	9502
			0	0	0	0	0	0	0	0	0	1	ACDU	AD	8305	
			0	0	0	0	0	0	0	0	0	1	ACDU	AMH	8305	
			0	0	0	0	0	0	0	0	0	1	ACDU	AMS	8305	
			0	0	0	0	0	0	0	0	0	1	ACDU	AT	8305	
MTU1026/	OnBoard		0	0	0	0	0	5	0	0	0	0	ACDU	AD	8305	9502
NAMTG			0	0	0	0	0	2	0	0	0	0	ACDU	AMH	8305	9502
Norfolk			0	0	0	0	0	1	0	0	0	0	ACDU	AMS	8305	9502
66046			0	0	0	0	0	2	0	0	0	0	ACDU	AME	8305	9502
			0	0	0	0	0	1	0	0	0	0	ACDU	AT	8307	9502
			0	0	0	0	0	1	0	0	0	0	ACDU	AT	8305	9502
			0	0	0	0	0	2	0	0	0	0	ACDU	AE	8307	9502
			0	0	0	0	0	1	0	0	0	0	ACDU	AE	8305	9506
			0	0	0	0	0	0	0	0	0	1	ACDU	AD	8305	8375
			0	0	0	0	0	0	0	0	0	1	ACDU	AD	8305	
			0	0	0	0	0	0	0	0	0	1	ACDU	AMS	8305	
	TOTALS:		0	0	0	0	0	29	0	0	0	7				

II.B.6. Total Annual Training Input Requirements to Attain and Sustain Fleet, Fleet Support, Industrial, Foreign Non-Military, Reserve, Instructor, and Support Requirements

COURSE/ TYPE OF TRAINING	SOURCE OF REQUIREMENT	ACDU/ TAR/ SELRES	PNEC/ PMOS	SNEC/ SMOS	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
Operation/Aircrew														
D-2B-2351/	Fleet	ACDU	1311		12	0	12	0	11	0	11	0	11	0
C-2 Category I Fleet Replacement Pilot		ACDU	1312		16	0	15	0	16	0	16	0	16	0
D-2B-2352/	Fleet	ACDU	1311		6	0	6	0	6	0	6	0	6	0
C-2 Category II Fleet Replacement Pilot		ACDU	1312		15	0	15	0	15	0	15	0	15	0
D-2B-2353/	Fleet	ACDU	1311		2	0	2	0	2	0	2	0	2	0
C-2 Category III Fleet Replacement Pilot		ACDU	1312		3	0	4	0	4	0	3	0	4	0
D-2B-2354/	Fleet	ACDU	1302		1	0	1	0	0	0	1	0	1	0
C-2 Category IV Fleet		ACDU	1311		5	0	5	0	5	0	5	0	5	0
Replacement Pilot		ACDU	1312		3	0	2	0	2	0	3	0	2	0
D-050-2302/	Fleet	ACDU	8279		0	55	0	50	0	54	0	53	0	52
C-2A(R) Transport Second Aircrewman Category I		ACDU	8279	9502	0	4	0	4	0	4	0	4	0	4
D-050-2304/ C-2A Loadmaster Transition Course	Fleet	ACDU	8279		0	15	0	0	0	0	0	0	0	0
D-050-2305/ C-2A Inflight Plane Captain Trans. Course	Fleet	ACDU	8279		0	15	0	0	0	0	0	0	0	0

II.B.6. Total Annual Training Input Requirements to Attain and Sustain Fleet, Fleet Support, Industrial, Foreign Non-Military, Reserve, Instructor, and Support Requirements (Continued)

COURSE/ TYPE OF TRAINING	SOURCE OF REQUIREMENT	ACDU/ TAR/ SELRES	PNEC/ PMOS	SNEC/ SMOS	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
MAINTENANCE														
D-601-0315/ E-2/C-2 Group 0 Power Plants and Related Systems Initial Org. Maint.	Fleet	ACDU	8805		0	17	0	15	0	14	0	17	0	15
D-601-0310/	Fleet	ACDU	8305		0	25	0	26	0	25	0	25	0	26
E-2/C-2 T56-A-425 Power Plants and Related Systems Career Org. Maint.		ACDU	8305	9502	0	1	0	0	0	0	0	1	0	0
D/E-602-0384/ E-2/C-2 Airframes and Hydraulic Systems Initial Org. Maint.	Fleet	ACDU	8805		0	34	0	35	0	34	0	34	0	35
D/E-602-0381/	Fleet	ACDU	8305		0	31	0	32	0	31	0	31	0	32
E-2/C-2 Airframes and Hydraulic Systems Career Org. Maint.		ACDU	8305	9502	0	1	0	1	0	0	0	1	0	1
D/E-602-0260/ E-2/C-2 Environmental Systems Org. Maint.	Fleet	ACDU	8305		0	20	0	19	0	20	0	19	0	20
D-102-2321/ C-2A Electronic System Org. Maint.	Fleet	ACDU	8307		0	22	0	22	0	21	0	22	0	22

II.B.6. Total Annual Training Input Requirements to Attain and Sustain Fleet, Fleet Support, Industrial, Foreign Non-Military, Reserve, Instructor, and Support Requirements (Continued)

COURSE/ TYPE OF TRAINING	SOURCE OF REQUIREMENT	ACDU/ TAR/ SELRES	PNEC/ PMOS	SNEC/ SMOS	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
MAINTENANCE (Continued)														
D/E-602-2351/ C-2A Electrical and Instrument Systems Org. Maint.	Fleet	ACDU	8307		0	32	0	27	0	28	0	32	0	27
C-602-3489/ E-2C Electrical Connector/Harness Repair Course	Fleet	ACDU	8307		0	53	0	49	0	49	0	53	0	49
D/E-600-0300/ E-2/C-2 Non-Designated Airman/ Plane Captain	Fleet	ACDU			0	65	0	61	0	61	0	65	0	61
			Totals:		63	390	62	341	61	341	62	357	62	344

PART III - TRAINING REQUIREMENTS

III.A. TRAINING COURSE/TRAINING INPUT REQUIREMENTS

III.A.1. Initial Training

LOCATION/UIC	COURSE/ TYPE OF TRAINING	COURSE DEVEL-OPER/INSTRUCTOR	DATE BEGIN	COURSE LENGTH	STUDENTS OFF	STUDENTS ENL	STUDENTS CIV	ACTIVITY DESTINATION

Initial training for the GPS has been completed. Initial training for CAINS II will be in FY97 and SLEP ECP installations will be conducted by Navy personnel in FY99. Additional information will be included in updates to this NTP.

Information concerning CAINS II is not available at this time.

III.A.2. Follow-on Training (Operation, Maintenance, Operation and Maintenance, Team and Prerequisite

TRAINING ACTIVITY/ LOCATION/UIC	COURSE/ TYPE OF TRAINING	DATE BEGIN/ COURSE LENGTH/ MAX CLASS SIZE/ ACDU/TAR/SELRES	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL	
VAW-120/	D-2B-2351/	Oct 88	28	0	27	0	27	0	27	0	27	0	TOT INPUT
NAS Norfolk/	C-2A CAT I	158 days	28	0	27	0	27	0	27	0	27	0	N INPUT
30680	Fleet Repl	6	28	0	27	0	27	0	27	0	27	0	N OUTPUT
	Pilot	ACDU	12.1	0.0	11.7	0.0	11.7	0.0	11.7	0.0	11.7	0.0	N AOB
			12.1	0.0	11.7	0.0	11.7	0.0	11.7	0.0	11.7	0.0	N CHGBLE
VAW-120/	D-2B-2352/	Oct 88	21	0	21	0	21	0	21	0	21	0	TOT INPUT
NAS Norfolk/	C-2A CAT II	114 days	21	0	21	0	21	0	21	0	21	0	N INPUT
30680	Fleet Repl.	6	21	0	21	0	21	0	21	0	21	0	N OUTPUT
	Pilot	ACDU	6.6	0.0	6.6	0.0	6.6	0.0	6.6	0.0	6.6	0.0	N AOB
			6.6	0.0	6.6	0.0	6.6	0.0	6.6	0.0	6.6	0.0	N CHGBLE
VAW-120/	D-2B-2353	Oct 88	5	0	6	0	6	0	5	0	6	0	TOT INPUT
NAS Norfolk/	C-2A CAT III	92 days	5	0	6	0	6	0	5	0	6	0	N INPUT
30680	Fleet Repl.	6	5	0	6	0	6	0	5	0	6	0	N OUTPUT
	Pilot	ACDU	1.3	0.0	1.5	0.0	1.5	0.0	1.3	0.0	1.5	0.0	N AOB
			1.3	0.0	1.5	0.0	1.5	0.0	1.3	0.0	1.5	0.0	N CHGBLE
VAW-120/	D-2B-2354	Oct 88	9	0	8	0	7	0	9	0	8	0	TOT INPUT
NAS Norfolk/	C-2A CAT IV	24 days	9	0	8	0	7	0	9	0	8	0	N INPUT
30680	Fleet Repl.	6	9	0	8	0	7	0	9	0	8	0	N OUTPUT
	Pilot	ACDU	0.6	0.0	0.5	0.0	0.5	0.0	0.6	0.0	0.5	0.0	N AOB
			0.6	0.0	0.5	0.0	0.5	0.0	0.6	0.0	0.5	0.0	N CHGBLE
VAW-120/	D-050-2302/	Jun 95	0	59	0	54	0	58	0	57	0	56	TOT INPUT
NAS Norfolk/	C-2A(R) Transport	135 days	0	59	0	54	0	58	0	57	0	56	N INPUT
30680	Second Aircrewman	6	0	53	0	49	0	52	0	51	0	50	N OUTPUT
	Category I	ACDU	0.0	20.7	0.0	19.0	0.0	20.3	0.0	20.0	0.0	19.6	N AOB
			0.0	20.7	0.0	19.0	0.0	20.3	0.0	20.0	0.0	19.6	N CHGBLE

III.A.2. Follow-on Training (Operation, Maintenance, Operation and Maintenance, Team and Prerequisite) (Continued)

TRAINING ACTIVITY/ LOCATION/UIC	COURSE/ TYPE OF TRAINING	DATE BEGIN/ COURSE LENGTH/ MAX CLASS SIZE/ ACDU/TAR/SELRES	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL	
VAW-120/	D-050-2304/	Jun 95	0	15	0	0	0	0	0	0	0	0	TOT INPUT
NAS Norfolk/	C-2A Loadmaster	17 days	0	15	0	0	0	0	0	0	0	0	N INPUT
30680	Transition Course	6	0	15	0	0	0	0	0	0	0	0	N OUTPUT
		ACDU	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N AOB
			0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N CHGBLE
VAW-120/	D-050-2305/	Jun 95	0	15	0	0	0	0	0	0	0	0	TOT INPUT
NAS Norfolk/	C-2A Inflight	17 days	0	15	0	0	0	0	0	0	0	0	N INPUT
30680	Plane Captain	6	0	15	0	0	0	0	0	0	0	0	N OUTPUT
	Transition Course	ACDU	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N AOB
			0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N CHGBLE
MTU 1026/	D-601-0315/	Aug 95	0	17	0	15	0	14	0	17	0	15	TOT INPUT
NAS Norfolk/	E-2/C-2 Group 0	37 days	0	17	0	15	0	14	0	17	0	15	N INPUT
66046	Power Plants and	8	0	15	0	13	0	13	0	15	0	13	N OUTPUT
	Related Systems	ACDU	0.0	1.6	0.0	1.4	0.0	1.4	0.0	1.6	0.0	1.4	N AOB
	Initial Organi- zational Maint		0.0	1.6	0.0	1.4	0.0	1.4	0.0	1.6	0.0	1.4	N CHGBLE
MTU 1026/	D-601-0310/	Aug 95	0	26	0	26	0	25	0	26	0	26	TOT INPUT
NAS Norfolk/	E-2/C-2 T56-A-425	16 days	0	26	0	26	0	25	0	26	0	26	N INPUT
66046	Power Plants and	8	0	23	0	23	0	22	0	23	0	23	N OUTPUT
	Related Systems	ACDU	0.0	1.1	0.0	1.1	0.0	1.0	0.0	1.1	0.0	1.1	N AOB
	Career Organi- zational Maint.		0.0	1.1	0.0	1.1	0.0	1.0	0.0	1.1	0.0	1.1	N CHGBLE
MTU 1025/	E-602-0384/	Aug 95	0	17	0	18	0	17	0	17	0	18	TOT INPUT
NAS Miramar/	E-2/C-2 Airframes	37 days	0	17	0	18	0	17	0	17	0	18	N INPUT
66064	and Hydraulic	8	0	15	0	16	0	15	0	15	0	16	N OUTPUT
	Systems Initial	ACDU	0.0	1.6	0.0	1.7	0.0	1.6	0.0	1.6	0.0	1.7	N AOB
	Organizational Maintenance		0.0	1.6	0.0	1.7	0.0	1.6	0.0	1.6	0.0	1.7	N CHGBLE

III.A.2. Follow-on Training (Operation, Maintenance, Operation and Maintenance, Team and Prerequisite) (Continued)

TRAINING ACTIVITY/ LOCATION/UIC	COURSE/ TYPE OF TRAINING	DATE BEGIN/ COURSE LENGTH/ MAX CLASS SIZE/ ACDU/TAR/SELRES	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL	
MTU 1026/	D-602-0384/	Aug 95	0	17	0	17	0	17	0	17	0	17	TOT INPUT
NAS Norfolk/	E-2/C-2 Airframes	37 days	0	17	0	17	0	17	0	17	0	17	N INPUT
66046	and Hydraulic	8	0	15	0	15	0	15	0	15	0	15	N OUTPUT
	Systems Initial	ACDU	0.0	1.6	0.0	1.6	0.0	1.6	0.0	1.6	0.0	1.6	N AOB
	Organizational Maintenance		0.0	1.6	0.0	1.6	0.0	1.6	0.0	1.6	0.0	1.6	N CHGBLE
MTU 1025/	E-602-0381/	Aug 95	0	17	0	16	0	16	0	17	0	16	TOT INPUT
NAS Miramar/	E-2/C-2 Airframes	23 days	0	17	0	16	0	16	0	17	0	16	N INPUT
66064	and Hydraulic Sys.	8	0	15	0	14	0	14	0	15	0	14	N OUTPUT
	Career Organi-	ACDU	0.0	1.0	0.0	0.9	0.0	0.9	0.0	1.0	0.0	0.9	N AOB
	zational Maint.		0.0	1.0	0.0	0.9	0.0	0.9	0.0	1.0	0.0	0.9	N CHGBLE
MTU 1026/	D-602-0381/	Aug 95	0	15	0	17	0	15	0	15	0	17	TOT INPUT
NAS Norfolk/	E-2/C-2 Airframes	23 days	0	15	0	17	0	15	0	15	0	17	N INPUT
66046	and Hydraulic Sys.	8	0	13	0	15	0	13	0	13	0	15	N OUTPUT
	Career Organi-	ACDU	0.0	0.9	0.0	1.0	0.0	0.9	0.0	0.9	0.0	1.0	N AOB
	zational Maint.		0.0	0.9	0.0	1.0	0.0	0.9	0.0	0.9	0.0	1.0	N CHGBLE
MTU 1025/	E-602-0260/	Oct 86	0	10	0	9	0	10	0	9	0	10	TOT INPUT
NAS Miramar/	E-2/C-2 Environ-	22 days	0	10	0	9	0	10	0	9	0	10	N INPUT
66064	mental Systems	8	0	9	0	8	0	9	0	8	0	9	N OUTPUT
	Organizational	ACDU	0.0	0.6	0.0	0.5	0.0	0.6	0.0	0.5	0.0	0.6	N AOB
	Maintenance		0.0	0.6	0.0	0.5	0.0	0.6	0.0	0.5	0.0	0.6	N CHGBLE
MTU 1026/	D-602-0260/	Oct 89	0	10	0	10	0	10	0	10	0	10	TOT INPUT
NAS Norfolk/	E-2/C-2 Environ-	22 days	0	10	0	10	0	10	0	10	0	10	N INPUT
66046	mental Systems	8	0	9	0	9	0	9	0	9	0	9	N OUTPUT
	Organizational	ACDU	0.0	0.6	0.0	0.6	0.0	0.6	0.0	0.6	0.0	0.6	N AOB
	Maintenance		0.0	0.6	0.0	0.6	0.0	0.6	0.0	0.6	0.0	0.6	N CHGBLE

III.A.2. Follow-on Training (Operation, Maintenance, Operation and Maintenance, Team and Prerequisite) (Continued)

TRAINING ACTIVITY/ LOCATION/UIC	COURSE/ TYPE OF TRAINING	DATE BEGIN/ COURSE LENGTH/ MAX CLASS SIZE/ ACDU/TAR/SELRES	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL	
MTU 1026/	D-102-2321/	Oct 87	0	22	0	22	0	21	0	22	0	22	TOT INPUT
NAS Norfolk/	C-2A Electronic	43 days	0	22	0	22	0	21	0	22	0	22	N INPUT
66046	Systems Org.	6	0	20	0	20	0	19	0	20	0	20	N OUTPUT
	Maintenance	ACDU	0.0	2.5	0.0	2.5	0.0	2.4	0.0	2.5	0.0	2.5	N AOB
			0.0	2.5	0.0	2.5	0.0	2.4	0.0	2.5	0.0	2.5	N CHGBLE
MTU 1025/	E-602-2351/	Oct 87	0	20	0	15	0	17	0	19	0	16	TOT INPUT
NAS Miramar/	C-2A Electrical	38 days	0	20	0	15	0	17	0	19	0	16	N INPUT
66064	and Instrument	6	0	18	0	13	0	15	0	17	0	14	N OUTPUT
	Systems Organi-	ACDU	0.0	2.0	0.0	1.5	0.0	1.7	0.0	1.9	0.0	1.6	N AOB
	zational Maint.		0.0	2.0	0.0	1.5	0.0	1.7	0.0	1.9	0.0	1.6	N CHGBLE
MTU 1026/	D-602-2351/	Jan 91	0	12	0	12	0	11	0	13	0	11	TOT INPUT
NAS Norfolk/	C-2 Electrical	38 days	0	12	0	12	0	11	0	13	0	11	N INPUT
66046	and Instrument	6	0	11	0	11	0	10	0	12	0	10	N OUTPUT
	Systems Organi-	ACDU	0.0	1.2	0.0	1.2	0.0	1.1	0.0	1.3	0.0	1.1	N AOB
	zational Maint.		0.0	1.2	0.0	1.2	0.0	1.1	0.0	1.3	0.0	1.1	N CHGBLE
MTU 1025/	C-602-3489/	Jan 91	0	29	0	26	0	27	0	29	0	26	TOT INPUT
NAS Miramar/	E-2C Electrical	19 days	0	29	0	26	0	27	0	29	0	26	N INPUT
66064	Connector/Harness	6	0	26	0	23	0	24	0	26	0	23	N OUTPUT
	Repair Course	ACDU	0.0	1.4	0.0	1.3	0.0	1.3	0.0	1.4	0.0	1.3	N AOB
			0.0	1.4	0.0	1.3	0.0	1.3	0.0	1.4	0.0	1.3	N CHGBLE
MTU 1026/	C-602-3489/	Jan 91	0	24	0	23	0	22	0	24	0	23	TOT INPUT
NAS Norfolk/	E-2C Electrical	19 days	0	24	0	23	0	22	0	24	0	23	N INPUT
66046	Connector/Harness	6	0	22	0	21	0	20	0	22	0	21	N OUTPUT
	Repair Course	ACDU	0.0	1.2	0.0	1.1	0.0	1.1	0.0	1.2	0.0	1.1	N AOB
			0.0	1.2	0.0	1.1	0.0	1.1	0.0	1.2	0.0	1.1	N CHGBLE

III.A.2. Follow-on Training (Operation, Maintenance, Operation and Maintenance, Team and Prerequisite) (Continued)

TRAINING ACTIVITY/ LOCATION/UIC	COURSE/ TYPE OF TRAINING	DATE BEGIN/ COURSE LENGTH/ MAX CLASS SIZE/ ACDU/TAR/SELRES	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL	
MTU 1025/	E-600-0300/	Oct 86	0	36	0	32	0	33	0	35	0	33	TOT INPUT
NAS Miramar/	E-2/C-2 Non-	25 days	0	36	0	32	0	33	0	35	0	33	N INPUT
66064	Designated	10	0	32	0	29	0	30	0	32	0	30	N OUTPUT
	Airman/Plane	ACDU	0.0	2.3	0.0	2.1	0.0	2.2	0.0	2.3	0.0	2.2	N AOB
	Captain		0.0	2.3	0.0	2.1	0.0	2.2	0.0	2.3	0.0	2.2	N CHGBLE
MTU 1026/	E-600-0300/	Oct 86	0	29	0	29	0	28	0	30	0	28	TOT INPUT
NAS Norfolk/	E-2/C-2 Non-	25 days	0	29	0	29	0	28	0	30	0	28	N INPUT
66046	Designated	10	0	26	0	26	0	25	0	27	0	25	N OUTPUT
	Airman/Plane	ACDU	0.0	1.9	0.0	1.9	0.0	1.8	0.0	2.0	0.0	1.8	N AOB
	Captain		0.0	1.9	0.0	1.9	0.0	1.8	0.0	2.0	0.0	1.8	N CHGBLE

	FY97 OFF	FY97 ENL	FY98 OFF	FY98 ENL	FY99 OFF	FY99 ENL	FY00 OFF	FY00 ENL	FY01 OFF	FY01 ENL
TOTAL NAVY CHARGEABLE BILLETS:	20.6	43.6	20.3	39.4	20.3	40.5	20.4	41.5	20.3	40.1

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

The following elements are not affected by the C-2A(R) Aircraft and, therefore, are not included in Part IV of this NTP:

IV.A. TRAINING HARDWARE REQUIREMENTS

IV.A.1. Technical Training Equipment

IV.A.2. Test Equipment - General Purpose/Special Purpose/Special Tools

IV.A.3. Electronic Test Equipment - General Purpose/Special Purpose

IV.A.4. Repair Parts for Technical Training Equipment

IV.B. INITIAL TRAINING REQUIREMENTS

IV.B.2 Curricula Materials

IV.B.3 Training Aids (Instructional Aids)

IV.B.4 Technical Manuals

IV.C. FACILITY SUPPORT REQUIREMENTS

IV.C.1. Facility Requirements Summary (Space/Support) by Activity

IV.C.2. Facility Requirements Detailed by Activity by Course

IV.C.3 Facility Project Summary by Program

IV.A.5. Training Devices

Description of Device: The Naval Aviation Maintenance Trainer (NAMT) Part Task Trainer is used in classrooms to demonstrate actual workings of maintenance systems, subsystems, and equipment. These trainers are used to help visualize the aircraft scenario.

Manufacturer .....Grumman Aerospace Corporation
Contract Number N00019-C-82-0125
TDRD Status .....NA
TEE Status .....NA

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
E-2/C-2 Power Plants, Propellers, and Related Systems Inital Org. Maint./ C-601-9471	MTU 1025/ NAS Miramar/ 66064	Powerplant Trainer, Serial No. 950022-2901-01	1	On line
and E-2/C-2 Power Plants, Propellers, and Related/Systems Career Org. Maint./ C-601-9472	MTU 1026/ NAS Norfolk/ 66046	Powerplant Trainer, Serial No. 950021-2901-01	1	On line
	MTU 1025/ NAS Miramar/ 66064	E-2/C-2 Power Panel Trainer, 123MT1951-1	1	On line
	MTU 1026/ NAS Norfolk/ 66046	E-2/C-2 Power Panel Trainer, 123MT1951-1	1	On line

NOTE: NADEP North Island PSD is CFA for all E-2C and C-2A maintenance trainers.

IV.A.5. Training Devices (Continued)

Description of Device: The NAMT Part Task Trainer is used in classrooms to demonstrate actual workings of maintenance systems, subsystems, and equipment. These trainers are used to help visualize the aircraft scenario.

Manufacturer .....NADEP North Island
Contract Number N00019-C-82-0125
TDRD Status .....NA
TEE Status .....NA

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
E-2/C-2 Airframe and Hydraulic Systems Initial Org. Maint./ C-602-9476	MTU 1025/ NAS Miramar/ 66064	Aft Structural Trainer #1 Serial Number 803032-1104-01	1	On line
		Aft Structural Trainer #3 Serial Number 803032-1105-01	1	On line
and				
E-2/C-2 Airframe and Hydraulic Systems Career Org. Maint./ C-602-9478	MTU 1026/ NAS Norfolk/ 66046	Aft Structural Trainer #2 Serial Number 803031-1103-01	1	On line

NOTE: NADEP North Island PSD is CFA for all E-2C and C-2A maintenance trainers.

IV.A.5. Training Devices (Continued)

Description of Device: The NAMT Part Task Trainer is used in classrooms to demonstrate actual workings of maintenance systems, subsystems, and equipment. These trainers are used to help visualize the aircraft scenario.

Manufacturer .....Grumman Aerospace Corporation
Contract Number N00019-C-82-0125
TDRD Status .....NA
TEE Status .....NA

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
E-2/C-2 Airframe and Hydraulic Systems Initial Org. Maint./ C-602-9476	MTU 1025/ NAS Miramar/ 66064	E-2/C-2 Hydraulics Trainer, 123MT1200-3	1	On line
and	MTU 1026/ NAS Norfolk/ 66046	E-2/C-2 Hydraulics Trainer, 123MT1200-3	1	On line
E-2/C-2 Airframe and Hydraulic Systems Career Org. Maint./ C-602-9478				

NOTE: NADEP North Island PSD is CFA for all E-2C and C-2A maintenance trainers.

IV.A.5. Training Devices (Continued)

Description of Device: The NAMT Part Task Trainer is used in classrooms to demonstrate actual workings of maintenance systems, subsystems, and equipment. These trainers are used to help visualize the aircraft scenario.

Manufacturer .....Grumman Aerospace Corporation
Contract Number N00019-C-82-0125
TDRD Status .....NA
TEE Status .....NA

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
E-2/C-2 Airframe and Hydraulic Systems Initial Org. Maint./ C-602-9476	MTU 1026/ NAS Norfolk/ 66046	E-2 Main Gear Trainer, 950022-1301-02	1	On line
		E-2 Nose Gear Trainer, 950022-1301-01	1	On line
and				
E-2/C-2 Airframe and Hydraulic Systems Career Org. Maint./ C-602-9478		E-2 Arresting Gear Trainer, 950022-1302-01	1	On line
		E-2 Wing Fold Trainer, 950022-1101-01	1	On line

NOTE: NADEP North Island PSD is CFA for all E-2C and C-2A maintenance trainers.

IV.A.5. Training Devices (Continued)

Description of Device: The NAMT Part Task Trainer is used in classrooms to demonstrate actual workings of maintenance systems, subsystems, and equipment. These trainers are used to help visualize the aircraft scenario.

Manufacturer .....Grumman Aerospace Corporation
Contract Number N00019-C-82-0125
TDRD Status .....NA
TEE Status .....NA

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
E-2/C-2 Environmental Systems Organizational Maintenance/ C-602-9472	MTU 1025/ NAS Miramar/ 66064	Environmental Control System Trainer	1	On line
	MTU 1026/ NAS Norfolk/ 66046	Environmental Control System Trainer	1	On line

NOTE: NADEP North Island PSD is CFA for all E-2C and C-2A maintenance trainers.

IV.A.5. Training Devices (Continued)

Description of Device: The NAMT Part Task Trainer is used in classrooms to demonstrate actual workings of maintenance systems, subsystems, and equipment. These trainers are used to help visualize the aircraft scenario.

Manufacturer .....Grumman Aerospace Corporation
Contract Number N00019-C-82-0125
TDRD Status .....N/A
TEE Status .....N/A

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
C-2A Electrical and Instrument Systems Organizational Maintenance/ C-602-9495	MTU 1025/ NAS Miramar/ 66064	E-2/C-2 Electrical System Trainer, Serial Number 950021-4201-01	1	On line
	MTU 1026/ NAS Norfolk/ 66046	E-2/C-2 Electrical System Trainer, Serial Number 950022-4201-01	1	On line

NOTE: NADEP North Island PSD is CFA for all E-2C and C-2A maintenance trainers.

IV.A.5. Training Devices (Continued)

Description of Device: The NAMT Part Task Trainer is used in classrooms to demonstrate actual workings of maintenance systems, subsystems, and equipment. These trainers are used to help visualize the aircraft scenario.

Manufacturer .....Grumman Aerospace Corporation
Contract Number N00019-C-82-0125
TDRD Status .....NA
TEE Status .....NA

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
C-2A Electrical and Instrument Systems Organizational Maintenance/ C-602-9495	MTU 1025/ NAS Miramar/ 66064	E-2/C-2 AC/DC Electrical System Trainer, Serial Number 950021-4202-01	1	On line
	MTU 1026/ NAS Norfolk/ 66046	E-2/C-2 AC/DC Electrical System Trainer, Serial Number 950022-4202-01	1	On line

NOTE: NADEP North Island PSD is CFA for all E-2C and C-2A maintenance trainers.

IV.A.5. Training Devices (Continued)

Description of Device: The Integrated Avionics System Trainer presents aircraft wiring, disconnects, airframe test points, and a multiple bus with connections using actual aircraft positions.

Manufacturer .....Grumman Aerospace Corporation
Contract Number N00019-C-82-0125
TDRD Status .....NA
TEE Status .....NA

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
C-2A Systems Organizational Maintenance/ C-102-9496	MTU 1025/ NAS Miramar/ 66064	Integrated Avionics System Trainer, Serial Number 930021-7101-01	1	On line
	MTU 1026/ NAS Norfolk/ 66046	Integrated Avionics System Trainer, Serial Number 930022-7171-01	1	On line

NOTE: NADEP North Island PSD is CFA for all E-2C and C-2A maintenance trainers.

IV.A.5. Training Devices (Continued)

Description of Device: The E-2C/C-2A Integrated Flight Control Systems Trainer contains electro-mechanical devices of primary and secondary flight control, trim control and automatic flight control systems. This trainer provides organizational level maintenance training in theory of operation, flight control rigging, troubleshooting and operation.

Manufacturer .....Grumman Aerospace Corporation
Contract Number N00019-C-82-0125
TDRD Status .....NA
TEE Status .....NA

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
C-2A Electrical and Instrument Systems Organizational Maintenance/ C-602-9495	MTU 1025/ NAS Miramar/ 66064	Integrated Flight Control System Trainer, Serial Number 950021-1401-01	1	On line
	MTU 1026/ NAS Norfolk/ 66046	Integrated Flight Control System Trainer, Serial Number 950022-1401-01	1	On line

NOTE: NADEP North Island PSD is CFA for all E-2C and C-2A maintenance trainers.

IV.A.5. Training Devices (Continued)

Description of Device: Operational Flight Trainer (OFT) is a non-motion based pilot cockpit trainer with a computerized screen display capable of simulating night-time environment and actual instrument conditions.

Manufacturer .....Contraves Simulation and Systems Integration
Contract Number N61339-93-C-0020
TDRD Status .....N/A
TEE Status .....N/A

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
C-2A Replacement Pilot/ D-2B-0301	VAW-120/ NAS Norfolk/ 30680	Operational Flight Trainer	1	FY97
C-2A Replacement Pilot/ D-2B-2351	VRC-30/ NAS North Island/09607	Operational Flight Trainer	1	FY00

IV.A.5. Training Devices (Continued)

Description of Device: The C-2A Computer Aided Instruction (CAI) system is a multimedia computer based training classroom, designed to provide a self-paced interactive learning environment for C-2A Pilots. The system enables the students to advance through the aircraft training curriculum at their own pace without the presence of an instructor.

Manufacturer .....N/A
Contract Number .....N/A
TDRD Status .....N/A
TEE Status .....N/A

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	DEVICE	QTY REQD	DATE REQD
C-2A Replacement Pilot/ D-2B-2351	VAW-120/ NAS Norfolk/ 30680	CAI Device 4E12	1	FY97

NOTE: Operation and maintenance of this device will be performed by contractor personnel under the Contractor Operation and Maintenance of Simulators (COMS) concept.

IV.B. INITIAL TRAINING REQUIREMENTS

IV.B.1. Training Services

COURSE/TYPE OF TRAINING	SCHOOL/ LOCATION/UIC	NO. OF PERSONNEL	MAN-WEEKS REQUIRED	BEGIN DATE

Initial training requirements to support the C-2A(R) CAINS II will be in FY97 and SLEP ECP upgrades will be in FY00.

Information Concerning CAINS II is not available at this time.

PART V - MAJOR MILESTONES

COG CODE	MANNING AND TRAINING MILESTONES	DATE	REMARKS
PDA	Fleet Introduction	May 85	Complete
TSA	Commence Initial Training	Jun 85	Complete
PDA	ILS Master Plan Promulgated	Sep 85	Complete
TSA	Curricula Materials Delivered	Dec 85	Complete
TA	Commence Follow-on/Replacement Training	Mar 86	Complete
TSA	Technical Training Equipment Delivered	Jul 86	Complete
TSA	Navy Technical Training Equipment Installed	Aug 86	Complete
ASO	Attain Material Support Date	Jan 87	Complete
ASO	Attain Navy Support Date	Jun 87	Complete
ACNO (MPT)	Promulgate Draft NTP	Mar 95	Complete
TSA	Install Modification to Technical Training Equipment	Sep 95	Complete
TA	Modify Follow-on Training to include GPS	Sep 95	Complete
ACNO (MPT)	Approve and Promulgate Update NTP	Feb 96	Complete
TA	Modify Follow-on Training to include CAINS II	Sep 97	
TA	Modify Follow-on Training to include SLEP ECPs	Sep 00	
ASO	NSD for SLEP Installations	FY02	

PART VI - ACTIONS AND/OR DECISIONS

VI.A. ACTION ITEM/ACTION REQUIRED | COMMAND ACTION | DUE DATE | STATUS

None

VI.B. DECISIONS

None

PART VII - POINTS OF CONTACT

NAME	ORGANIZATION CODE	FUNCTION	LOCATION	TELEPHONE NUMBER (DSN/COMMERCIAL)
CAPT P. Laszcz laszcz.pete@hq.navy.mil	N881C	Head, Plans, Policy, and Fleet Maintenance Support	CNO	664/(703) 604-7747 (703) 604-6994 (FAX)
CAPT F. Smith smith.frank@hq.navy.mil	N889H	Head, Aviation Technical Training	CNO	664/(703) 604-7730 (703) 604-6939 (FAX)
MSGT D. Anderson anderson.david@hq.navy.mil	N889H2A	Aviation Training Plan/Track	CNO	664/(703) 604-7722 (703) 693-6939 (FAX)
CDR R. Jaskot jascot.roger@hq.navy.mil	N880C2	E-2/C-2 Requirements Officer	CNO	224/(703) 614-2511 (703) 693-8823 (FAX)
LT J. Finn finn.joesph@hq.navy.mil	N889F1A	Aviation Training and Readiness C-2A Training Program Sponsor	CNO	664/(703) 604-7729 (703) 604-6939 (FAX)
LCDR B. Mack n122c1@bupers.navy.mil	PERS-512E	Aviation Manpower	BUPERS	225/(703) 695-5297 (703) 614-5308 (FAX)
Ms. H. Shoup-Gomes	PMA231C	C-2 Deputy Program Manager	NAVAIRSYSCOM	735/(619) 545-4119 (619) 545-4128 (FAX)
Mr. G. Lindsay	PMA231C3	C-2 APML	NAVAIRSYSCOM	735/(619) 545-7851 (619) 545-4128 (FAX)
Mr. B. Machado	PMA231C3A	C-2 DAPML	NAVAIRSYSCOM	735/(619) 545-4133 (619) 545-4128 (FAX)
Mr. J. Scott	PMA231C4	C-2 APMSE	NAVAIRSYSCOM	735/(619) 545-1958 (619) 545-4128 (FAX)
Mr. S. Goldberg	PMA231C4A	C-2 APMSE	NAVAIRSYSCOM	735/(619) 545-4132 (619) 545-4128 (FAX)

PART VII - POINTS OF CONTACT (continued)

NAME	ORGANIZATION CODE	FUNCTION	LOCATION	TELEPHONE NUMBER (DSN/COMMERCIAL)
Mr. R. Mozeleski mozeleski richard@am@jfk	PMA2051C	E-2/C-2 Training Systems Manager	NAVAIRSYSCOM	757/(301) 757-8114
LCDR E. Hawkins clf.n721@smtp.cnet.navy.mil	N-721	Aviation NTSP Manager	CINCLANTFLT	836/(757) 322-0101 (757) 322-0141(FAX)
LT. C. Presley 2343@cpt.navy.smil.mil	N-343	Fleet Training and Readiness Coordinator	CINCPACFLT	474/(808) 471-6965
CDR. R. Martin cnet.ete4@smtp.cnet.navy.mil	ETE4	Aviation NTSP Manager	CNET	922/(850) 452-4915 (850)452-4901 (FAX)
GMCM T. Merrill GMCM-timothy.merrill@smtp.cnet.navy.mil	N34	Director, PQS Development	NETPDTC Pensacola	922/(850) 452-1035 922-1764 (FAX)
LCDR E. Cunningham cunningham.ernest@navmac.navy.mil	32	Aviation Manpower Requirements	NAVMAC Memphis	822/(901) 874-6244 (901) 874-6471 (FAX)
ATC E. Arriba namtghq.n2115@smtp.cnet.navy.mil	N2115	E-2/C-2 Training Coordinator	NAMTRAGRU HQ	922/(850) 452-9708 ext. 247 922-9769 (FAX)
Ms. P. Emberger patricia_emberger@natsfgw.natsf.navy.mil	3315/252	Data Management Specialist, TD	NATSF	442/(215) 697-4684 (215) 697-6990 (FAX)
Mr. P. Szczyglowski szczyglowski_phil%pax8b@mr.nawcad.navy.mil	AIR 3.4.1	Competency Manager	NAVAIRSYSCOM	757/(301) 757-9182 (301) 342-4723 (FAX)
AVCM R. Lovern lovern_roger%pax8b@mr.nawcad.navy.mil	AIR 3.4.1	NTSP Manger	NAVAIRSYSCOM	757/(301) 757-9183 (301) 342-4723 (FAX)
ATCS D. Butler butler_dell%pax8b@mr.nawcad.navy.mil	AIR 3.4.1	NTSP Coordinator	NAVAIRSYSCOM	757/(301) 757-9188 (301) 342-4723 (FAX)