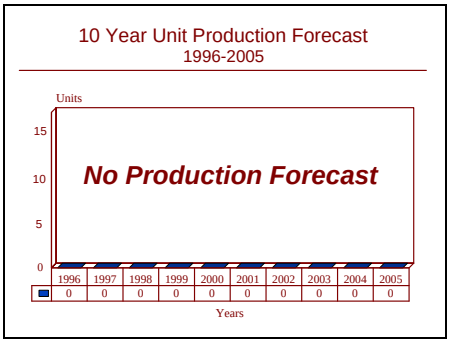
EL/L-8202 - Archived 8/96

Outlook

- In operational service
- No future production is forecast



Orientation

Description. Pod-mounted jammer tasked with the neutralization of hostile surface and airborne radar threats.

Sponsor
Israeli Ministry of Defense
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Contractors
IAI ELTA Electronics Industries Limited
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Licensee. No production licenses have been granted.

Status. In service.

Total Produced. Total production is believed not to exceed 380 systems.

Application. Any aircraft in Israeli service including IAI Kfir C2/TC2/C7/TC7, IAI Nesher, McDonnell Douglas F-4E and A-4 Skyhawk.

Price Range. Pods of comparable capability to the EL/L-8202 are priced at around US$400,000. It can be assumed that the Israeli system is competitive with this.

Technical Data

Dimensions	Metric	US
Length:	290 cm	9.5 ft
Width:	26 cm	10.3 in
Height:	39 cm	15.4 in
Weight:	200 kg	440 lb
Frequency range:	F/J-bands	
Power consumption:	1.7 to 2.3 kVA	

Design Features. The EL/L-8202 ECM pod can provide several different modes of jamming across a wide spread of frequencies. It is adaptable through avionics/interfaces to several different types of aircraft/ missions. The pod itself contains several elements, jamming signals being emitted by RF transmitter and amplified and transmitted by power amplifiers and traveling wave tubes (TWT). The TWT emits broadband jamming signals via radomes located fore and aft of the pod. A logic control and signal analysis unit completes the pod mounted system by providing an interface to warning displays in the cockpit. The pod is fully aerodynamic and is carried on normal weapons stations. The system is completely self-contained, including power and cooling, and uses a ram-air turbine system to supply both needs.

Variants/Upgrades

The flexibility inherent in the design of the EL/L-8202 and the continuous operation of the system make it inevitable that the capabilities of the system would have been subject to numerous upgrades. More specific information is not available.

Program Review

Background. The history of the EL/L-8202 indicates that it probably owes much to the US pods delivered in 1973 as a direct result of the experience gained by the Israeli Air Force during the October 1973 war. Prior to that engagement, the Israelis had relied upon pilot skill to out maneuver surface-to-air missiles and evade radar detection. Heavy losses in the first days of the war convinced them that this was no longer viable in the face of modern weapons. An emergency supply of ECM pods was airlifted from the USA and remedied the situation. By the end of the war, further developments in Soviet SAM technology had partially negated the new pods and the Israeli loss rate was again rising. The Israelis realized that adequate ECM facilities were essential and could only be guaranteed by a home-based industry.

EL/L-8202 is the earliest product of this policy. Evolved shortly after the end of the October War, it was optimized to counter the weapons deployed against Israel during that conflict, particularly the SAM-6 missile, the ZSU-23/4 SPAAG and the Fire Can radar fire control system. Information on the EL/L-8202 pod first became available in 1982, at which time it was stated that the pod was in service and had been operationally tested. It is believed that the EL/L-8202 owes much in design to the US ALQ-119 system. Being one of the earliest ECM products produced in Israel, it is logical to expect a longer than normal development time and, it would be reasonable to suggest, an in-service date of 1978-79. As more advanced weapons have been delivered, both Western and Soviet in origin, it can be taken for granted that the capabilities of the EL/L-8202 have been modified accordingly.

During 1991 and early 1992, Israeli sources reported export sales of Kfir aircraft to Taiwan and to the Philippines. These reports suggested that the Taiwanese order covered 40 aircraft including six Kfir TC-7 twin-seat trainers, while the Philippines order was for 18 aircraft including two Kfir TC-7 trainers. Although the aircraft were to be "upgraded" prior to delivery, this refers to restorative treatment after they had been in storage for some years. In both cases, analysis of the orders suggests that the Kfirs were to be sold in complete squadron blocks (16 single seat and two twin seat aircraft) with two extra single seaters and two additional trainers included for Taiwan. This implies that all the support equipment, including the EW pods, was included as a complete package.

Although these reports contained substantial and precise detail, they have never been confirmed. In the case of the Philippines, our contacts there report that no such contract was ever signed, although offers for Kfir aircraft were received from Israel. Equally, investigations in Taiwan also report that no order was actually signed. We must therefore presume that no EL/L-8202 pods have found their way to those two countries.

Funding

The EL/L-8202 is believed to have been developed under Israeli Government funding. ELTA Electronics is a subsidiary of IAI (Israel Aircraft Industries) Limited, Electronics Division.

Recent Contracts

No contractual information has been made publicly available.

Timetable

1973	Probable start of development
1979	Probable entry to Israeli service
1982	Information on EL/L-8202 first available
1984	EL/L-8202 delivered to Argentina

Worldwide Distribution

The Israeli Air Force is the only confirmed user, with approximately 350 pods in the inventory. Argentina is reported to have acquired ELTA EL/L-8202 jammers with which to upgrade its IAI Dagger aircraft. These are the predecessors of the Kfir. A total of 26 have been acquired by Argentina, including 10-12 delivered after the Falklands war. Other countries purchasing Israeli aircraft, and thus potentially Israeli ECM equipment, include Columbia (12) and Ecuador (12).

Forecast Rationale

Our assessment that EL/L-8202 production has ceased, and that any further orders will be met by drawing down on existing stocks, appears to be confirmed. All recent trade shows, exhibitions and other occasions, which have included Israeli participation, have featured concentration on the Elisra SPS family of equipment for the airborne EW role. The EL/ L-8202 appears to be no longer promoted and its active career in the market seems to be at an end.

While the Israeli aircraft industry continues very active promotion of its products on the marketplace, both in terms of airframes and retrofits, these concentrate on later-generation products such as the Elisra SPS series. As financial stringencies have forced reductions in Israeli Air Force strength levels, emphasis is placed on the most capable elements, the F-15 and F-16 squadrons, while the older aircraft are made available for sale. This particularly affects the Kfir force, which is the most attractive to export customers yet least suited to present Israeli requirements.

Most front-line Israeli aircraft are equipped with internal jamming systems far more capable than those provided by the EL/L-8202. The stockpile of these systems is therefore maintained to support the surviving Kfir and A-4 aircraft. Even these are likely to be replaced by later-generation products. Any future orders emerging are likely to be met out of surplus Israeli Air Force stocks rather than new production. Although growing Israeli links with China mean that a notable quantity of EW equipment has been supplied to the latter, this appears to be restricted to more recent equipment. A null forecast has thus been recorded for this system. This report will be deleted next year unless there is a radical change in the prospects for this system.

Ten-Year Outlook

No production is forecast.

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