

REPORT DOCUMENTATION PAGE					<i>Form Approved</i> OMB No. 0704-0188							
The public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Service Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.												
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1. REPORT DATE (DD-MM-YYYY) 11-05-2018		2. REPORT TYPE Technical			3. DATES COVERED (From - To) June 2013 - 11 May 2018							
4. TITLE AND SUBTITLE Aerial Refueling Equipment: Boom-Receptacle and Interface Recommendations (Revision to ARSAG Document No. 02-88-12)				5a. CONTRACT NUMBER N/A 5b. GRANT NUMBER N/A 5c. PROGRAM ELEMENT NUMBER N/A								
6. AUTHOR(S) Slusher, Harry W.; and contributors: Kalt, Dexter H; Burket, Mark S.; Martinez, Bruno ; Tipton, Robert P.; Benson, David A.; Latham, Matthew A.				5d. PROJECT NUMBER N/A 5e. TASK NUMBER N/A 5f. WORK UNIT NUMBER N/A								
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Aerial Refueling Systems Advisory Group (ARSAG) Dexter H. Kalt 1011 Ankeney Road Xenia OH 45385					8. PERFORMING ORGANIZATION REPORT NUMBER ARSAG DOC.NO. 02-88-12R							
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12. DISTRIBUTION/AVAILABILITY STATEMENT A. Approved for public release; distribution is unlimited												
13. SUPPLEMENTARY NOTES ARSAG Boom-Receptacle Guide Document No. 20-08-17 Provides supplementary guidance for this document. This document does not address reverse aerial refueling (receiver aircraft with large fuel capacity transfer to tanker aircraft)												
14. ABSTRACT The purpose of this ARSAG document is to provide the aerial refueling (AR) systems recommended requirements and to standardize the interfaces required to engage in boom-receptacle refueling operations with a centerline boom, to facilitate AR between receiver aircraft of cooperating forces. This ARSAG document provides recommended additions and changes to update ARSAG document No. 02-88-12. This document's revisions include the following requirements: new tanker aircraft nozzle ball joint configuration; boom control system and flying qualities; pressure (stiff boom) refueling; signal amplifier; tanker and boom external lights and visual aids; static discharge; and electromagnetic environmental effects. This document also includes new receiver aircraft recommended requirements for AR receptacle location, receiver aircraft external lighting, signal sequencing, static discharge, and electromagnetic environmental effects. The recommended requirements stated in the annexes were revised. This ARSAG document also provides for recommended requirement changes and additions to NATO document ATP 3.3.4.5 (STANAG 7191) dated 13 June 2013.												
15. SUBJECT TERMS Aerial refueling envelope and disconnect envelope: the maximum and minimum pitch azimuth (yaw or roll) and extension where aerial refueling can be accomplished.												
16. SECURITY CLASSIFICATION OF: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 2px;">a. REPORT</td> <td style="width: 33%; padding: 2px;">b. ABSTRACT</td> <td style="width: 33%; padding: 2px;">c. THIS PAGE</td> </tr> <tr> <td style="text-align: center; padding: 2px;">U</td> <td style="text-align: center; padding: 2px;">U</td> <td style="text-align: center; padding: 2px;">U</td> </tr> </table>			a. REPORT	b. ABSTRACT	c. THIS PAGE	U	U	U	17. LIMITATION OF ABSTRACT SAR		18. NUMBER OF PAGES 41	
a. REPORT	b. ABSTRACT	c. THIS PAGE										
U	U	U										
19a. NAME OF RESPONSIBLE PERSON DAVID A. BENSON					19b. TELEPHONE NUMBER (Include area code) 937/255-7267							

ARSAG

AERIAL REFUELING SYSTEMS ADVISORY GROUP

AERIAL REFUELING EQUIPMENT: BOOM-RECEPTACLE SYSTEM AND INTERFACE REQUIREMENT RECOMMENDATIONS

ARSAG Document No. 02-88-12R

Dated 11 May, 2018



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Distribution Statement: This is an ARSAG Document prepared by a group of international contributors during scheduled ARSAG Workshop Sessions. This ARSAG document is intended to provide guidance derived from lessons learned and offer aerial refueling tanker/receiver interface guidance regarding standardization of aerial refueling systems. It is distributed to promote consistent, unambiguous communication among the international aerial refueling community. It does not contain proprietary, sensitive, classified or otherwise restricted information. ARSAG documents, as prepared, are not DOD, MOD or NATO standards, but provide recommendations regarding aerial refueling systems to United States military services, their allied military organizations involved in aerial refueling and their associated contractors. This document is suitable for release in the public domain; it may be included in DOD and NATO databases such as ASSIST, DTIC, Military Specifications, SRDs, STANAGs, etc. Contact: arsaginc@earthlink.net or 937 760-7407

ARSAG is chartered in the US by the DOD as the Joint Standardization Board for Aerial Refueling Systems

RECORD OF CHANGES

REVISION	DATE	REASON FOR REVISION
-	2013	Initial release. Provided to NATO for input for creation of STANAG 7191 (ATP 3.3.4.5)
1	5/11/2018	Converted from NATO ATP 3.3.4.5 and revised with recommended changes.

Items 1 through 3 to be Completed by Requester					
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2. PROJECT REQUEST					
Project Purpose:	Provide 3 year update for the NATO Boom-Receptacle Requirements Document, ATP-3.3.4.5 (STANAG 7191).				
Proposed Project Title:	AERIAL REFUELING EQUIPMENT:BOOM-RECEPTACLE SYSTEM AND INTERFACE RECOMMENDATIONS				
Proposed Product Outcome: (Mark with X)	ARSAG Document:	Guide Document		Recommendation Letter	
	Input to DoD Standardization Document:	Specification	Standard	JSSG	Other
	Input to NATO Document:	STANAG	STANREC	Allied Publication	
		X			
	Input to Industry Document:	Standard		Other	
3. PROJECT TIMELINE					
Project Request Submittal Date:	Date	2013			
Requested Completion Date:	Date	April 2017			
Item 4 to be Completed by ARSAG					
4. PROJECT DISPOSITION					
Project Request Receipt Date:	4/24/2017				
Approved as ARSAG Project	JSB Chair & Deputy Chair (Signed)				
Declined as ARSAG Project					
Approved as ARSAG Project	ARSAG Executive Director (Signed)				
Declined as ARSAG Project					
If declined, rationale					
Priority Assessment:	1	Project Number Assignment:	02-88-12R		
Working Group Assignment:	Group 6				
Official ARSAG Response to Project Sponsor or Initiating Agency: Date					4/24/2017
Transition to ARSAG/JSB Working Group: Date					4/24/2017

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Executive Summary

The purpose of this ARSAG document is to provide the aerial refueling (AR) systems recommended requirements and to standardize the interfaces required to engage in boom-receptacle refueling operations with a centerline refueling boom, to facilitate aerial refueling between aircraft of cooperating forces. This ARSAG document contains the requirements currently stated in NATO STANAG 7191 and ATP-3.3.4.5, with changes and additions that have been developed and are recommended. These changes will be the basis for a future revision to STANAG 7191 and ATP-3.3.4.5. NATO STANAG 7191 and ATP-3.3.4.5 were ratified and promulgated by NATO in June 2013. This document includes new tanker aircraft recommended requirements for nozzle ball joint configuration, boom control system and flying qualities, pressure (stiff boom) refueling, signal amplifier, tanker and boom external lights and visual aids, static discharge, and electromagnetic environmental effects. This document also includes new receiver aircraft recommended requirements for receptacle location, signal sequencing, receiver aircraft external lights, static discharge, and electromagnetic environmental effects. The recommended requirements stated in the annexes were revised, including the boom nozzle mating dimensions, latching recesses, articulation, tanker and receiver induction coils, boom nozzle maximum envelope, receiver combined clearance envelope and receptacle sliding valve and latch roller. Boom Maximum Envelope remains exactly the same, but is now referenced to the boom centerline for ease of use.

Acknowledgements

This ARSAG Requirements document owes its existence to the work and perseverance of many people, starting with Dexter Kalt, who saw the urgent need for a set of requirements that would help standardize the operating interface between all refueling boom equipped tanker aircraft and all refueling receptacle equipped receiver aircraft. The initial release of this ARSAG requirements document was provided to NATO and with minor revisions was released as NATO requirements document ATP 3.3.4.5 (STANAG 7191). NATO later requested that ARSAG prepare a revision to the requirements for the tri-annual update to NATO ATP 3.3.4.5. This revised document owes its existence to the following major contributors: Mark Burket, Technical Advisor, USAF; Harry Slusher, Document Manager, Boeing; Bruno Martinez, Document Review Team Manager, Airbus Military; Robert Tipton, Working Group 6 Lead, Lockheed Martin; Dave Benson, JSB Chair, USAF; Matthew Latham, Parker Hannifin and many other contributors.

Scope

This document started with a duplicate of the existing NATO document ATP-3.3.4.5 (STANAG 7191) requirements. Recommended revisions and additions have been added to this document, for inclusion in the next revision to the NATO documents. NATO comments on the content of the existing NATO documents have been reviewed and are included in the ARSAG document. The ARSAG document will be released to the USAF for release as a DTIC document. This document will also be transmitted to NATO JAPCC following USAF security review, with the recommendation that it be used to revise NATO ATP 3.3.4.5 (STANAG 7191). See the ARSAG Boom/Receptacle Guidance Document, Related Document 10, for additional information, background and guidance.

Related Documents

1. STANAG 7191 Air-to-Air (Aerial) Refuelling Equipment and Interface Requirements, Edition 1, 3 June 2013.
2. NATO Standard ATP-3.3.4.5 Air-to-Air (Aerial) Refuelling Equipment: Boom-Receptacle Systems and Interface Requirements Edition A Version 1 June 2013
3. STANAG 3791 – Air-to-Air (Aerial) Refuelling - ATP-3.3.4.3(B) (ATP-56(B)) (Change 2)
4. STANAG 3447 – Air-to-Air (Aerial) Refuelling Equipment – Probe-Drogue Interface Characteristics
5. Joint Service Specification Guide (JSSG) JSSG 2009 - Air Vehicles Subsystems, Oct. 30, 1998 or later revision.
6. Military Standards MS-27604 -Nozzle, Universal Aerial Refueling Tanker Boom, dated 1968
7. Aerial Refueling Systems Advisory Group (ARSAG) 03-00-03R - Aerial Refueling Pressures: Definitions and Terms, Design and Verification Guidance dated 21 Sept. 2010 or later revision.
8. MIL-STD-464C, 1 December 2010, Department of Defense, Interface Standard, Electromagnetic Environmental Effects, Requirements for Systems
9. STANAG 3614 ED. 5 (2002) Electromagnetic Effects (E3) Requirements for Aircraft Systems and Equipment
10. Aerial Refueling Systems Advisory Group (ARSAG) Aerial Refueling Boom/Receptacle Guide, Document Number 20-08-17, date 28 July 2017. DTIC No. AD1048313
11. MIL-STD-461G, 11 December 2015, Department of Defense, Interface Standard, Requirements for the Control of Electromagnetic Interference Characteristics of Subsystems and Equipment
12. Aerial Refueling Lighting Study, Final Report, Sept. 15, 2005, University of Dayton Research Institute, USAF Sponsor, DTIC No. AD1051415
13. Handling Qualities and Pilot Evaluation, Robert P. Harper and George E. Cooper, 1984 Wright Brothers Lectureship in Aeronautics

Definition of terms

Pressure (Stiff boom) refueling – A procedure for refueling when the receiver receptacle latches are failed in the open position. This involves applying extend force on the boom to keep the nozzle fully seated in the receptacle.

Disconnect envelope and aerial refueling envelope – The maximum and minimum pitch, azimuth (yaw or roll) and extension where aerial refueling can be accomplished.

Control envelope – the limits of controllable boom operation.

Targeted tanker(s) - The group of tankers that the receiver is planning to be aerial refueled by.

Targeted receiver(s) – The group of receivers that the tanker is planning to aerial refuel.

Defense Technical Information Center (DTIC) - Repository for research and engineering information for the United States Department of Defense. DTIC's Suite of Services is available to DoD personnel, defense contractors, federal government personnel and contractors and selected academic institutions. The general public can access unclassified, unlimited information, including many full-text downloadable documents, through the public Web site.

1.0 TANKER BOOM SYSTEMS

See the ARSAG Boom/Receptacle Guidance Document, Related Document 10, for additional information, background and guidance.

1.1 Nozzle Dimensions

The mating dimensions for the boom nozzle shall conform to Annex A (A-1 through A-4). The nozzle seal surface, which interfaces with the seal in the receptacle sliding valve, shall be as defined by dimensions R, S and T, as illustrated in Figure A-1. The dimension from the nozzle tip plane to the centerline of the ball joint shall be 11 inches (279.4mm), as shown in Figure A-3. The nozzle shall be compatible with latches defined in Section 2.1.5 Receptacle Latches.

1.2 Nozzle Angular Deflection and Ball Joint Configuration

The boom nozzle shall have the angular deflection capability shown in Figure A-3. The ball joint of the nozzle assembly shall return to within a 1 degree cone angle between the nozzle centerline and the boom centerline after the nozzle is deflected to any point within the 60 degree cone, when the nozzle is not in contact with the receiver aircraft. This requirement shall be met throughout the boom deployed envelope [airspeed, Mach, altitude, pitch, azimuth or roll and boom wet (defined as 10 psig fuel pressure; which represents the worst case fuel head pressure at maximum boom extension and lower elevation limit without fuel pumping pressure) or dry].

1.2.1 Nozzle Ball Joint Configuration. The seal ring of the nozzle ball joint shall be part of the nozzle tip, as shown in Figure A-3, to protect the sealing surface of the ball joint and to minimize the nozzle deflection when the nozzle is placed on the receiver aircraft receptacle slipway, preventing the nozzle tip from deflecting and striking the upper lip of the receiver aircraft receptacle.

1.3 Nozzle/Telescopic Tube Envelope.

The boom nozzle shall not exceed the maximum nozzle envelope in Figure C-1.

1.4 Maximum Boom Envelope

No portion of the boom shall extend beyond the maximum boom envelope in Figure C-2.

1.5 Nozzle Axial Rotation.

The boom system shall allow the nozzle to rotate axially ± 20 degrees minimum, with respect to the centerline of the boom, to accommodate receiver aircraft motions, as shown in Figure A-3. Additional axial rotation shall be provided to accommodate roll induced by the boom design, up to the mechanical limits of the boom. The boom system shall return the nozzle assembly to the zero degree position (± 1 degree) with respect to the vertical plane of the boom after the nozzle is rotated to any position from 0 degrees up to the maximum travel and released. This requirement shall be met throughout the boom deployed envelope (airspeed, Mach, altitude, pitch, azimuth or roll with boom wet or dry).

1.6 Boom Envelope.

The boom system shall meet the following envelope requirements at all airspeeds, altitudes and Mach numbers within the boom refueling envelope:

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1.6.1 Deployed Position. The nominal boom deployed position shall be at a 30 degree pitch angle with respect to the tanker waterline, zero degree azimuth or roll and the midpoint of the boom extension disconnect envelope.

1.6.2 Contact Envelope. The boom contact envelope shall be at minimum the Contact Envelope volume defined in Annex F (Figure F-1 and Table F-1), centered at the nominal deploy position.

1.6.3 Disconnect Envelope. The boom disconnect envelope volume shall be at minimum the disconnect envelope volume defined in Annex F (Figure F-1 and Table F-1), centered at the nominal deploy position. The inner disconnect limit shall be at least 60" (1,524 mm) from the fully retracted position of the boom. The outer disconnect limit shall be at least 10" (254 mm) from the fully extended position of the boom, if the boom system includes a rate disconnect capability with adjustable receiver specific disconnect delays or full time automatic independent disconnect, and at least 30" (762 mm) if not equipped with those capabilities.

1.6.4 Control Envelope. The boom shall be fully controllable throughout the boom disconnect envelope.

1.6.5 Mechanical Envelope. The boom mechanical or kinematic limits, beyond which tanker damage may occur, shall be greater than the boom control envelope.

1.7 Boom Control System

The boom control system shall meet the following requirements, at all airspeeds, altitudes and Mach numbers within the boom refueling envelope. Provisions shall be provided to prevent control malfunctions when the boom control system is in an inconsistent mode (the boom control system is in free flight mode and the boom is actually coupled or when the boom control system is in the coupled mode and the boom is actually in free flight).

1.7.1 Control Authority

1.7.1.1 Manual. The boom shall be capable of following the receiver aircraft throughout the full disconnect envelope without imposing radial loads on the receiver aircraft receptacle.

1.7.1.2 Automatic. An Automatic Load Alleviation System (ALAS) shall be capable of controlling the boom so that the nozzle can retract without binding in the receptacle and without sudden boom movements which could damage the receiver aircraft.

1.7.2 Boom Flying Qualities. The boom shall achieve Level I HQ (Handling Qualities) as defined by the Cooper-Harper Rating system (or equivalent) for contacts within the contact envelope in calm air to light turbulence level. See Related Document 13 for further information.

1.8 Telescoping System

1.8.1 Coupled Push-Pull Loads. While coupled to a receiver aircraft, the boom system shall allow telescoping in both extension and retraction at rates up to 10 ft./sec (3.05 m/sec), with any combination of aerial refueling pumps operating or not operating,. The boom shall resist the push and pull forces generated by the receiver aircraft, acting along the longitudinal axis of the boom, while not exceeding the following loads.

1.8.1.1 Normal Operation (Not Commanded).

1.8.1.1.1 Receiver pull force. The force needed for the receiver to extend the boom shall not exceed 1400 lbf (6,228 Newtons).

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1.8.1.1.2 Receiver push force. The force needed for the receiver to push in the boom shall be less than 1400 lbf (6,228 Newtons).

1.8.1.2 Abnormal Operation (Retraction Commanded). With the telescopic control in "retract", with the receiver aircraft falling off relative to the tanker, the tanker shall not exert a tension force greater than 2,400 lbf (10,676 Newtons) on the receiver.

1.8.1.3 Pressure (Stiff Boom) Refueling. The boom system shall provide the capability to maintain a constant extension load sufficient to maintain a seal between the boom nozzle and receptacle of the receiver aircraft while transferring fuel, in the event of receptacle toggle latch failure in the unlocked position. Telescope force feedback may be required.

1.8.2 Telescoping Rates. In free flight, with any combination of aerial refueling pumps operating or not operating, the boom system shall be capable of extending the telescopic tube assembly at a variable rate from 0 to a maximum of 4 ft. /sec (1.22 m/sec), and retracting the telescopic tube at a variable rate from 0 to a minimum of 10 ft. /sec (3.05 m/sec).

1.8.3 Telescoping Control System Failure. The telescopic control system shall be designed so that no single failure will allow the telescopic tube to extend/retract in an uncontrolled manner.

1.9 Independent Disconnect

The boom system shall have a redundant disconnect capability, independent of the receiver aircraft's toggle latches. The independent disconnect mechanism shall have a maximum release response time of 0.3 seconds from operator initiation to full latch retract. The independent disconnect shall function in all expected operational environmental conditions within the airspeed/altitude envelope of the boom system. The independent disconnect mechanism shall be designed to remain in the disconnect configuration until the nozzle is retracted from the receptacle. The boom nozzle shall provide a clear path for the engaged receptacle latch toggles to move freely aft when the independent disconnect system is activated. See Annex A, Figure A-2c.

1.10 Nozzle Shock Absorber

The boom system shall have sufficient energy absorption capability to absorb the kinetic energy of the complete telescopic tube (beam) assembly, full of fuel, at the maximum elevation angle within the contact envelope, and extending at the maximum extend velocity of 4 ft. /sec (1.22 m/sec). The maximum impact load shall be limited to the receptacle limit compression load as defined in paragraph 2.4.1.

1.11 Signal System and Secure Communication

The tanker boom system shall be able to send disconnect and voice signal communications, and receive voice and receptacle system status signal communications through its nozzle induction coil when coupled to a receiver aircraft's receptacle as defined in Annex B or equivalent.

The nozzle shall be inserted and latched into the receiver aircraft's receptacle and the boom nozzle rotated axially to its maximum operational travel within the receptacle (clockwise or counterclockwise) with the maximum air gap attainable with the most adverse tolerances in the receptacle and the nozzle.

1.11.1 Signal Advance. Deleted

1.11.2 Nozzle Induction Coil. Deleted

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1.11.3 Signal Protocol. When the nozzle is in the seated position in the receptacle:

1.11.3.1 Signal Receiving. The system shall detect a pulse coming from the receptacle when the receptacle coil is excited between 18 Volts and 30 Volts during a minimum of 3 milliseconds.

1.11.3.2 Signal Sending. When transmitting the pulse, the nozzle coil:

- shall induce in the receptacle coil an OPERATING pulse as per FIGURE B-1 & TABLE B-1
- shall not induce in the receptacle coil a NON-OPERATING pulse as per FIGURE B-1 & TABLE B-1

1.11.4 Signal Amplifier. The signal amplifier must provide electrical signal pulse and voice communication equivalent to Class 4 signal amplifier per MIL-DTL-38449D.

1.12 Boom and Tanker Fuel System

1.12.1 Delivery Pressure. The tanker regulated delivery operating pressure shall not exceed 55 psig (379.2 kilopascals) under all receiver valve combinations and relative motion between the tanker and receiver, all steady state fuel flow rates from zero gpm to the maximum design flow rate of the tanker, measured within 31 inches (788 mm) of the boom nozzle inlet, upstream of the ball joint.

1.12.2 Pressure Transients and Surges. Pressure transients and surges generated by the tanker and/or receiver aircraft, shall not exceed the proof pressure of the tanker and the receiver aircraft.

1.12.3 Fuel Pressure Regulation. Failure of the fuel pressure regulation system of the tanker shall be annunciated to the boom operator, including the actual measured pressure during fuel transfer to the receiver aircraft, and shall remain displayed after the contact.

1.12.4 External Fuel Spillage.

1.12.4.1 Boom Leakage, Disconnected. There shall be no measurable leakage from the boom (insufficient to form a drop) with fuel pressures from 0 to 55 psig (379.2 kilopascals) prior to connection with the receiver.

1.12.4.2 Boom Leakage, Connected to Receiver. The boom shall have no measureable external fuel leakage (insufficient to form a drop) during static head or fuel transfer, with fuel delivery pressures from 0 to 55 psig (379.2 kilopascals) when the nozzle is rotated around a cone angle as defined in Annex A (Figure A-3) with the nozzle engaged in a receptacle that complies with Annex D (Page D-1).

1.12.4.3 Boom External Spillage, Normal Disconnect. During normal initiated disconnect, center of envelope, pumps off, at 2 ft./sec. (0.61 meters/sec.) nozzle separation, a maximum of 25cc external fuel spillage shall be permitted, with the nozzle engaged in a receptacle that complies with Annex D (Page D-1).

1.12.4.4 Boom External Spillage, Emergency Disconnect. During emergency disconnect (corners of envelope, pumps on, at the maximum boom flow rate, and the corresponding fuel pressure, up to 10 ft./sec (3.05 meters/sec) nozzle separation) a maximum of 200cc external fuel spillage shall be permitted, with the nozzle engaged in a receptacle that complies with Annex D (Page D-1).

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1.13 Boom System Structural Design Criteria

1.13.1 Boom Coupled Design Loads. The boom and the aircraft support structure shall withstand the normal boom airloads, without turbulence and reactions resulting from the following combination of conditions, without detrimental permanent deformation:

1.13.1.1 Envelope. Boom coupled to the receiver aircraft with the boom anywhere within the boom disconnect envelope (pitch, azimuth or roll, extension).

1.13.1.2 Airspeeds. All airspeeds within the boom airspeed/altitude refueling envelope, up to the boom coupled dive speed.

1.13.1.3 Altitudes. All altitudes within the boom airspeed/altitude refueling envelope,

1.13.1.4 Control System Failure. The boom control system failed in its most adverse mode.

1.13.1.5 Ultimate Loads. The boom shall not fail under the above loads with a 1.5 ultimate load factor.

1.13.2 Axial Loads. The boom and aircraft support structure, while within the boom Disconnect Envelope, and the nozzle ball joint not rotated against its stops, shall be designed for the maximum axial ultimate airloads plus the following:

1.13.2.1 Fully Extended. With the telescopic tube fully extended:

1.13.2.1.1 Tension. 16,166 pounds-force (71,910 Newtons) Ultimate tension.

1.13.2.1.2 Compression. The boom structure shall not collapse when subjected to 7,500 pounds-force (33,362 Newtons) Ultimate compression, when the telescopic tube is jammed.

1.13.2.2 Fully Retracted. With the telescopic tube fully retracted: 20,000 pounds-force (88,964 Newtons) Ultimate compression.

1.14 Tanker External Lights.

1.14.1 Anti-collision and Rendezvous Beacons. Beacons on the upper and lower fuselage shall be provided for collision avoidance and for rendezvous identification. Controls must permit selection of the desired code sequences to enable the receiver aircraft crew to identify the appropriately equipped tanker. In addition, all upper and lower fuselage beacons used during aerial refueling shall have independent on/off control, so that the lower beacons can be extinguished when operating as a tanker and the upper beacons extinguished when operating as a receiver.

1.14.2 External Lights. The tanker aircraft shall be provided with external lights to aid the receiver aircraft in locating and identifying the tanker aircraft at night, and to enable the receiver pilot to determine the geometry/definition of the tanker in all relative positions during the refueling operation. independent variable intensity dimming control shall be provided for each of the sets of external lights, except the anti-collision beacons, from "full intensity" to completely "off". External lighting shall not blind or distract the air vehicle crew member(s) of the receiver or the tanker aircraft during the aerial refueling process.

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1.14.3 Formation Lights. The tanker shall be equipped with formation lights on the sides of the forward and aft fuselage, the vertical tail and the wingtips, to aid waiting receiver aircraft in maintaining formation off the tanker. Variable intensity dimming control shall be provided from "full intensity" to completely "off".

1.14.4 Visual Aids. The tanker shall provide visual aids to assist the receiver aircraft in achieving and maintaining the proper astern and contact positions with the tanker in day or night lighting conditions.

1.14.5 Boom Operator Visibility of Receiver Aircraft. The tanker aircraft shall provide clear visibility of the upper surface of the receiver aircraft, to enable the boom operator, whether direct view or with a vision system, to determine receiver aircraft geometry/definition, location of canopy, windshield, antennas and the rate and motion of the receiver, prior to and during refueling operations.

1.14.6 Boom Operator Visibility of Nozzle and Receptacle Slipway. The tanker aircraft shall provide clear visibility to enable the boom operator, whether direct view or with a vision system, to precisely determine the position of the nozzle relative to the receiver aircraft structure and receptacle slipway location.

1.14.7 Boom marker lights. Lights shall be provided to illuminate the extension markings on the boom telescopic tube, to enable the receiver pilot to determine the distance that the boom is extended.

1.15 Visual Cues. The boom operator, whether direct view or with a vision system, shall have sufficient visual cues to enable a successful contact with the receiver aircraft.

1.16 Static Discharge.

The boom and tanker systems must be installed in a manner to pass an electrical discharge, caused by the tanker/receiver connection, into the tanker's airframe. All tanker systems, including the boom system, shall meet their operational performance requirements when subjected to a 300 kilovolt discharge between the tanker boom nozzle and the receiver aircraft.

1.17 Electromagnetic Environmental Effects. The tanker aerial refueling (AR) system, including the boom nozzle and related components, boom signaling system and thru-the boom voice intercom system, shall be protected from electromagnetic interference from any tanker aircraft system.

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2.0 RECEIVER RECEPTACLE SYSTEMS

See the ARSAG Boom/Receptacle Guidance Document, Related Document 10, for additional information, background and guidance.

2.1 Receptacle Installation

2.1.1 Receptacle Installation Angle and Location

2.1.1.1 Installation Angle. The receptacle bore axis shall be positioned to provide alignment at contact with the tanker boom centerline, in the center of the contact envelope for all identified tankers. The installation angle shall be established using the following formula, with a tolerance of ± 1 degree:

$$X = 30 - (A+B)/2 + (C+D)/2$$

Where: X = receiver receptacle axial centerline angle with respect to the receiver aircraft waterline.

A = maximum receiver aircraft fuselage pitch angle, within the receiver's normal airspeed/altitude refueling range, including gross weight and external stores variations.

B = minimum receiver aircraft fuselage pitch angle, within the receiver's normal airspeed/altitude refueling range, including gross weight and external stores variations.

C = maximum tanker aircraft fuselage pitch angle, for all identified tankers, including gross weight variations, within the receiver's refueling speed range. Typical values of "C" are

provided in the Related Document 10, ARSAG Guidance Document Boom/Receptacle, Paragraph 10.1.2.

D = minimum tanker aircraft fuselage pitch angle, for all identified tankers, including gross weight variations, within the receiver's refueling speed range. Typical values of "D" are provided in the Related Document 10, ARSAG Guidance Document Boom/Receptacle, Paragraph 10.1.2.

2.1.2 Receptacle Dimensions. The mating dimensions for the receptacle shall conform to Annex D.

2.1.3 Clearance Requirements

2.1.3.1 Clear Path. The clear path area is defined by a plane parallel to the fuselage skin at the receptacle leading edge. Equipment that protrudes above the aircraft skin line shall not be installed within a clear path 5 feet (1,524 mm) long and 5 feet (1,524 mm) wide forward of and centered on the receptacle face and 2 feet (610 mm) long and 5 feet (1,524 mm) wide aft of and centered on the receptacle face, as shown in Figure C-3. Protuberances containing lights required by Paragraph 2.6.2 may be present, however they shall be no closer than 15 in (381 mm) from the forward edge of the slipway and no closer than 12 in. (305.8 mm) from the centerline of the receptacle. They shall not extend more than 2.00 in. (50.80 mm) above the clear path surface, and shall be protected against damage due to accidental boom nozzle strike.

2.1.3.2 Boom Pitch and Azimuth Clearance. No portion of the receiver aircraft shall extend into the clearance envelope defined by 15 degrees elevation from the forward edge of the Receiver Clear Path Area, as shown in Figure C-3 and $\pm 30^\circ$ azimuth from the forward outboard corners of the Receptacle Clear Path Area, as shown in Figure C-3.

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2.1.3.3 Boom Lateral Clearance. No portion of the receiver aircraft shall extend above a 15 deg. laterally sloping surface starting at the outboard edge of the 5 ft. (1524 mm) wide Receptacle Clear Path Area as shown in Figure C-3. No portion of the receiver aircraft shall extend above a surface connecting the 15 degree forward sloping surface and the 15 degree lateral sloping surface.

2.1.3.4 Combined Receiver Boom Clearance Envelope. The above clear path, boom pitch, boom azimuth and lateral clearance requirements are shown combined for clarity in Figure C-3. No portion of the receiver aircraft shall extend beyond these combined surfaces, except the lights allowed in Paragraph 2.6.2.

2.1.4 Receptacle Contact Sensor. The receptacle shall incorporate a contact limit sensor. Contact shall be sensed between 0.75 and 1.00 inch (19.05 and 25.4 mm) of sliding valve travel, measured from the fully closed position, and shall have a minimum overtravel of 0.25 inch (6.35 mm). The contact sensor shall be located at the 12 or 6 o'clock position of the receptacle.

2.1.5 Receptacle Latches. The receptacle shall be equipped with latches to hold the boom nozzle in the locked position.

2.1.5.1 Latch Dimensions. The latch dimensions shall be as shown in Figure D-3.

2.1.5.2 Latching Forces. The receiver aircraft's receptacle shall provide a minimum latching force of 4800 pounds (21,351 Newtons) and shall not exceed 9,412 pounds (41,877 Newtons) during a tension disconnect at a tanker/receiver aircraft separation rate of up to 10 ft./sec (3.05 meters/sec) in all expected operational environmental conditions within the airspeed/altitude envelope of the boom system.

2.1.5.3 Latch Failures.

2.1.5.3.1 Fail Open. The receptacle latch failure mode shall be in the open position in the event of latch mechanical failure or loss of latch actuation capability.

2.1.5.3.2 Failure Load. The latches shall fail under an $11,500 \pm 1,000$ lbf ($51,155 \pm 4,448$ Newtons) tension force. There shall be no loose debris or parts following this failure.

2.1.5.4 Latch Response. Upon operator or automatic signal command, the latch or unlatch response time shall not exceed 0.6 seconds in all expected operational environmental conditions within the airspeed/altitude envelope of the boom system.

2.1.5.5 Toggle Latch/Unlatch, Disconnect and Override Modes. The receiver pilot (or crew) shall be provided a nozzle/receptacle disconnect switch for use in normal and override modes .

2.2 Receiver Aircraft Signal System and Secure Communication

The receiver aircraft receptacle system shall be able to receive disconnect and voice signal communications, and send voice and receptacle latch position and disconnect signal communications through its receptacle induction coil when coupled with the tankers reference nozzle as defined in Annex B or equivalent.

The receptacle induction coil shall transmit and receive these signals when the boom nozzle is inserted and latched into the receiver aircraft's receptacle and the boom nozzle is rotated axially to its maximum operational travel within the receptacle (clockwise or counterclockwise) with the maximum air gap attainable with the most adverse tolerances in the receptacle and the nozzle.

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The receiver aircraft receptacle system shall be able to receive disconnect and voice signal communications, and send voice and receptacle latch position and disconnect signal communications through its receptacle induction coil when coupled to a tankers nozzle as defined in Annex B (Pages B-1 through B-3).

2.2.1 Signal Advance. Deleted **2.2.2 Receptacle Induction Coil.** Deleted **2.2.3 Receptacle Induction Coil Location.** Deleted

2.2.4 Receptacle Induction Coil Construction. Deleted

2.2.5 Signal Protocol

2.2.5.1 Signal Receiving. The receptacle system shall detect a pulse coming from the nozzle when the nozzle coil is excited between 18 Volts and 30 Volts during a minimum of 3 milliseconds.

2.2.5.2 Signal Sending. When transmitting the pulse, the receptacle's coil:

- shall induce in the nozzle coil an OPERATING pulse as per FIGURE B-1 & TABLE B-1
- shall not induce in the nozzle coil a NON-OPERATING pulse as per FIGURE B-1 & TABLE B-1

2.2.5.3 Override. An override mode shall be available if there is a malfunction of the signal amplifier in either the tanker aircraft or the receiver aircraft.

2.3 Receiver Aircraft Fuel System

2.3.1 External Fuel Spillage

2.3.1.1 Normal Disconnect. During normal initiated disconnect [center of envelope, pumps off, at 1 ft./sec (0.61 meters/sec) nozzle separation a maximum of 25cc external fuel spillage shall be permitted, with the receptacle engaged with a nozzle that complies with Annex A (Pages A-1 through A-4).

2.3.1.2 Emergency Disconnect. During emergency disconnect (corners of envelope, pumps on, at the maximum receptacle system flow rate, and the corresponding pressure, up to 10 ft./sec (3.05

meters/sec) nozzle separation) a maximum of 200cc external fuel spillage shall be permitted, with the receptacle engaged with a nozzle that complies with Annex A (Pages A-1 through A-4). The tanker boom nozzle poppet surge damper may be deactivated for receptacle fuel spillage testing.

2.3.1.3 Fuel Leakage Protection. The receiver aircraft's design shall minimize the effect of potential fuel spillage from either the boom nozzle or the receptacle during the aerial refueling process:

2.3.1.3.1 Air Intakes. Air intakes shall not be located in areas where spilled fuel or fumes can enter the receiver aircraft.

2.3.1.3.2 Electronic Bays. Electronic bays located aft of the aerial refueling receptacle shall be sealed.

2.3.2 Overpressure Protection. The receiver aircraft shall provide means to protect itself from the maximum steady state overpressure that the tanker is capable of, in the event of a tanker pressure regulator failure and/or a receiver aircraft fuel system tank level control valve failure.

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2.3.3 Receiver Aircraft Fuel System Pressure Design Criteria. The receiver aircraft shall withstand all pressure transients and surges generated by the tanker and/or receiver aircraft, when in contact, during fuel flow initiation and valve closures, throughout the fuel transfer, and disconnect.

2.4 Receptacle Structural Design Criteria.

The receptacle housing and aircraft structure shall be designed for limit and ultimate structural loads imposed at the boom nozzle ball joint.

2.4.1 Limit Loads. Limit tension and compression loads of 9,000/Cos(C) lbf [40,034/Cos(C) Newtons] applied at the boom nozzle ball joint where C is the angle between the boom centerline and the nozzle centerline and may vary from 0 to 17 degrees.

2.4.2 Ultimate Loads.

2.4.2.1 Ultimate Tension Loads. Ultimate tension load of 14,000/Cos (A) lbf [66,275/Cos (A) Newtons] applied to the boom at the boom nozzle ball joint where A is the angle between the boom centerline and the nozzle centerline and may vary from 0 to 30 degrees.

2.4.2.2 Ultimate Compression Loads. Ultimate compression load of 20,000 lbf (88,964 Newtons) applied at the boom nozzle ball joint anywhere within a 34 degree cone around the receptacle axial centerline.

2.4.3 Slipway and Adjacent Area Loads. The slipway and adjacent area shall withstand the following loads:

2.4.3.1 Ultimate Slipway Load. An ultimate load, at the center of the slipway, of 2,000 lbf (8,896 Newtons) laterally and 5,000 pounds (22,241 Newtons) vertically, applied simultaneously. These loads shall be applied with a boom nozzle or equivalent with the nozzle centerline at approximately 45 degrees to the surface contact.

2.4.3.2 Ultimate Area Loads. The area extending 12 inches (304.8 mm) around the receptacle installation shall withstand static ultimate loads of 750 lbf (3,336 Newtons) longitudinally and 1,800 lbf (8,007 Newtons) vertically, referenced to the receiver aircraft, applied simultaneously. These loads shall be applied with a boom nozzle or equivalent with the nozzle centerline at approximately 45 degrees to the surface contact.

2.5 Receiver Aircraft Receptacle Markings. Receptacle markings shall be in accordance with one of the marking schemes provided in Annex E. Marking color shall contrast with the aircraft background

color, and shall be chosen so that they are plainly visible to the boom operator, but are not visible from a distance.

2.6 Receiver Aircraft Lighting

2.6.1 Anti-collision Beacons. Beacons on the upper and lower fuselage shall be provided for collision avoidance. In addition, the upper and lower fuselage beacons used during aerial refueling shall have independent on/off control, so that the upper beacon can be extinguished during aerial refueling.

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2.6.2 Slipway/Receptacle Area Lighting. Slipway and receptacle area illumination shall be provided, to enable the boom operator to determine the location of the slipway/receptacle and see sufficient surrounding area to identify adjacent skin contours and obstructions. Variable intensity dimming control shall be provided for all slipway/receptacle area lighting from “full intensity” to completely “off”. Slipway/Receptacle area illumination shall be such that it does not blind or distract the boom operator or the air vehicle crew member(s) of the receiver or the tanker aircraft during the aerial refueling process. If these lights are located within the Receiver Clear Path Area, they shall comply with the limitations stated in Para. 2.1.3.1

2.6.3 External Lights. The receiver aircraft shall be provided with external lights to aid the tanker aircraft in locating, tracking and identifying the receiver aircraft at night, and to enable the boom operator to determine receiver geometry/definition, location of the receptacle and relevant features necessary to accomplish the aerial refueling operation. The receiver external lights shall illuminate the receiver's receptacle and surrounding area. External lighting shall not blind or distract the air vehicle crew member(s) of the receiver or the tanker aircraft during the aerial refueling process. Variable intensity dimming control shall be provided for all external lights, except for the anti-collision beacons, from “full intensity” to completely “off”. In addition, all upper fuselage beacons shall have on/off control that is independent of the lower fuselage beacons. Refer to Related Document 13 for additional information.

2.7 Static Discharge. The receptacle installation must be installed in a manner to safely pass an electrical discharge, caused by the tanker/receiver connection, into the airframe. All receiver aircraft systems shall meet their operational performance requirements when subjected to a 300 kilovolt discharge between a tanker boom nozzle and the receiver receptacle, or the area adjacent to the receptacle.

2.8 Electromagnetic Environmental Effects. The receiver aircraft's aerial refueling (AR) system, including the receptacle and associated components, receptacle signaling system and the boom voice intercom system, shall be protected from electromagnetic interference from any of the receiver aircraft's own systems.

ANNEX A

Boom Nozzle – Mating Dimensions

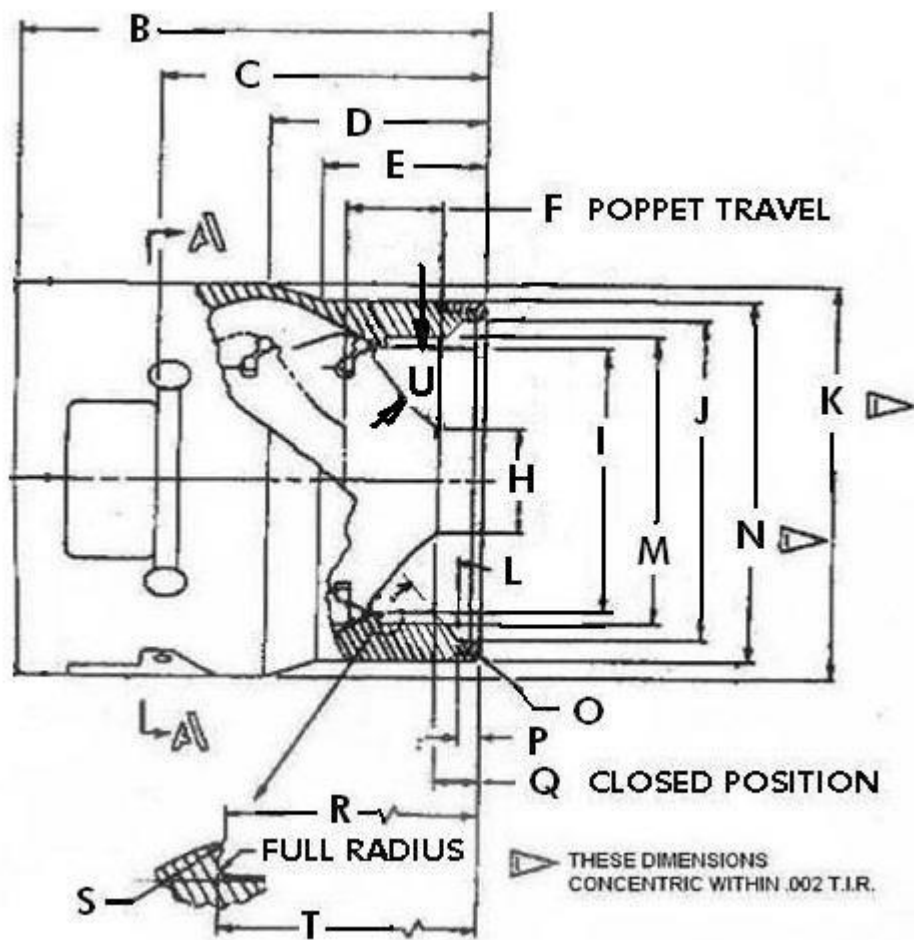


Figure A-1. Boom Nozzle Mating Dimensions

Table A-1. Boom Nozzle Mating Dimensions

DIMENSION	MAXIMUM		MINIMUM		REMARKS
	in.	Mm	in.	mm	
A					Deleted
B			6.22	157.99	Minimum
C	4.4125	112.08	4.3775	111.19	
D	2.865	72.77			Maximum
E			2.14	54.36	Minimum
F	1.31	33.27	1.17	29.72	
G					Deleted
H	1.41	35.81	1.39	35.31	
I			3.53	89.66	Minimum
J	4.3	109.22	4.29	108.97	
K	5.25	133.35	5.248	133.3	
L	50 deg.		45 deg.		Degrees
M	3.89	98.81	3.88	98.55	
N	4.8	121.92	4.798	121.87	
O			0.115	2.92	Radius- Minimum
P	0.359	9.12	0.29	7.37	
Q	0.66	16.76	0.61	15.49	
R	1.345	34.16	1.33	33.78	
S	0.04	1.02	0.03	0.76	Radius
T	1.375	34.93	1.36	34.54	
U	52 deg.		51 deg.		Degrees

Note: Angle L has been revised from MS27604 to reduce receptacle seal damage.

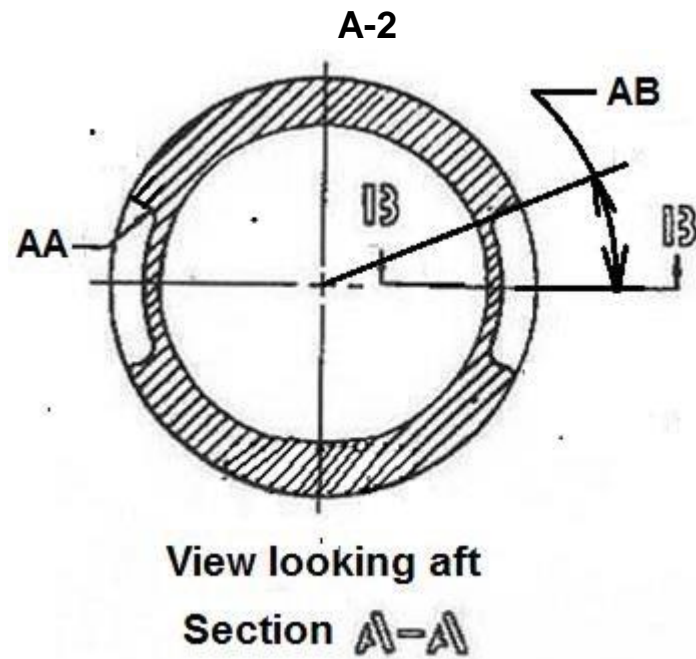


Figure A-2a. Nozzle Latching Recesses

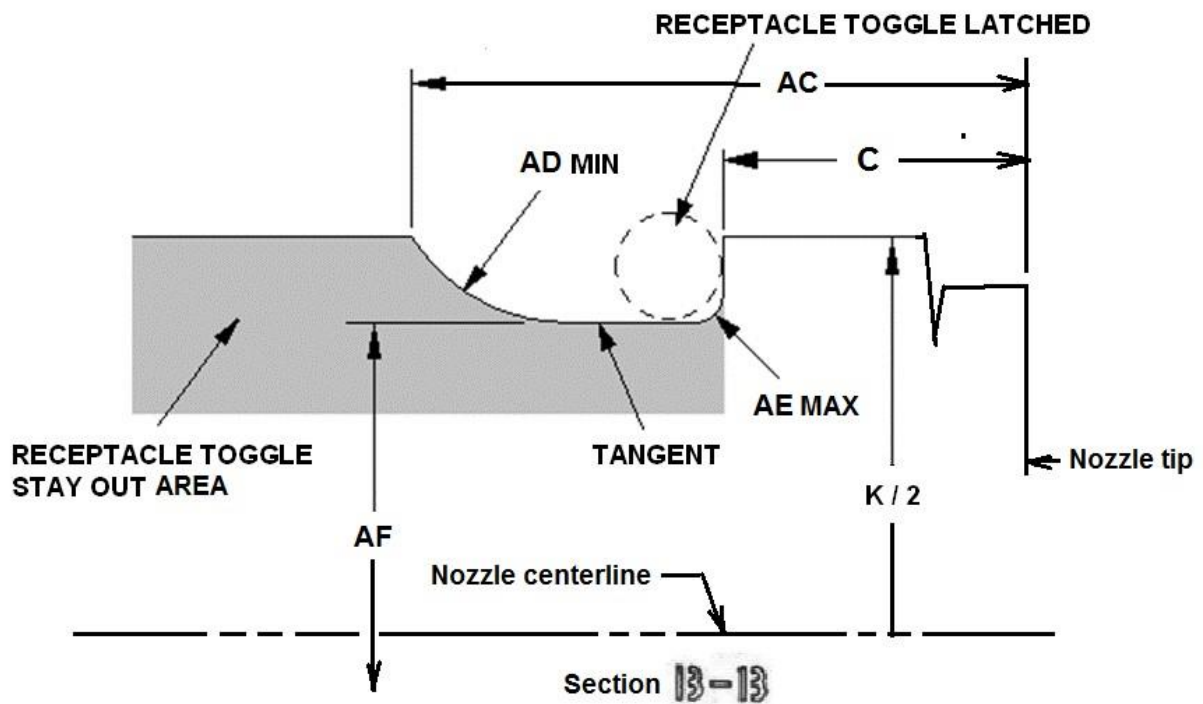


Figure A-2b. Nozzle Latching Recesses without Independent Disconnect (IDS)

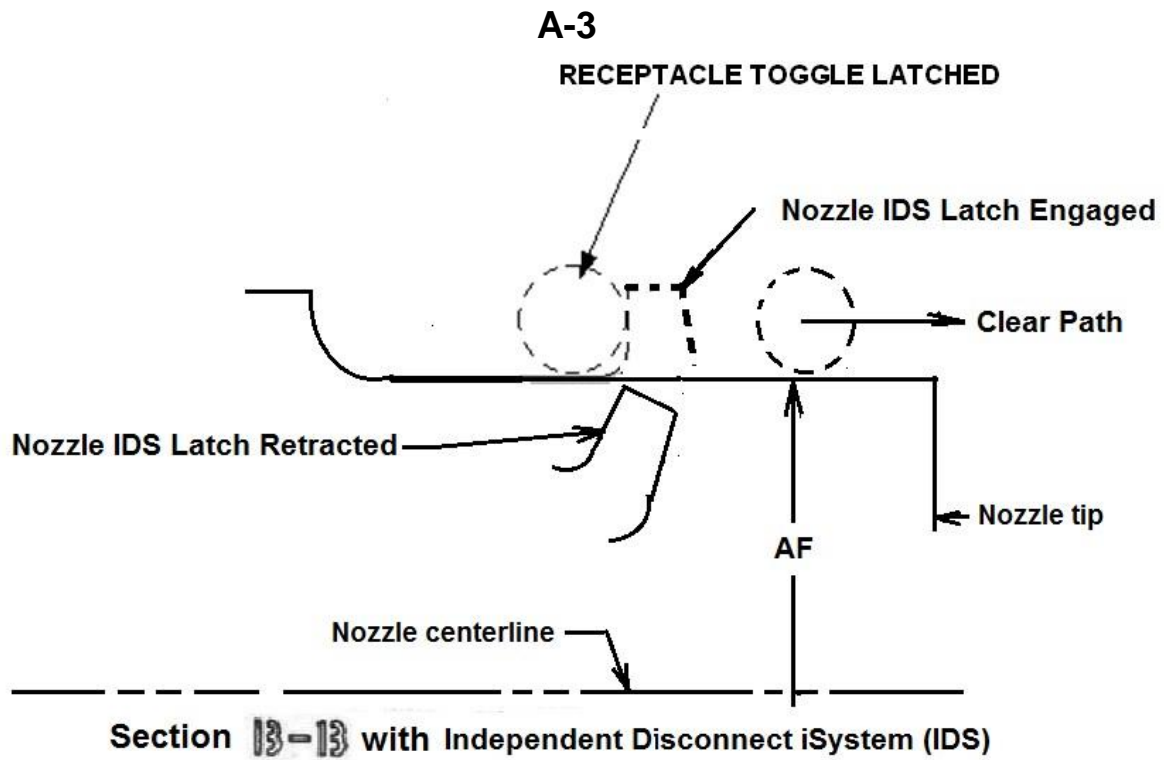
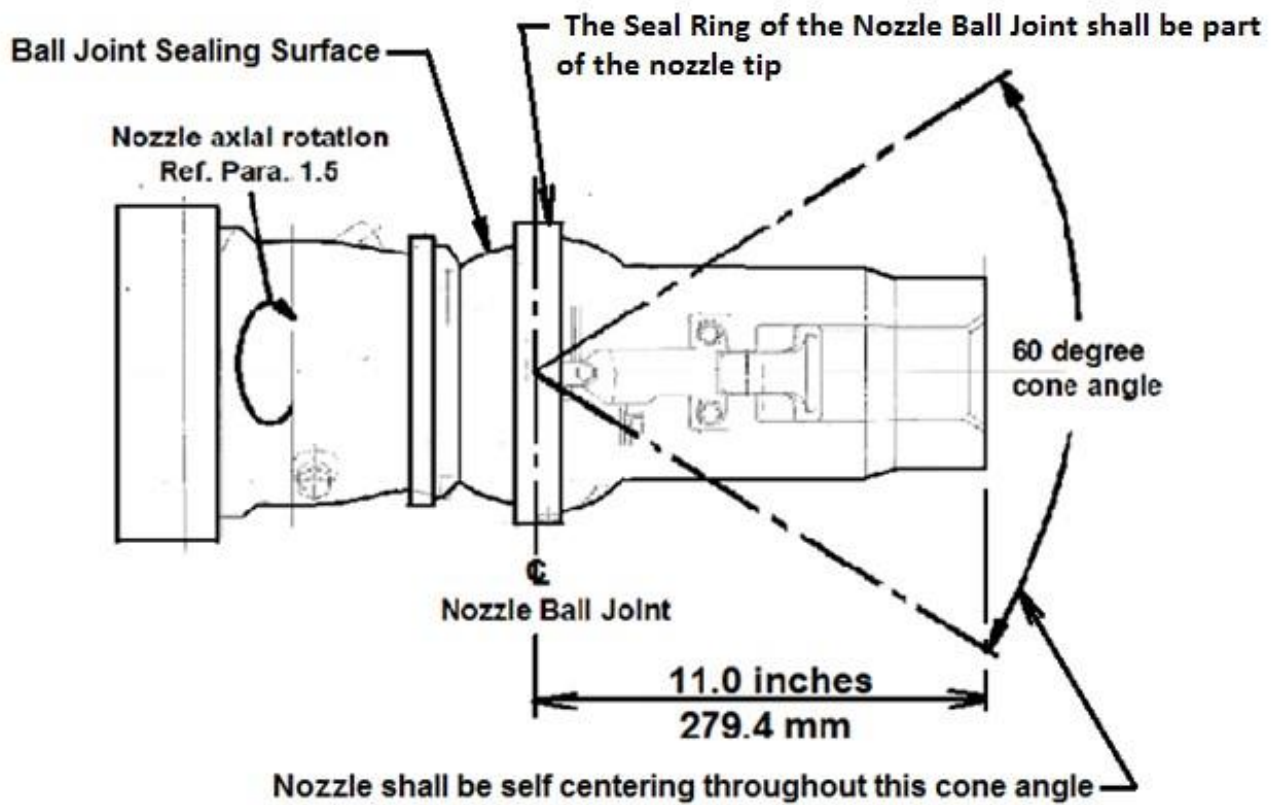


Figure A-2c Independent Disconnect Clear Path

Table A-2. Nozzle Latching Recesses Minimum Profile

DIMENSION	MAXIMUM		MINIMUM		REMARKS
	in.	Mm	in.	mm	
AA	0.26	6.60			Radius-Maximum
AB			23		Degrees-Minimum
AC			5.67	144.02	Minimum
AD	1.89	48.01	1.87	47.50	Radiustangent to AK
AE	0.265	6.73			Radius - Maximum
AF	4.42	112.27			Diameter-Maximum

A-4



Note: See Related Document 10, ARSAG Guidance Document Boom/Receptacle, for further guidance concerning nozzle ball joint configuration.

Figure A-3. Boom Nozzle Articulation

A-5
ANNEX B

Electrical Interface

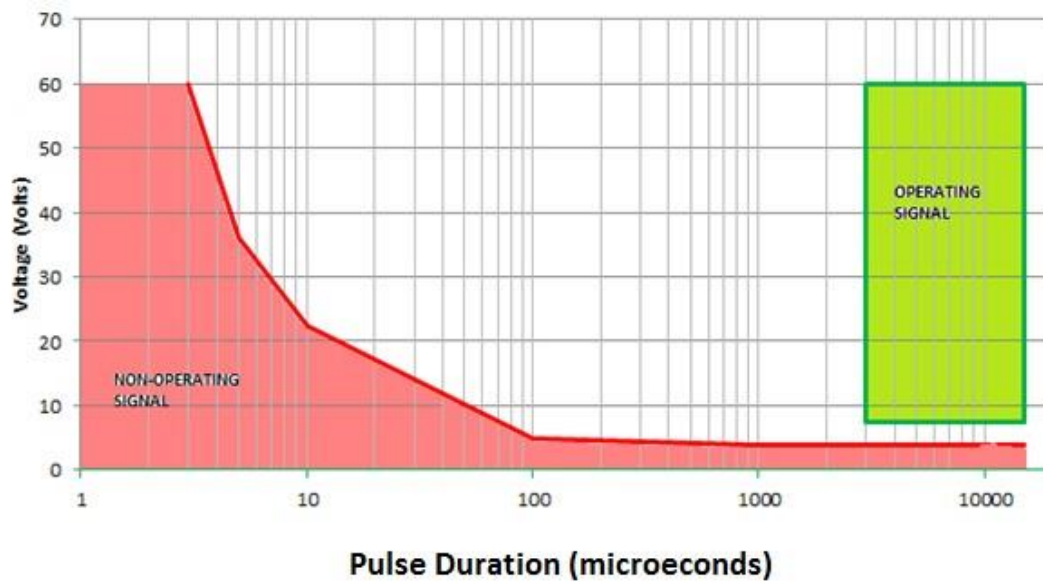
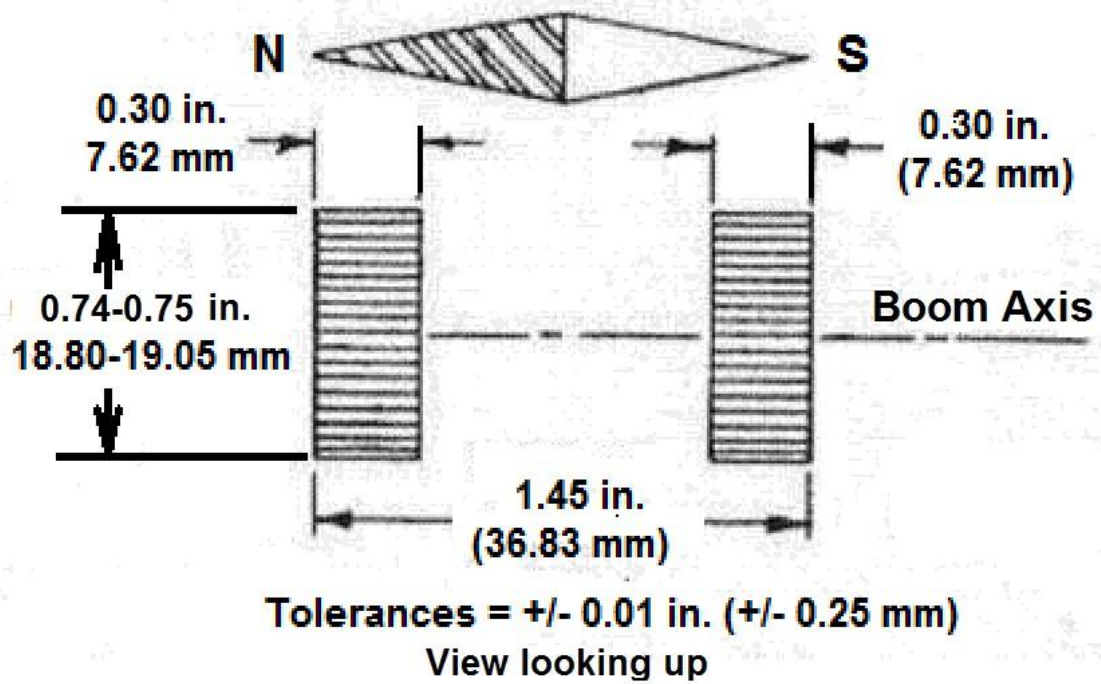


Figure B-1. Signal Advance Characteristics

PULSE DURATION (MICROSECONDS)	VOLTAGE (VOLTS)
NON-OPERATING	
15,000	4.0
1,000	4.0
100	5.0
10	22.5
5	36.0
3	60.0
OPERATING	
15,000	Minimum 7.5 Maximum 60
3,000	Minimum 7.5 Maximum 60

Table B-1. Signal Advance

**B-1
Boom Nozzle Induction Coil Requirements**



Note: The pole faces shall be centered within 0.03 inches (0.76 mm) of the boom axis.

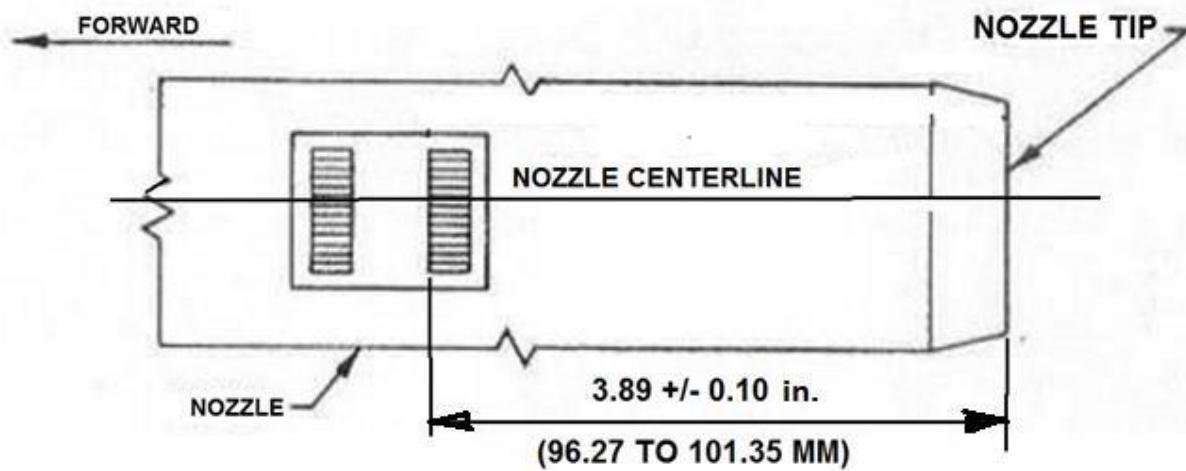
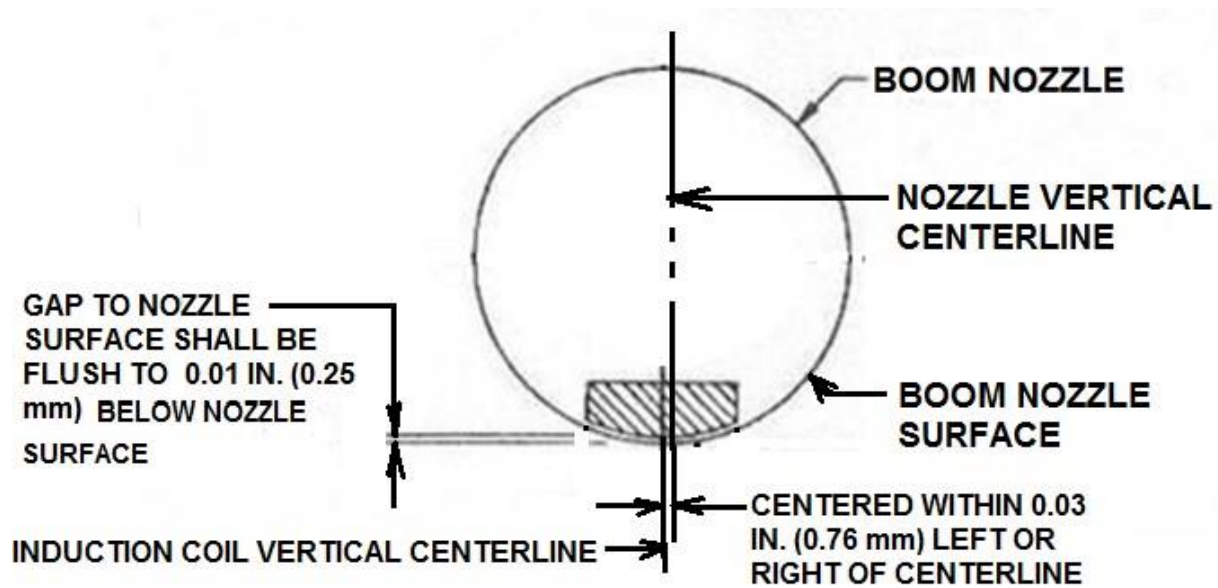


Figure B-2. Boom Nozzle Induction Coil Position

Tanker Nozzle Induction Coil Requirements (Continued)



(View looking forward along boom axis)

Figure B-3. Boom Nozzle Induction Coil Centering and Gap

Receiver Aircraft Receptacle Induction Coil

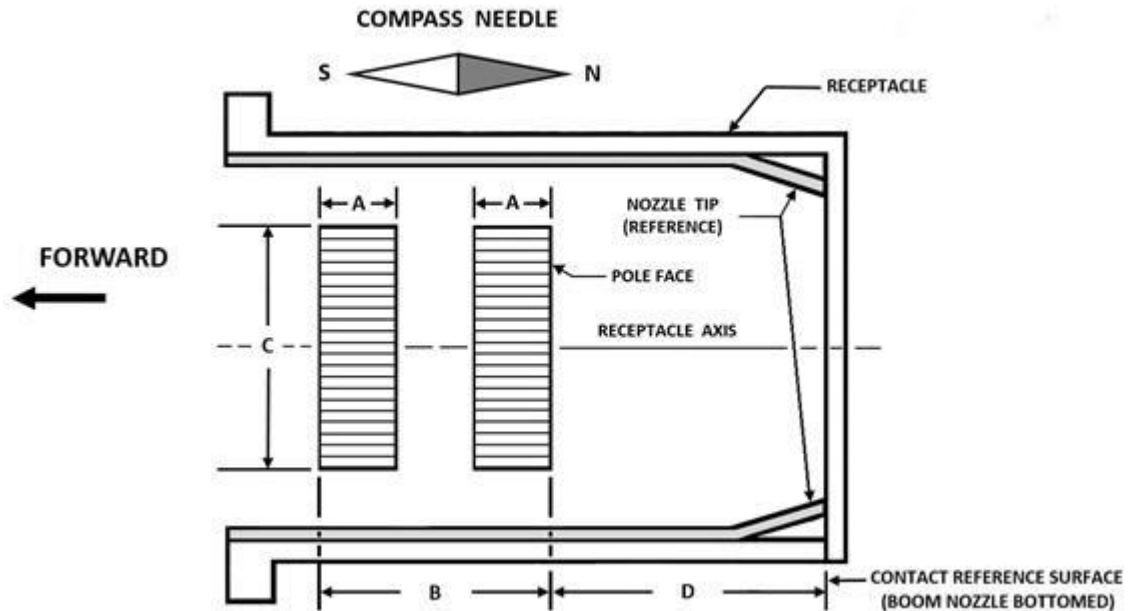


Figure B-4. Receptacle Induction Coil Requirements

Table B-2. Receptacle Induction Coil Dimensions

DIM	MAXIMUM		MINIMUM	
	Inch	Mm	Inch	mm
A	0.56	14.22	0.54	13.72
B	1.71	43.43	1.69	42.93
C	1.71	43.43	1.69	42.93
D	3.50	88.90	3.48	88.39

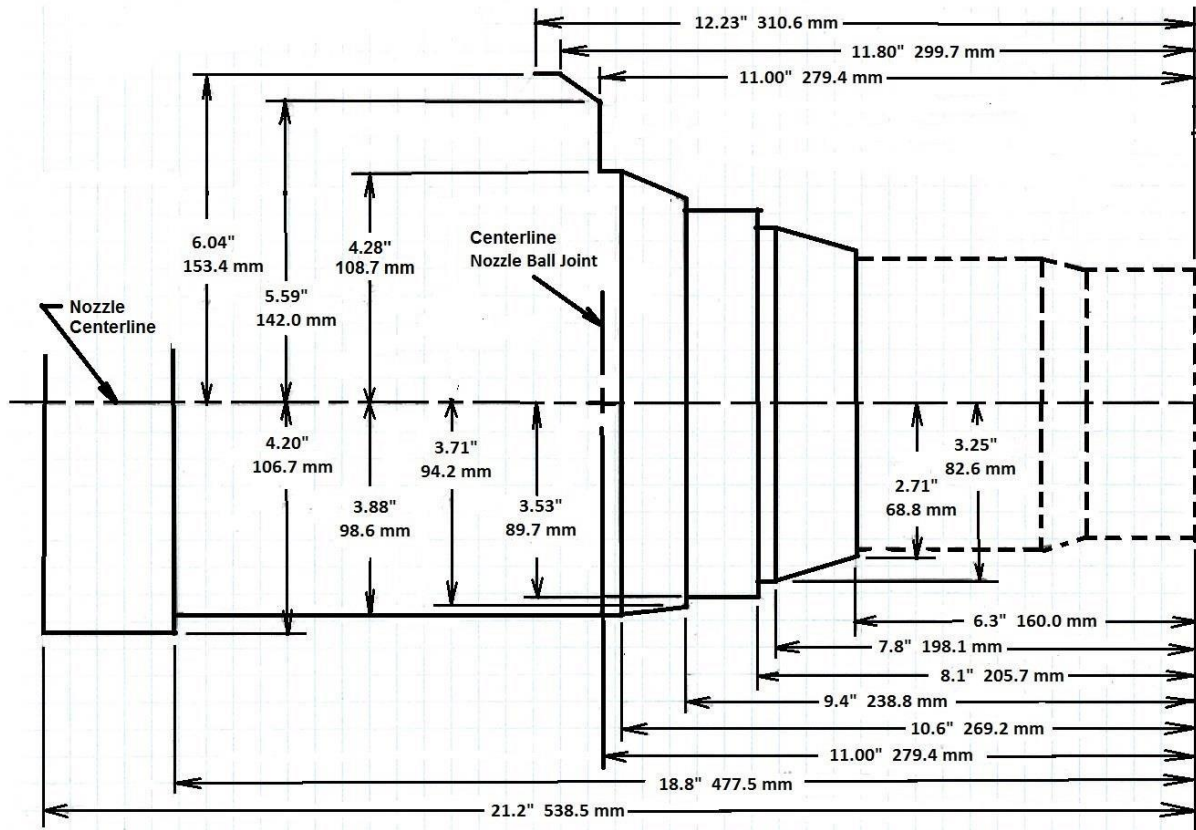
Table B-3 Nozzle/Receptacle Induction Coil Construction

	Nozzle Coil	Receptacle Coil
Windings	2300 turns of #38 B and S Formex magnetic wire or equivalent with the resistance of 333 to 432 ohms.	2300 turns of # 38 B and S Formex magnetic wire or equivalent with the resistance of 333 to 484 ohms
Laminations	Laminations of 0.01 in. (0.254 mm) thick commercial quality transformer steel with core loss not exceeding 0.72 Watts per pound (1.58 Watts per kilogram). The minimum lamination cross sectional area of 0.09 in ² (58 mm ²), with the pole face dimensions, shall be as shown in Annex B (Page B-2).	Laminations of 0.01 in. (0.254 mm) thick commercial quality transformer steel with core loss not exceeding 0.72 Watts per pound (1.58 Watts per kilogram). The minimum lamination cross sectional area of 0.204 sq. in. (132 sq. mm), with the pole face dimensions, shall be as shown in Annex B (page B-3)
Polarity Test	When the positive terminal of a 28 Volt D.C. power source is applied to the signal input lead, the north needle of a compass shall point as shown in Figure B-2.	When the positive terminal of a 28 Volt D.C. power source is applied to the signal input lead, the north needle of a compass shall point as shown in Figure B-4.

NOTE: Other technical solutions may be acceptable if they can be shown to provide the same results.

ANNEX C

Receiver Aircraft Clearance Envelope



NOTE: Horizontal dimensions are MINIMUMS. Vertical dimensions are MAXIMUMS.

Note: The portion of this diagram below the centerline shall apply to the lower 180 deg. of the nozzle.

Figure C-1. Maximum Nozzle Envelope. Side View

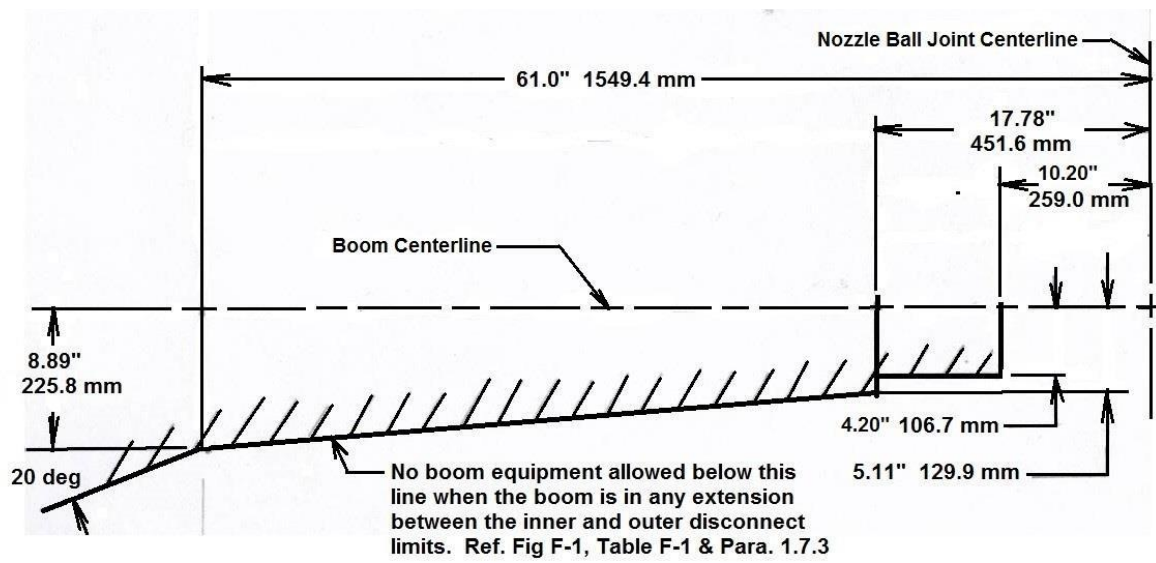
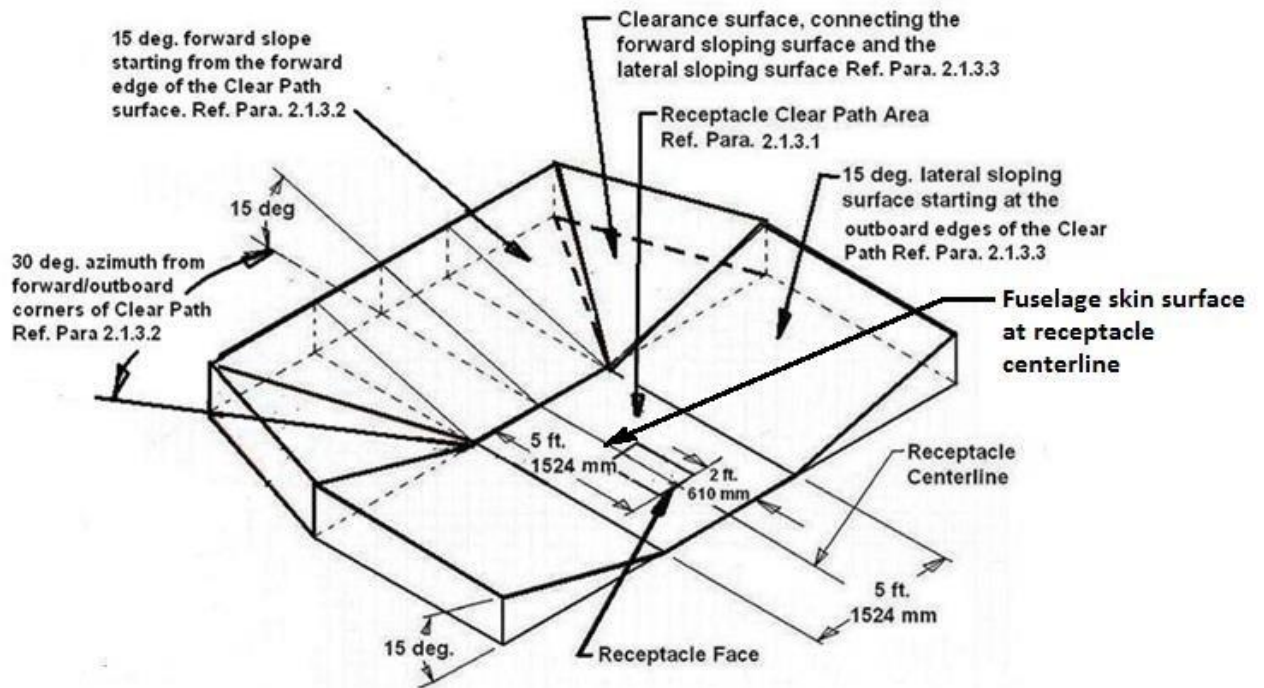


Figure C-2. Maximum Boom Envelope - Side View.

C-2



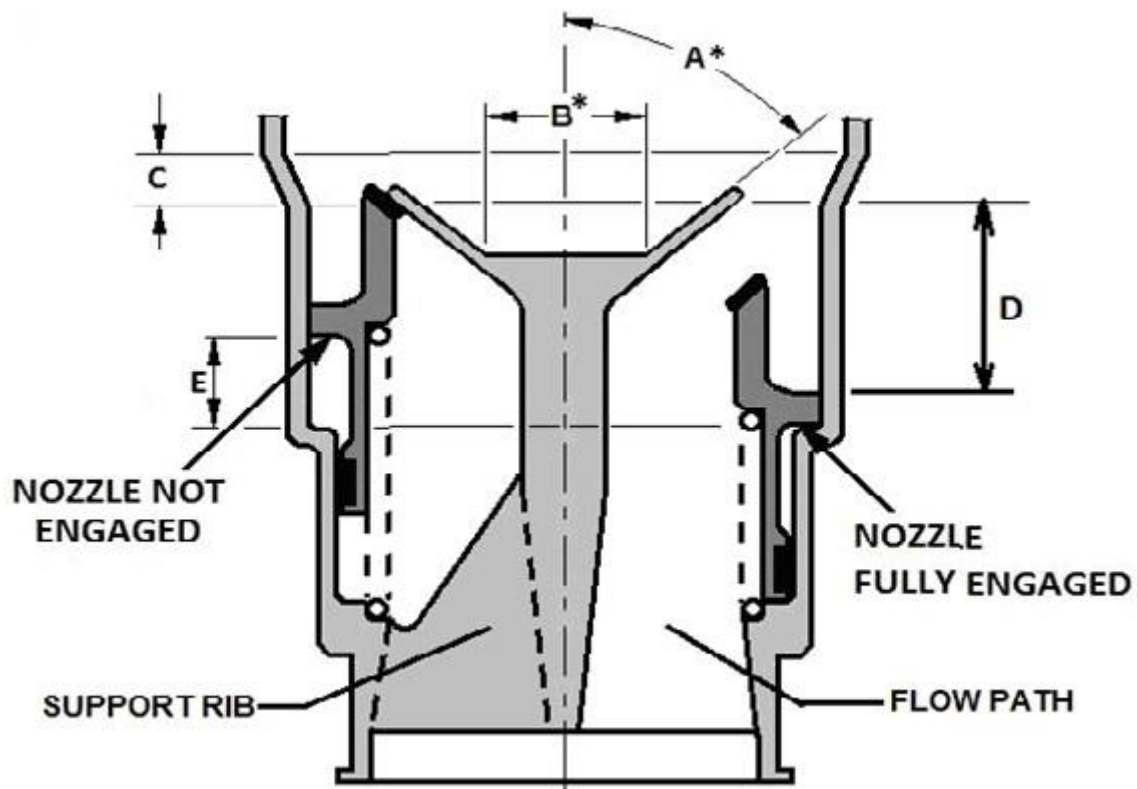
No receiver equipment allowed above these surfaces, except the lights allowed in Paragraph 2.6.2

Figure C-3. Combined Receiver Clearance

C-3 ANNEX D

Boom Receptacle – Mating Dimensions

Note:



Dimensions A & B must be equal or greater than the maximum Nozzle Poppet Valve dimensions U & H respectively, on Pages A-1 and A-2

Figure D-1. Boom Receptacle – Sliding Valve

Table D-1. Boom Receptacle – Sliding Valve

DIMENSION	MAXIMUM		MINIMUM		REMARKS
	in.	mm	in.	mm	
A					Minimum Tulip Angle, Deg. See note above
B			1.41	35.81	Minimum Tulip Flat
C	0.63	16.00	0.6	15.24	Taper Length
D	2.225	56.52	2.135	54.23	Aft Bore Length
E	1.125	28.58	0.814	20.68	Sliding Valve Travel

D-1

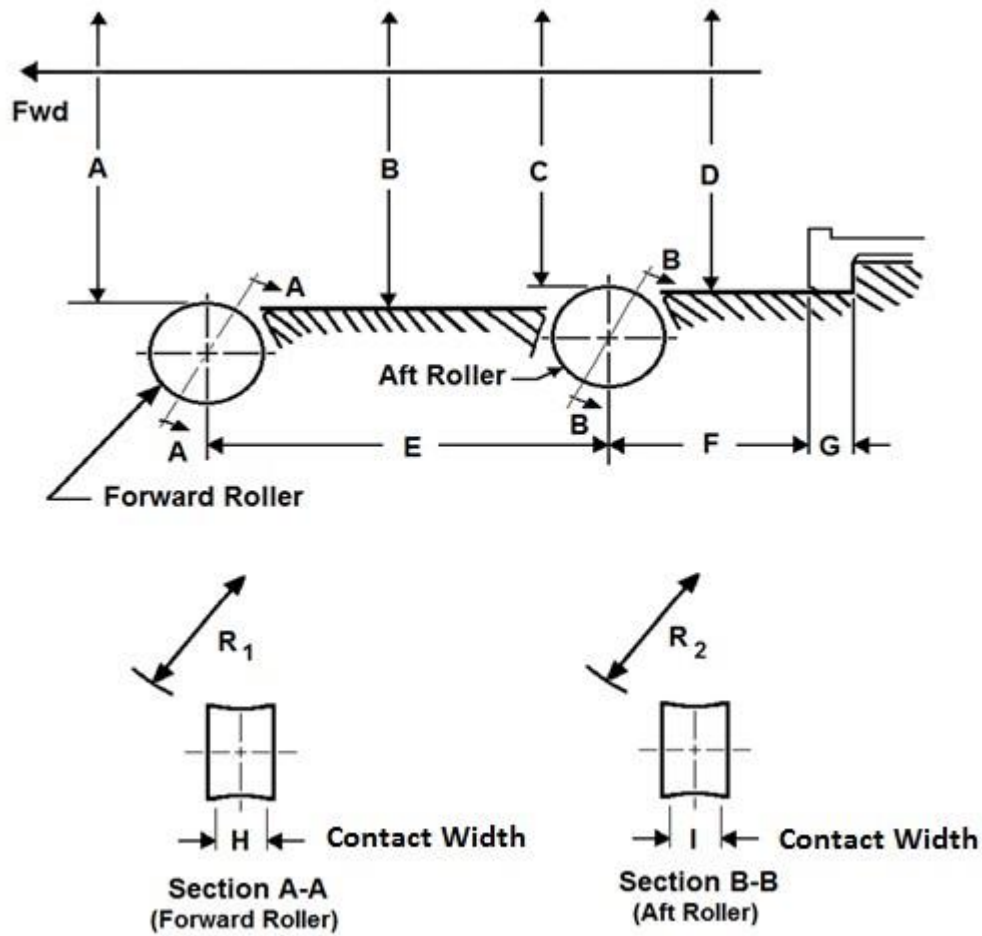
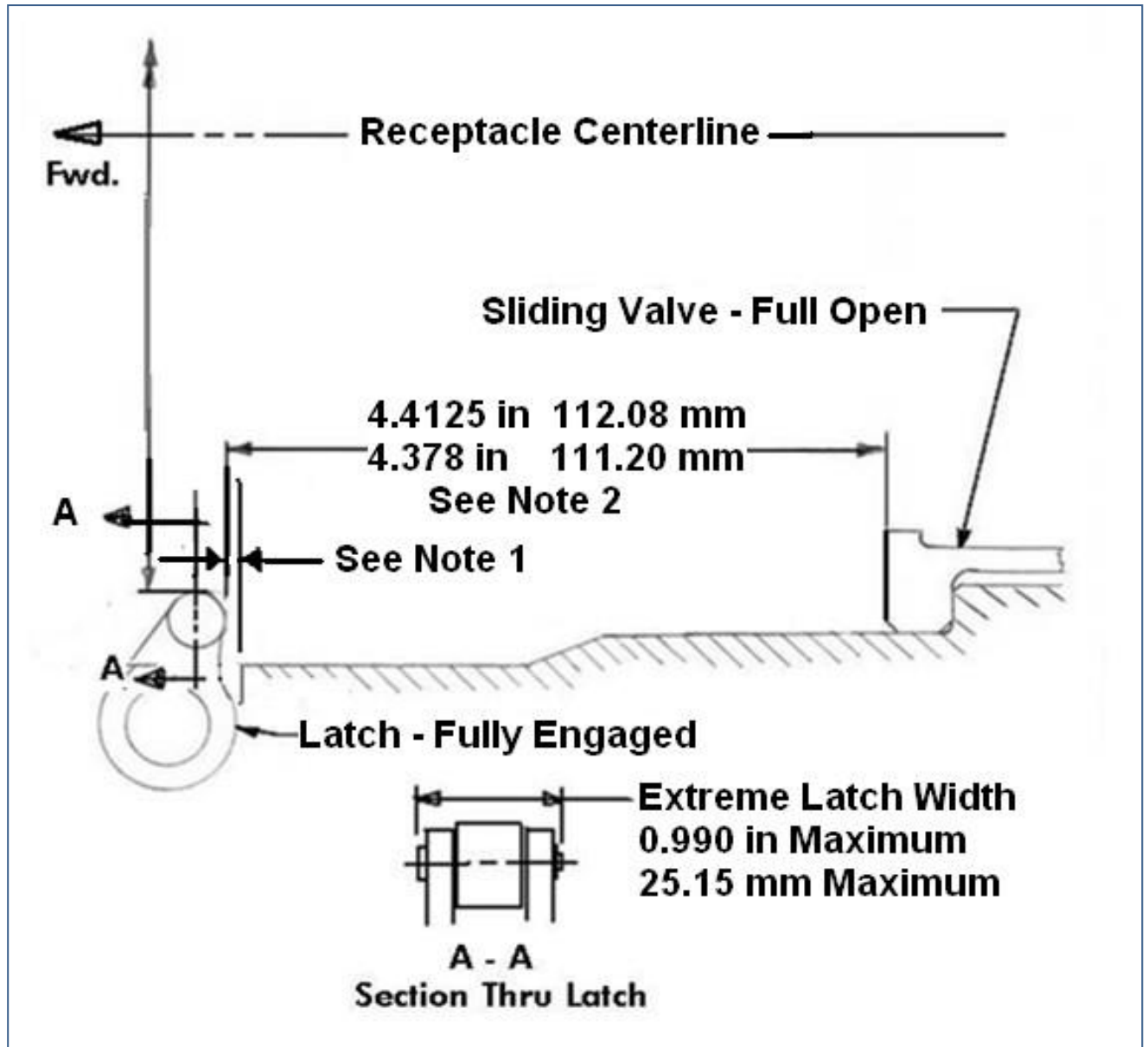


Figure D-2. Receptacle Rollers

Table D-2. Receptacle Rollers

Dimension	Maximum		Minimum	
	Inch	Mm	Inch	mm
A	5.280	134.11	5.257	133.53
B	5.310	134.87	5.300	134.62
C	4.825	122.56	4.805	122.05
D	4.902	124.51	4.900	124.46
E	4.000	101.60	3.500	88.90
F	2.015	51.18	1.885	47.88
G	0.436	11.07	0.434	11.02
H	0.75	19.51	0.55	13.97
I	0.75	19.51	0.55	13.97
R ₁	2.64	67.06	2.615	66.42
R ₂	2.635	66.93	2.39	60.71



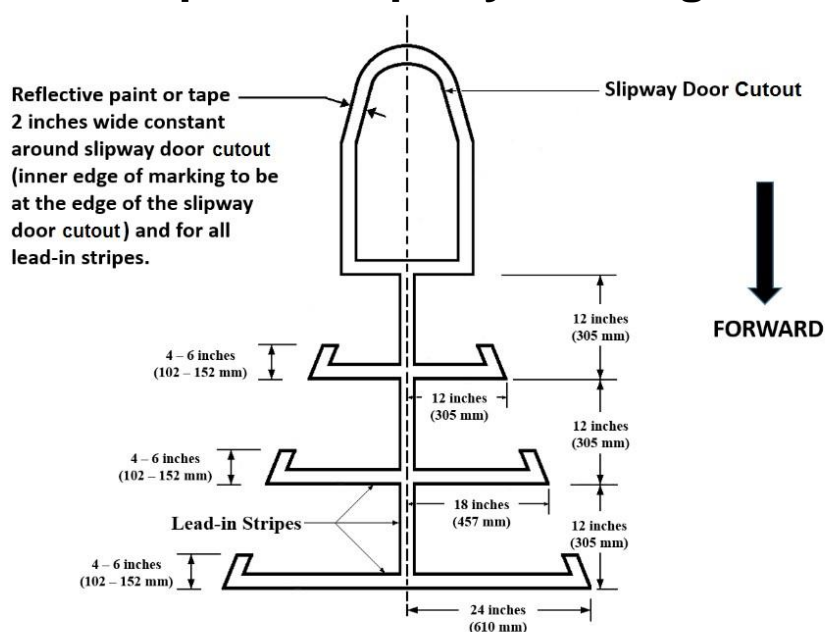
Latch must not enter stayout zone on nozzle, Fig A -2,
during its complete movement
Symmetrical about Centerline

NOTE: 1: Distance between the toggle and housing shall be controlled to maintain separation in the latched condition

NOTE 2: Distance shown shall be controlled to ensure a minimum axial latching force of 4,800 lbf (21,351 Newtons) in the latched condition with any boom nozzle compliant with Annex A (A-1)

Figure D-3. Section through Receptacle Latch Toggles D-3

Receptacle Slipway Markings

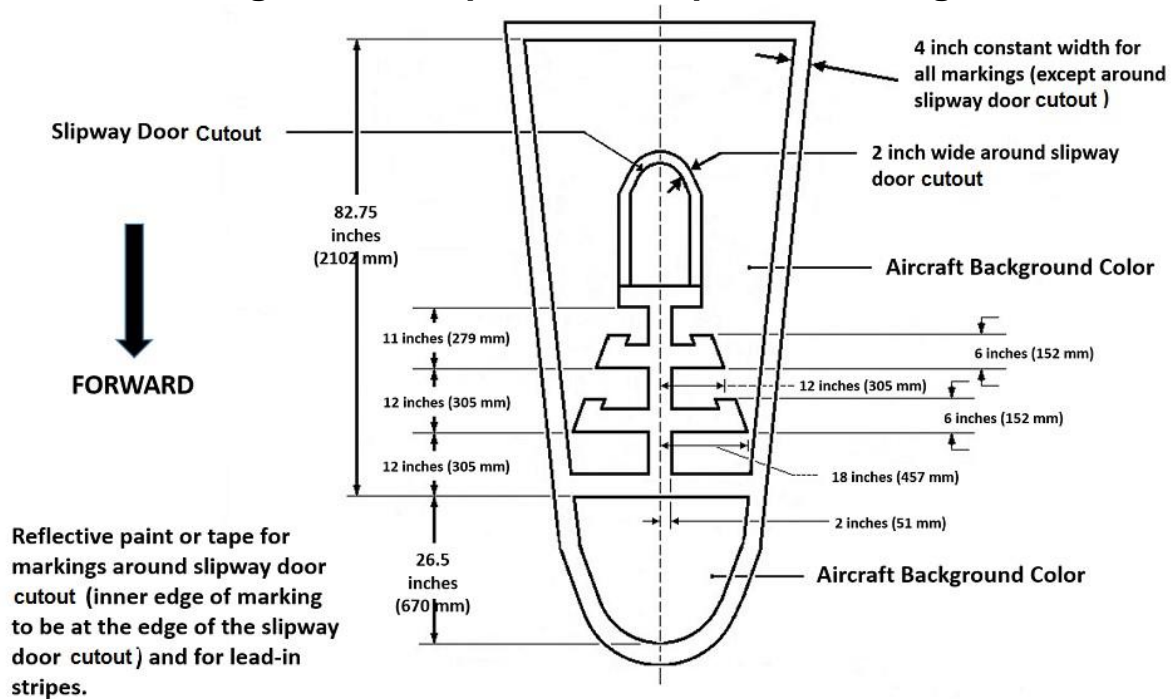


Note: Marking color shall contrast with aircraft background color
Figure E-1. Triple Bar Receptacle Markings



Note: Windshield highlighted with reflective tape (recommended)

Figure E-2. Triple Bar Receptacle Markings E-1



Note: Marking color shall contrast with aircraft background color and shall be chosen to be plainly visible to the boom operator but not visible at a distance outside the refueling range.

Figure E-3. Triple Bar Camouflaged Receptacle Markings



Figure E-4. Triple Bar Camouflaged Receptacle Markings E-2

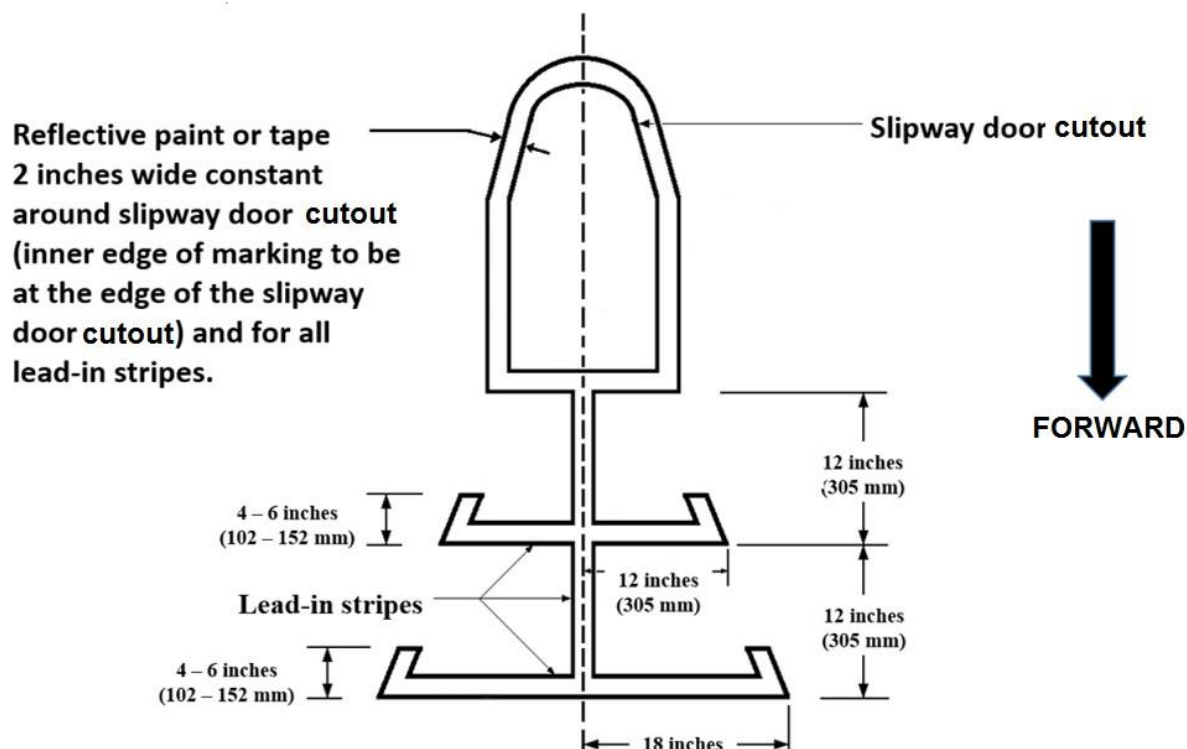


Figure E-5. Two Bar Receptacle Markings Note: Use when Triple Bar Markings do not fit available space



Figure E-6. Two Bar Receptacle Marking

**E-3
ANNEX F**

Boom Envelope

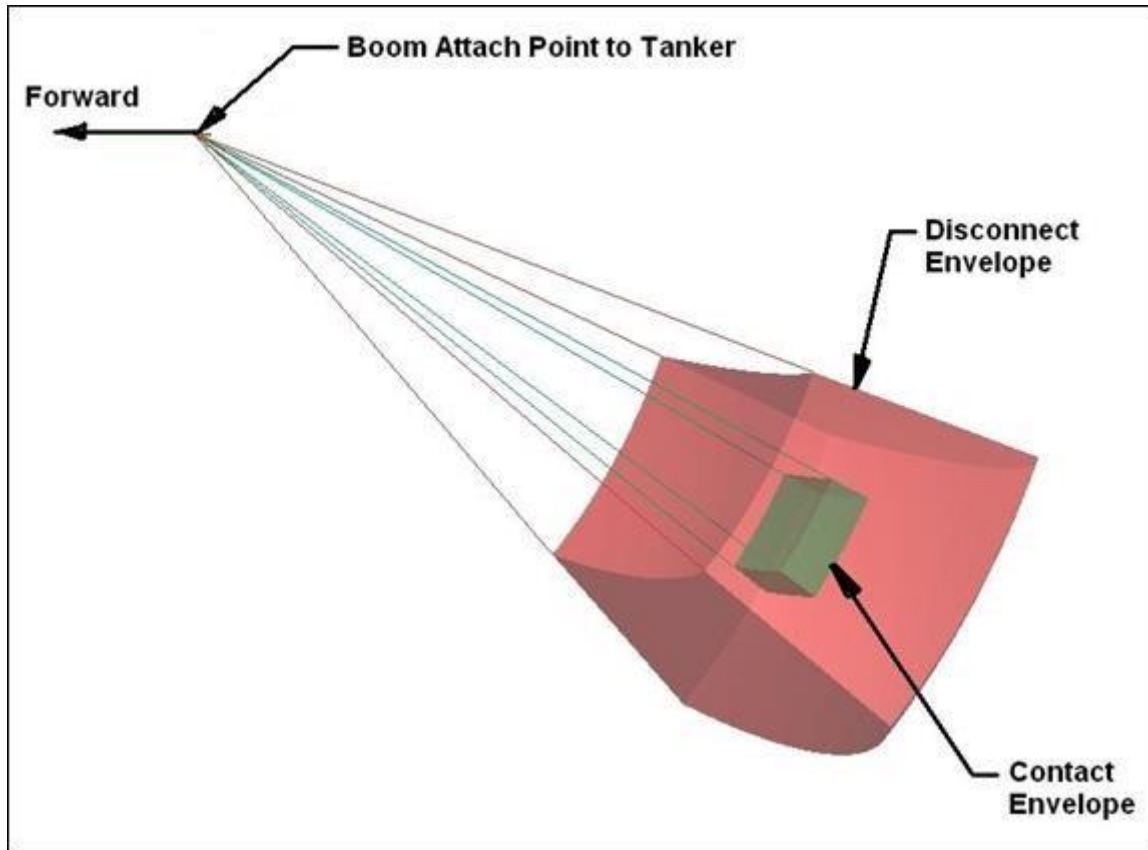
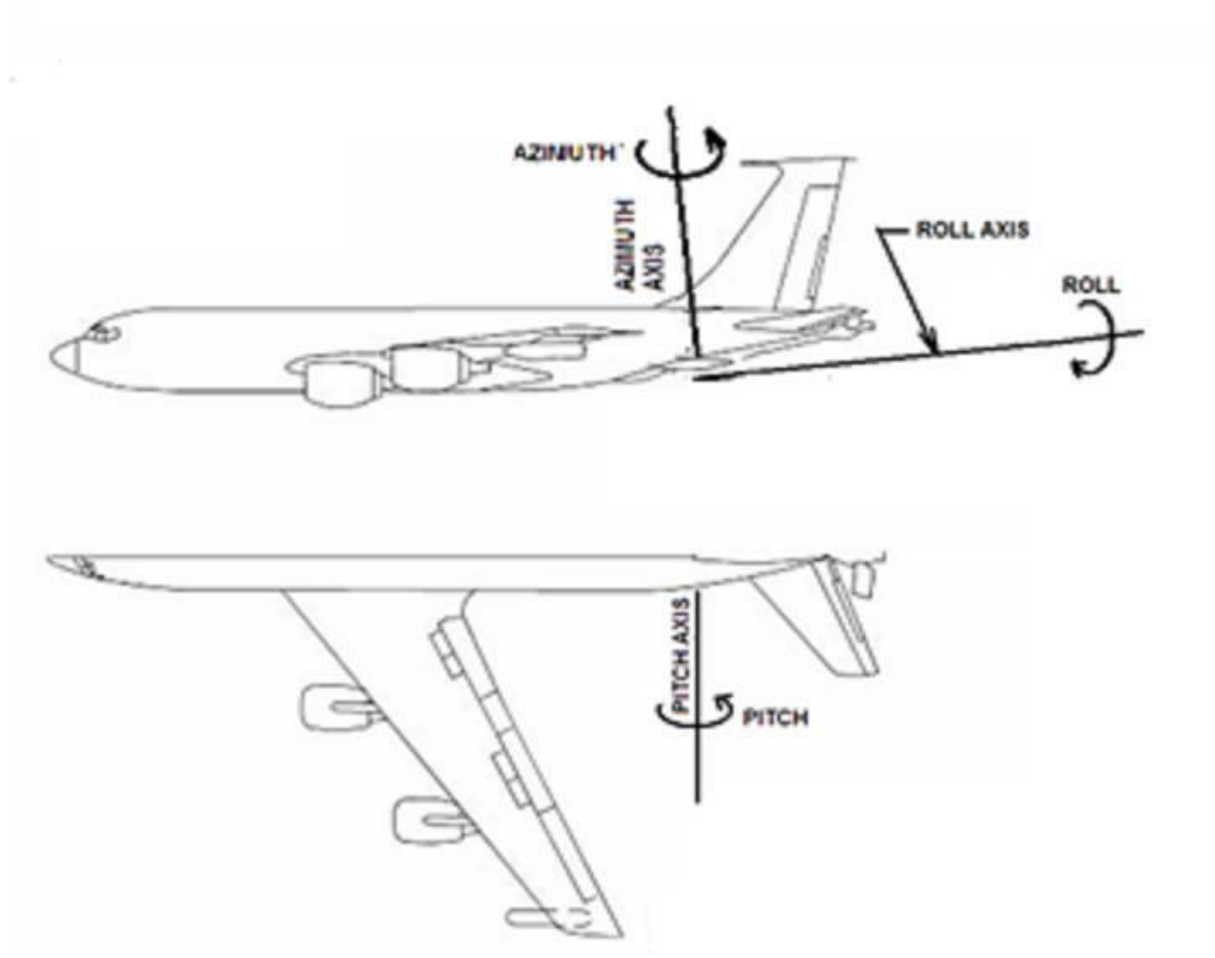


Figure F-1. Minimum Boom Spatial Envelopes

Table F-1. Minimum Boom Spatial Envelopes

MINIMUM BOOM SPATIAL ENVELOPES						
	AZIMUTH/ ROLL	PITCH		EXTENDED LENGTH		
		UPPER	LOWER	INNER	OUTER	
CONTACT ENVELOPE Ref. Para. 1.7.2	$\pm 8^\circ$	25°	35°	39 ft. 9 in. 12,116 mm	42 ft. 9 in. 13,030 mm	
DISCONNECT ENVELOPE Ref. Para. 1.7.3	$\pm 15^\circ$	20°	40°	33 ft. 8 in. 10262 mm	45 ft. 11 in. 13995 mm	

F-1



NOTE: Boom Azimuth and Roll axes are not necessarily the same as the aircraft axes

Figure F-2. Boom Axes Definition

F-2