

ARSAG

AERIAL REFUELING SYSTEMS ADVISORY GROUP

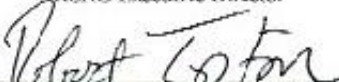
AERIAL REFUELING EQUIPMENT: BOOM-RECEPTACLE SYSTEM AND INTERFACE REQUIREMENT RECOMMENDATIONS

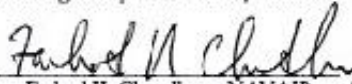
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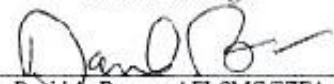

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Distribution Statement: This is an ARSAG Document prepared by a group of international contributors during scheduled ARSAG Workshop Sessions. This ARSAG document is intended to provide guidance derived from lessons learned and offer aerial refueling 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, MCD 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 JOD and NATO databases such as ASSIST, DTIC, Military Specifications, SRDs, STANAGs, etc. Contact: arsaginfo@earthlink.net or 937 760-7437

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**ARSAG Workshop / DOD Joint Standardization Board (JSB) for Aerial Refueling Systems
PROJECT INITIATION FORM (PIF)**

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Project Purpose and Scope	Provide a critical revision to ARSAG 02-88-12R1, dtd. 11 May 2018 " AERIAL REFUELING EQUIPMENT: BOOM-RECEPTACLE SYSTEM AND INTERFACE RECOMMENDED REQUIREMENTS". To correct para.1.8.1, Boom Coupled Push-Pull Loads based on new USAF requirements. Also correct para. Ultimate Area Loads 2.4.3.2 to reflect lateral loads not longitudinal. Revised Para. 1.5 Nozzle Axial Rotation to set practical limit for centering. Minor clarifications to para. 1.13.1 & 2.1.1.1.				
Proposed Project Title:	AERIAL REFUELING EQUIPMENT: BOOM-RECEPTACLE SYSTEM AND INTERFACE RECOMMENDED REQUIREMENTS				
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	Input to NATO Document:	ATP/ STANAG	STANREC	SRD	Allied Publications
	ATP 3.3.4.5 (STANAG 7191)				
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RECORD OF REVISIONS

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.
2	9/12/2019	<ol style="list-style-type: none"> 1. Revised Paragraph 1.5 Nozzle Axial Rotation, to set practical limit to centering requirement. 2. Revised Paragraph 1.8.1 Coupled Push-Pull Loads, and Figure G-1, Boom Nozzle Load Without Operator Input to agree with latest USAF requirements. 3. Revised Para. 2.4.3.2 Ultimate Area Loads, from “longitudinally” to “laterally”, to agree with exiting USAF Specifications. 4. Minor clarification to paragraph 1.13.1, Boom Coupled Design Loads. 5. Clarification to paragraph 2.1.1.1, Receptacle Installation Angle and Location

TABLE OF CONTENTS

	<i>Page No.</i>
SUMMARY	7
ACKNOWLEDGEMENTS	7
RELATED DOCUMENTS	8
DEFINITION OF TERMS	8
1.0 TANKER BOOM SYSTEMS	9
1.1 Nozzle Dimensions	9
1.2. Nozzle Angular Deflection and Ball Joint Configuration	9
1.2.1 Nozzle Ball Joint Configuration	9
1.3 Nozzle/Telescopic Tube Envelope	9
1.4. Maximum Boom Envelope	9
1.5. Nozzle Axial Rotation	9
1.6 Boom Envelope	9
1.6.1 Deployed Position	10
1.6.2 Contact Envelope	10
1.6.3 Disconnect Envelope	10
1.6.4 Control Envelope	10
1.6.5 Mechanical Envelope	10
1.7. Boom Control System	10
1.7.1 Control Authority	10
1.7.1.1 Manual	10
1.7.1.2 Automatic	10
1.7.2 Boom Flying Qualities	10
1.8. Telescoping System	10
1.8.1 Coupled Push-Pull Loads	10
1.8.1.1 Normal Loads (Not Commanded) While In Contact	11
1.8.1.2 Loads with Extension or Retraction Commanded While in Contact	11
1.8.1.3 Pressure (Stiff Boom) Refueling	11
1.8.2 Telescoping Rates	11
1.8.3 Telescoping Control System Failure	11
1.9. Independent Disconnect	11
1.10. Nozzle Shock Absorber	11
1.11. Signal System and Secure Communication	12
1.11.1 Signal Advance - Deleted	12
1.11.2 Nozzle Induction Coil - Deleted	12
1.11.3 Signal Protocol	12
1.11.3.1 Signal Receiving	12
1.11.3.2 Signal Sending	12
1.11.4 Signal Amplifier	12

1.12.	Boom and Tanker Fuel System	12
1.12.1	Delivery Pressure	12
1.12.2	Pressure Transients and Surges	12
1.12.3	Fuel Pressure Regulator	12
1.12.4	External Fuel Spillage	12
1.12.4.1	Boom Leakage, Disconnected	12
1.12.4.2	Boom Leakage, Connected to Receiver	12
1.12.4.3	Boom External Spillage, Normal Disconnect	13
1.12.4.4	Boom External Spillage, Emergency Disconnect	13
1.13.	Boom System Structural Design Criteria	13
1.13.1	Boom Coupled Design Loads	13
1.13.1.1	Envelope	13
1.13.1.2	Airspeeds	13
1.13.1.3	Altitudes	13
1.13.1.4	Control System Failure	13
1.13.1.5	Ultimate Loads	13
1.13.2	Axial Loads	13
1.13.2.1	Fully Extended	13
1.13.2.2	Fully Retracted	13
1.13.3	Nozzle Impact Loads	13
1.14.	Tanker External Lights	13
1.14.1	Anti-collision and Rendezvous Beacons	13
1.14.2	External Lights	14
1.14.3	Formation Lights	14
1.14.4	Visual Aids	14
1.14.5	Boom Operator Visibility of Receiver Aircraft	14
1.14.6	Boom Operator Visibility of Nozzle and Receptacle	14
1.14.7	Boom marker lights	14
1.15.	Visual Cues	14
1.16.	Static Discharge	14
1.17.	Electromagnetic Environmental Effects	14

2.0 RECEIVER RECEPTACLE SYSTEMS 15

2.1.	Receptacle Installation	15
2.1.1	Receptacle Installation Angle and Location	15
2.1.1.1	Installation Angle	15
2.1.1.2	Receptacle Location	15
2.1.2	Receptacle Dimensions	15
2.1.3	Clearance Requirements	15
2.1.3.1	Clear Path	15
2.1.3.2	Boom Pitch and Azimuth Clearance	16
2.1.3.3	Boom Lateral Clearance	16
2.1.3.4	Combined Receiver Boom Clearance Envelope	16
2.1.4	Receptacle Contact Sensor	16
2.1.5	Receptacle Latches	16
2.1.5.1	Latch Dimensions	16
2.1.5.2	Latching Forces	16
2.1.5.3	Latch Failures	16
2.1.5.4	Latch Response	16
2.1.5.5	Toggle Latch/Unlatch, Disconnect and Override Modes	16

2.2.	Receiver Aircraft Signal System and Secure Communications	16
2.2.1	Signal Advance - Delete	17
2.2.2	Receptacle Induction Coil - Delete	17
2.2.3	Signal Protocol - Delete	17
2.2.4	Disconnect Switch - Delete	17
2.2.5	Signal Sequencing	17
2.2.5.1	Contact Sequence	17
2.2.5.2	Disconnect Sequence	17
2.2.5.3	Override	17
2.3	Receiver Aircraft Fuel System	17
2.3.1	External Fuel Spillage	17
2.3.1.1	Normal Disconnect	17
2.3.1.2	Emergency Disconnect	17
2.3.1.3	Fuel Leakage Protection	17
2.3.2	Overpressure Protection	18
2.3.3	Receiver Aircraft Fuel System Pressure Design Criteria	18
2.4.	Receptacle Structural Design Criteria	18
2.4.1	Limit Loads	18
2.4.2	Ultimate Loads	18
2.4.2.1	Ultimate Tension Loads	18
2.4.2.2	Ultimate Compression Loads	18
2.4.3	Slipway and Adjacent Area Loads	18
2.4.3.1	Ultimate Slipway Loads	18
2.4.3.2	Ultimate Area Loads	18
2.5.	Receiver Aircraft Receptacle Markings	18
2.6.	Receiver Aircraft Lighting	18
2.6.1	Anti-collision Beacons	18
2.6.2	Slipway/Receptacle Area Lighting	19
2.6.3	External Lights	19
2.7	Static Discharge	19
2.8	Electromagnetic Environmental Effects	19

ANNEXES:

A.	Boom Nozzle - Mating Dimensions	A-1
	Figure A-1 Boom Nozzle Mating Dimensions	A-1
	Table A-1 Boom Nozzle Mating Dimensions	A-2
	Figure A-2a Minimum Nozzle Latching Recesses	A-3
	Figure A-2b Nozzle Latching Recesses without Independent Disconnect (IDS)	A-3
	Figure A-2c Independent Disconnect Clear Path	A-4
	Table A-2 Nozzle Latching Recesses Minimum Profile	A-4
	Figure A-3 Boom Nozzle Articulation	A-5
B,	Electrical Interface	B-1
	Figure B-1 Signal Advance Characteristics	B-1
	Table B-1 Signal Advance	B-1
	Figure B-2 Boom Nozzle Induction Coil Position	B-2
	Figure B-3 Boom Nozzle Induction Coil Centering and Gap	B-3
	Figure B-4 Receptacle Induction Coil Requirements	B-4
	Table B-2 Receptacle Induction Coil Dimensions	B-4
	Table B-3 Nozzle/Receptacle Induction Coil Construction	B-5

C. Receiver Aircraft Clearance Envelope	C-1
Figure C-1 Maximum Nozzle Envelope – Side View	C-1
Figure C-2 Maximum Boom Envelope – Side View	C-2
Figure C-3 Combined Receiver Clearances	C-3
D. Boom Receptacle – Mating Dimensions	D-1
Figure D-1 Boom Receptacle – Sliding Valve	D-1
Table D-1 Boom Receptacle – Sliding Valve Dimensions	D-1
Figure D-2 Receptacle Rollers	D-2
Table D-2 Receptacle Roller Dimensions	D-2
Figure D-3 Section through Receptacle Latch Toggles	D-3
E. Receptacle Slipway Markings	E-1
Figure E-1 Triple Bar Receptacle Markings	E-1
Figure E-2 Triple Bar Receptacle Markings	E-1
Figure E-3 Triple Bar Camouflaged Receiver Markings	E-2
Figure E-4 Triple Bar Camouflaged Receiver Markings	E-2
Figure E-5 Two Bar Receptacle Markings	E-3
Figure E-6 Two Bar Receptacle Markings	E-3
F. Boom Envelope	F-1
Figure F-1 Minimum Boom Operating Envelope	F-1
Table F-2 Minimum Boom Operating Envelope	F-1
Figure F-2 Boom Axis Definition	F-2
G. Boom Coupled Nozzle Loads	G-1
Figure G-1 Boom Nozzle Load without Operator Input	G-1

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. ARSAG Document No. 02-88-12R, Aerial Refueling Equipment: Boom-Receptacle System and Interface Requirements Recommendations, Dated 11 May 2018, is currently in the NATO revision process to update NATO ATP-3.3.4.5 (STANAG 7191). This R2 revision to the document, dated 12 September 2019, was created because of aerial refueling problems uncovered an inadequate ATP-3.3.4.5 requirement for coupled push-pull loads. This made it necessary to create the R2 revision to ARSAG document. Several other minor revisions are included. The nozzle axial rotation requirement was relaxed slightly to a more practical ± 3 degrees. The ultimate area loads requirement on the receiver aircraft was corrected from longitudinal to lateral. Two other minor wording revisions were also made, to clarify the intent of the requirements. NATO has agreed to include this new R2 revision in the current update process for ATP-3.3.4.5. This 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).

Acknowledgements

This ARSAG Recommended 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. The R1 revision 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. The following people made major contributions to this R2 revision: Dave Benson, USAF; Sherry Evans, Boeing; Andrew Ferguson, USAF; Jessica Graham, USAF; Justin Hatcher, Boeing; Bruno Martinez, Airbus; Thomas (TJ) Pitsor, USAF; and Harry Slusher, Boeing.

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.
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
13. Handling Qualities and Pilot Evaluation, Robert P. Harper and George E. Cooper, 1984 Wright Brothers Lectureship in Aeronautics
14. SAE Aerospace Recommended Practice (ARP) 694B, Aerial Refueling Lights-Design Criteria, Revised 2004-1.

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.

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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 (± 3 degrees) with respect to the vertical plane of the boom after the nozzle is rotated to any position from 10 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:

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 at all telescope extensions, the boom system shall allow telescoping in both extension and retraction at rates up to 6.5 ft/sec (1.98 m/sec) for any operational fuel pressure up to 55 psig (379.2 kilopascals) and the range of operational flow rates. 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 Loads (Not Commanded) While in Contact. The boom system shall maintain axial load at the nozzle per Figure G-1 for breakout and receiver motion up to 6.5 ft/sec (1.98 m/sec), with axial load increasing from the breakout load, with no decrease after breakout, in a smooth, continuous manner relative to the increase in telescope rate during receiver motion, while in contact with a receiver within the boom disconnect envelope, and without operator telescope stick input.

1.8.1.2 Loads with Extension or Retraction Commanded While In Contact. The boom system shall limit commanded axial load to less than 3800 lbs. (16,903 Newtons) in compression and tension for receiver motion up to 6.5 ft/sec (1.98 m/sec) while in contact with a receiver within the boom disconnect envelope. The axial load shall be proportional to operator stick or system input.

1.8.1.3 Pressure (Stiff Boom) Refueling. For pressure (stiff boom) refueling, when the receiver aircraft's receptacle toggles have failed to the open position and cannot lock the nozzle into the receptacle, the tanker boom operator must be able to command enough extension force to overcome the nozzle poppet spring, the receptacle sliding valve spring and the fuel pressure acting on the receptacle seal diameter. The boom nozzle force shall be proportional to the operator stick or system input, to prevent fuel leakage without pushing the receiver. The boom system, with extension commanded, shall be capable of maintaining axial loads from 0 to at least 1,000 lbs. (4,448 Newtons) of compressive force at the nozzle for pressure refueling for receiver motion up to 3.0 ft/sec (0.91 m/sec) while in contact with a receiver within the boom disconnect envelope. Maximum loads as per 1.8.1.2 remains applicable.

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

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).

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.

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.

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. **Example** values of "C" are provided in the Related Document 10, ARSAG Guidance Document Boom/Receptacle, Paragraph 10.1.2. **These values must be determined by the receiver designer for the expected tanker/receiver combinations, at the planned refueling weight and speed ranges.**

D = minimum tanker aircraft fuselage pitch angle, for all identified tankers, including gross weight variations, within the receiver's refueling speed range. **Example** values of "D" are provided in the Related Document 10, ARSAG Guidance Document Boom/Receptacle, Paragraph 10.1.2. **These values must be determined by the receiver designer for the expected tanker/receiver combinations, at the planned refueling weight and speed ranges.**

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.

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 of sliding valve travel, measured from the fully closed position, and shall have a minimum overtravel of 0.25 inch. 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.

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.

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) **laterally** 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.

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 aircrafts aerial refueling (AR) system, including the receptacle and associated components, receptacle signaling system and thru-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

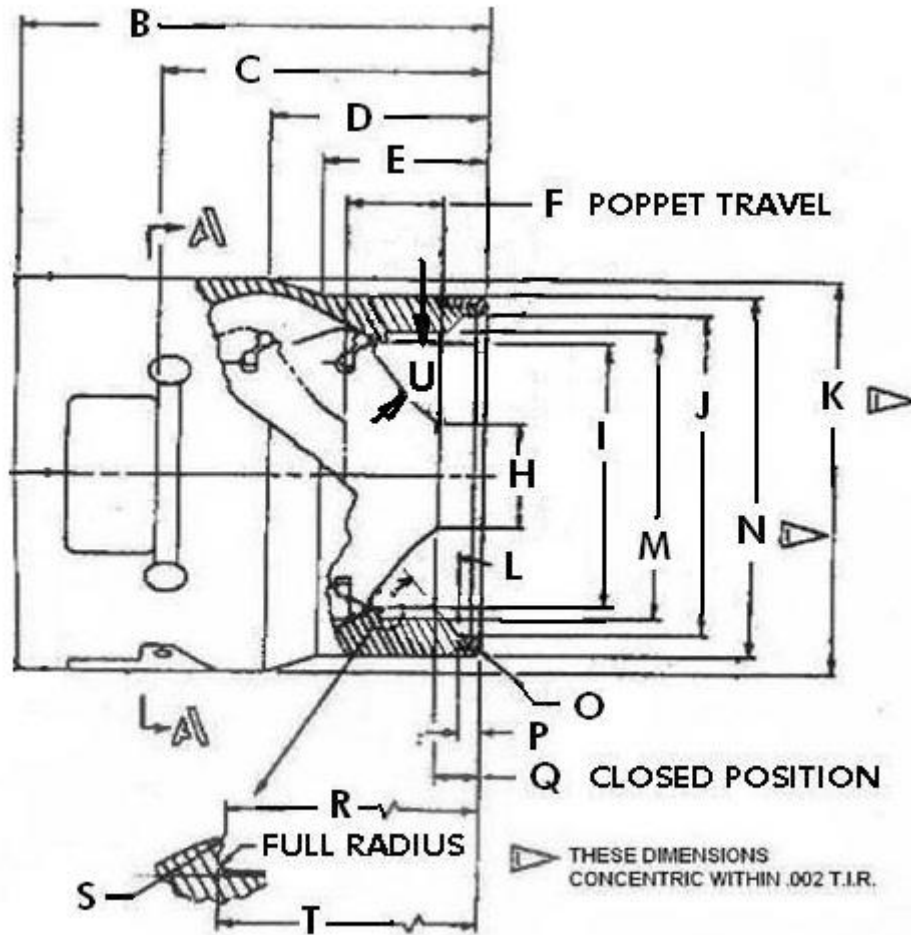


Figure A-1. Boom Nozzle Mating Dimensions

A-1

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.

A-2

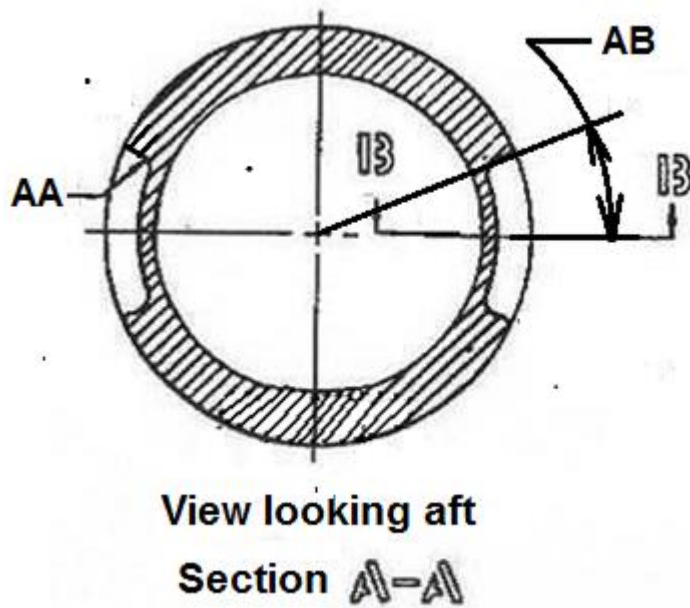


Figure A-2a. Nozzle Latching Recesses

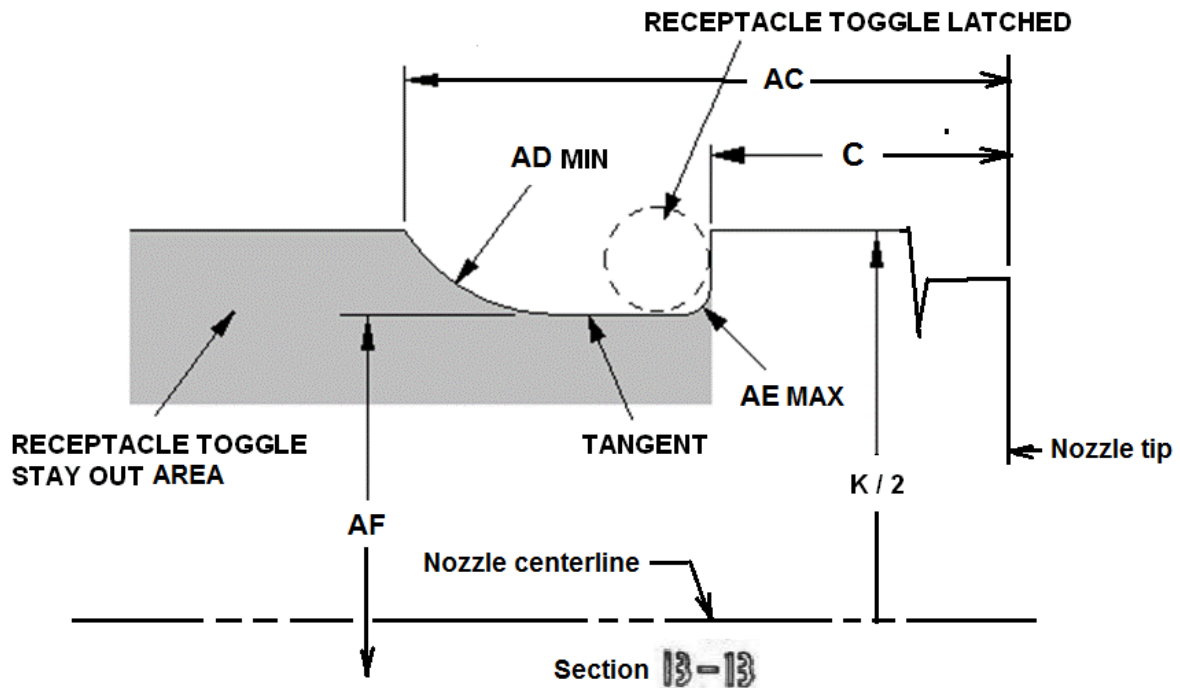


Figure A-2b. Nozzle Latching Recesses without Independent Disconnect (IDS)

A-3

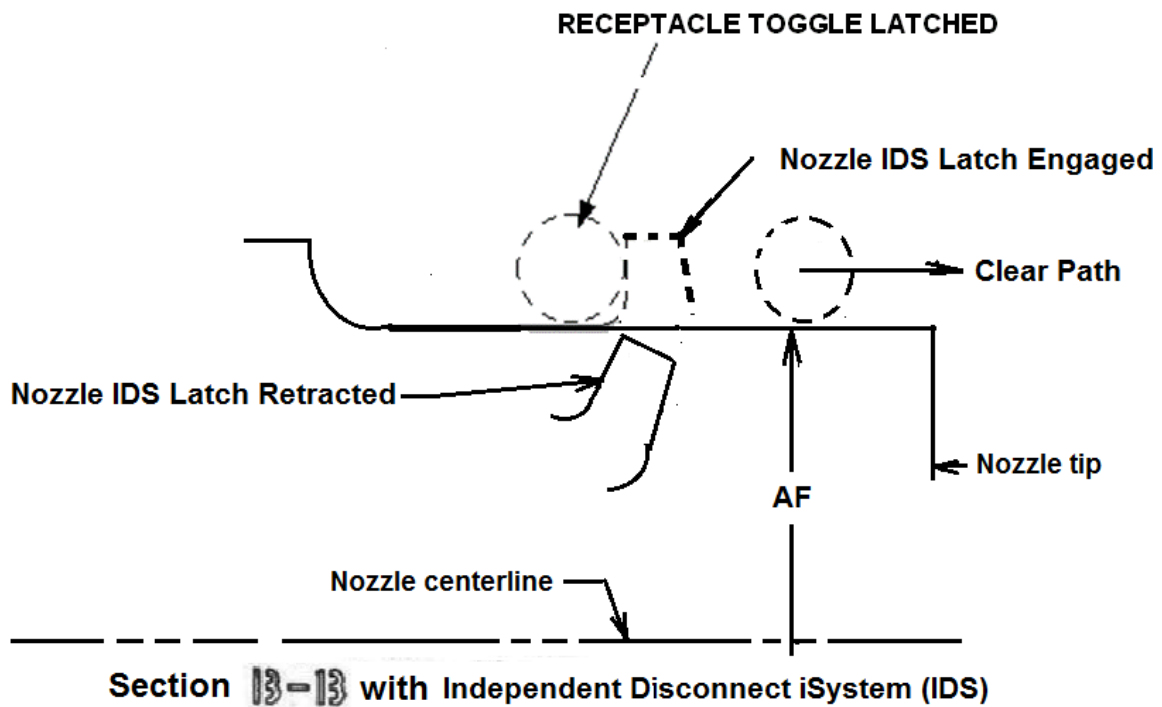
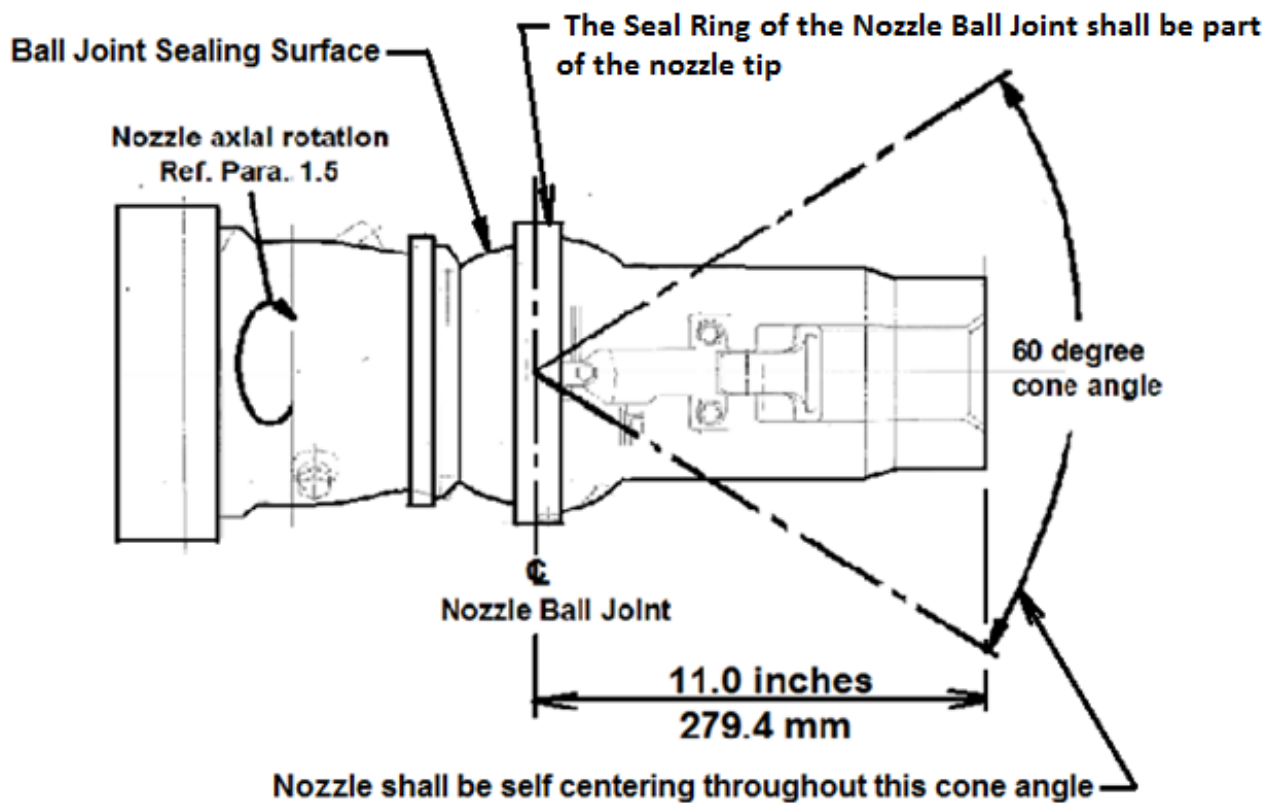


Figure A-2c Independent Disconnect Clear Path

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	Radius- tangent 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

ANNEX B

Electrical Interface

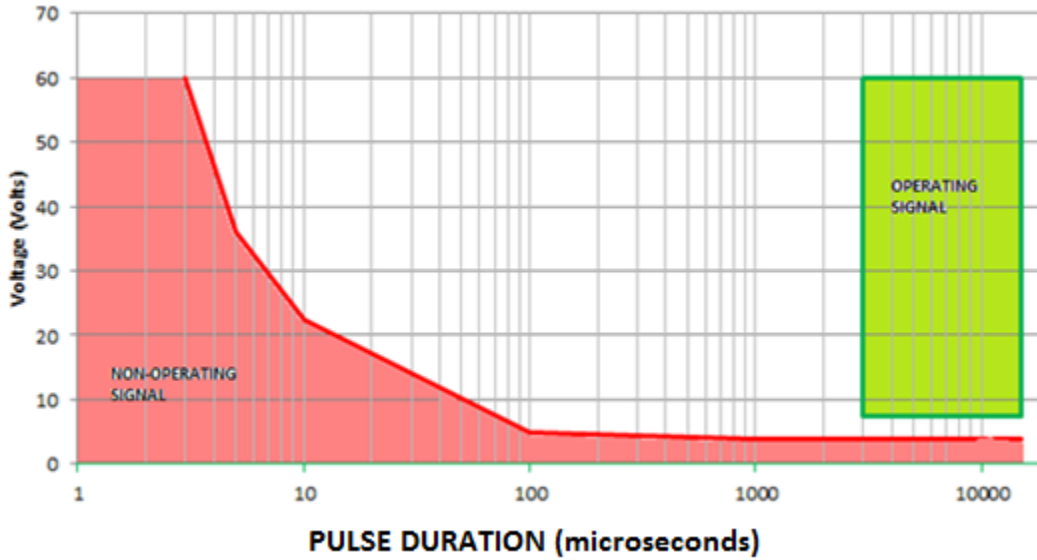


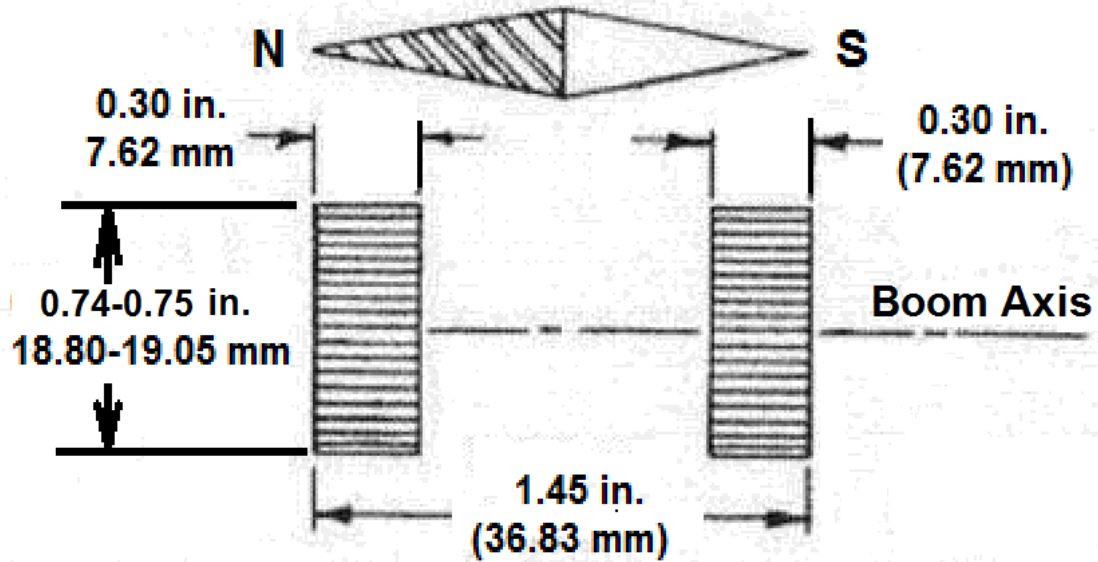
Figure B-1. Signal Advance Characteristics

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



Tolerances = +/- 0.01 in. (+/- 0.25 mm)

View looking up

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

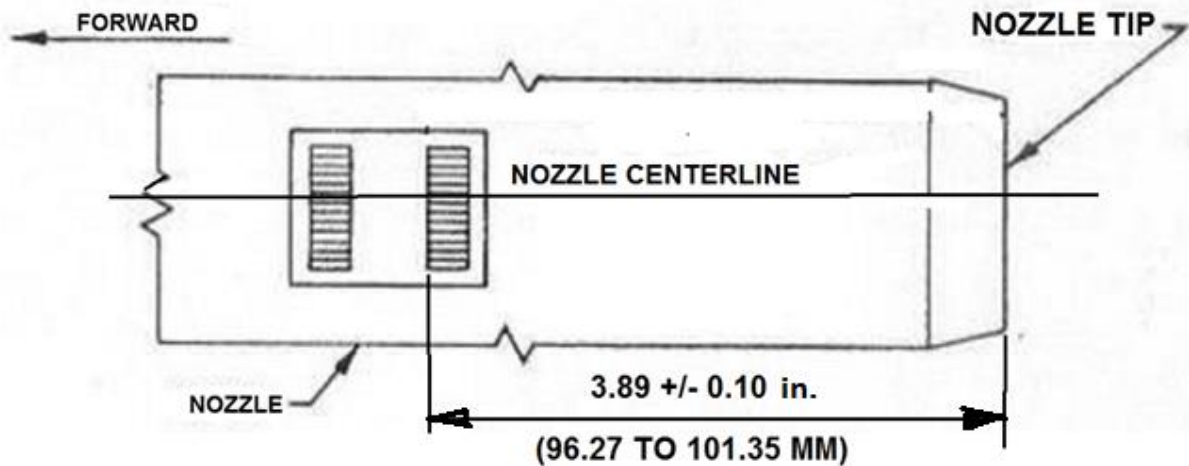
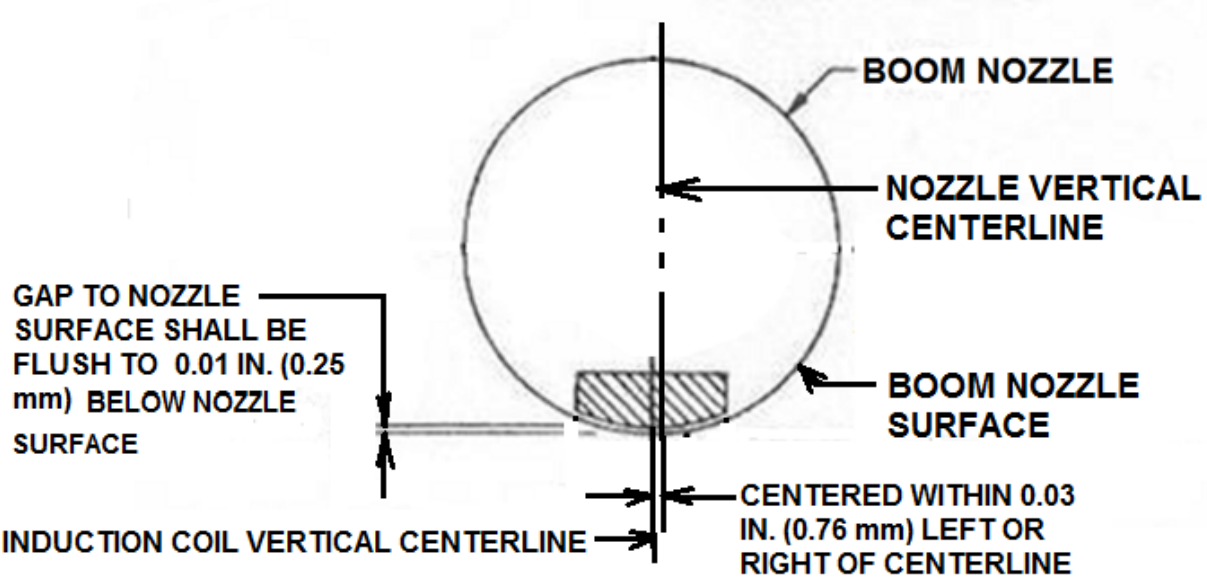


Figure B-2. Boom Nozzle Induction Coil Position

B-2

AERIAL REFUELING SYSTEMS ADVISORY GROUP
AERIAL REFUELING EQUIPMENT: BOOM-RECEPTACLE SYSTEM AND INTERFACE
REQUIREMENTS RECOMMENDATIONS Document No. 02-88-12R2, 12 September 2019

Tanker Nozzle Induction Coil Requirements (Continued)



(View looking forward along boom axis)

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

B-3

Receiver Aircraft Receptacle Induction Coil

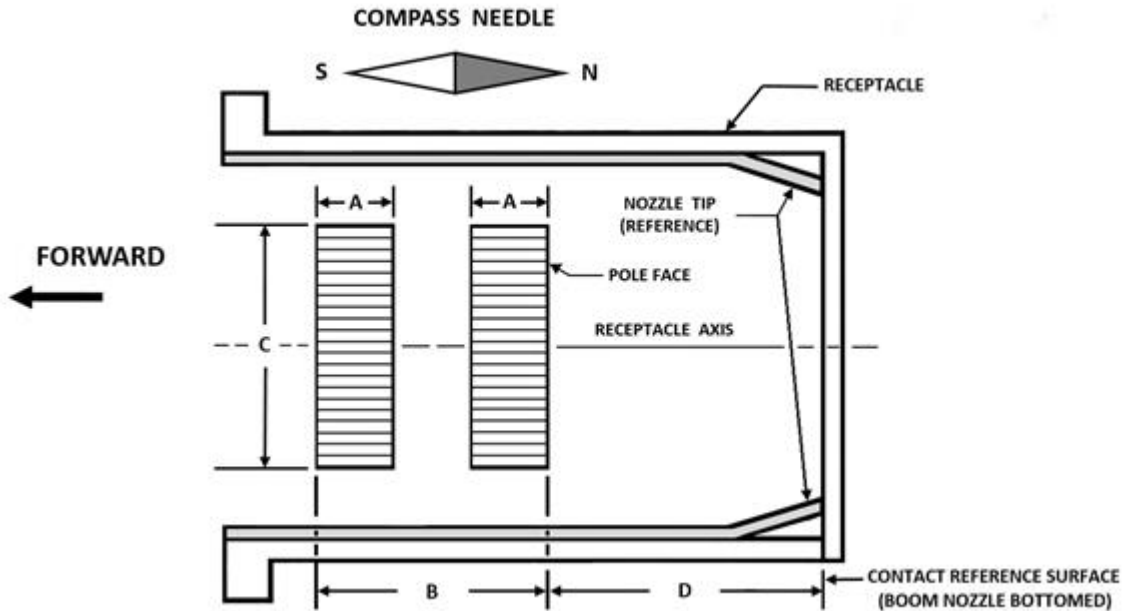


Figure B-4. Receptacle Induction Coil Requirements

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

B-4

Table B-3 Nozzle/Receptacle Induction Coil Construction

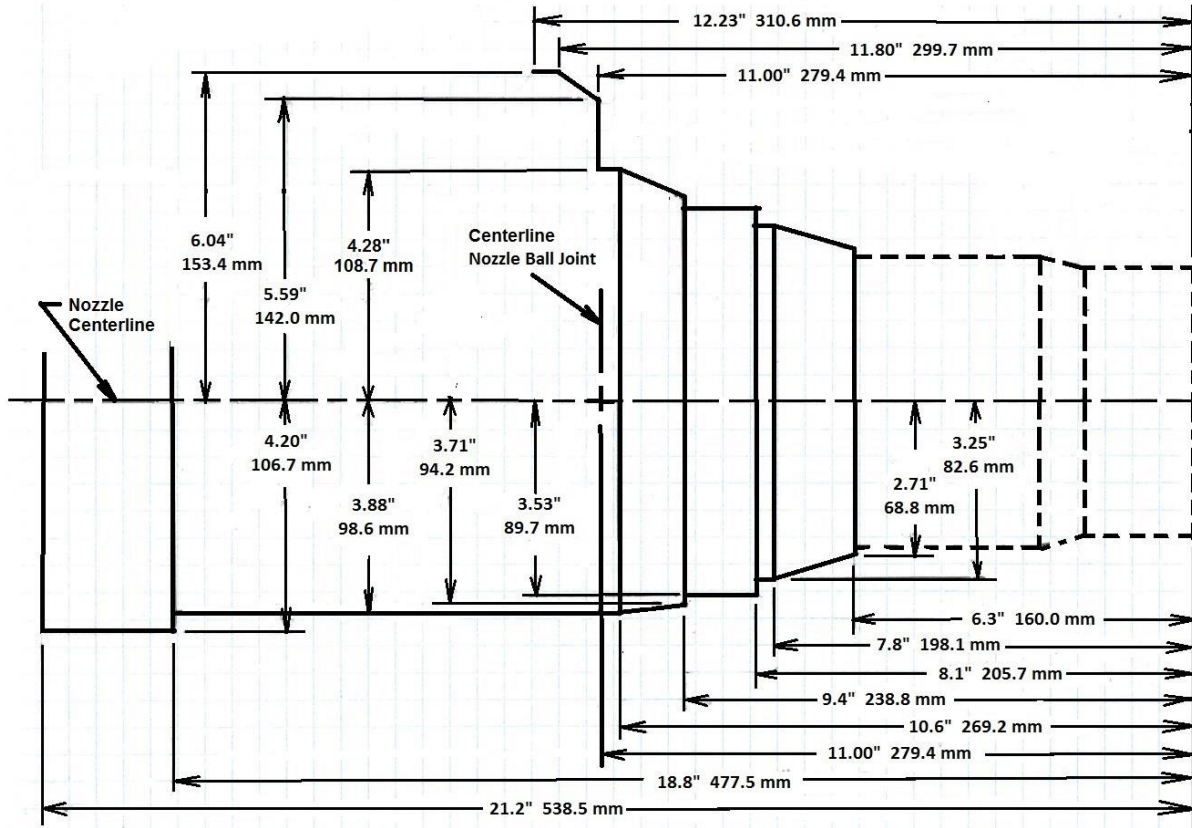
	Nozzle Coil	Receptacle Coil
Windings	2300 turns of #38 B and S Formex magnetic wire or equivalent with the resistance of 333 to 432 ohms.	2300 turns of # 38 B and S Formex magnetic wire or equivalent with the resistance of 333 to 484 ohms
Laminations	Laminations of 0.01 in. (0.254 mm) thick commercial 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.

B-5

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

C-1

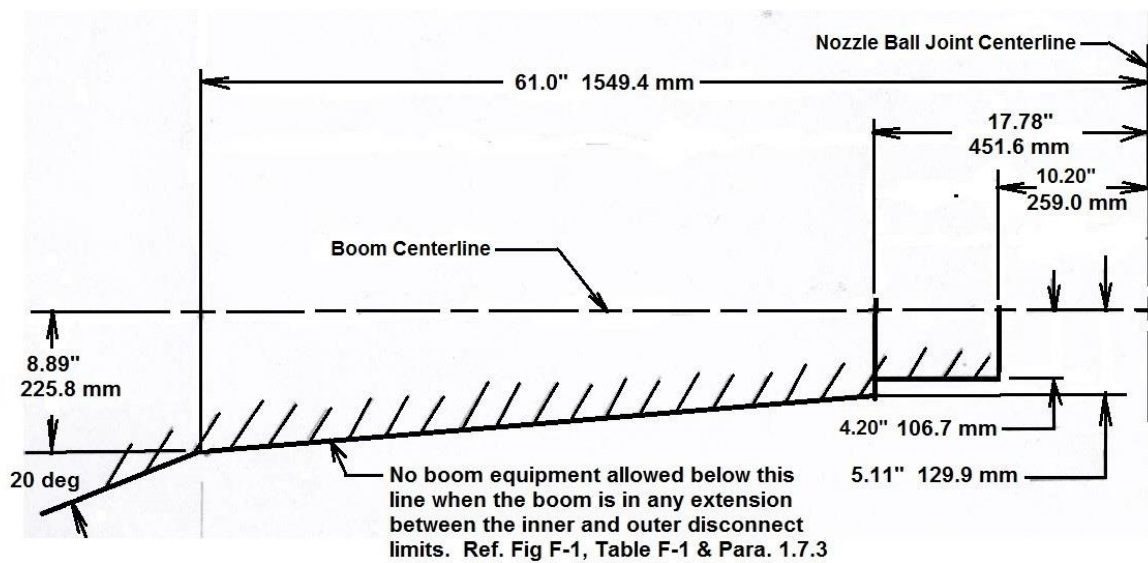
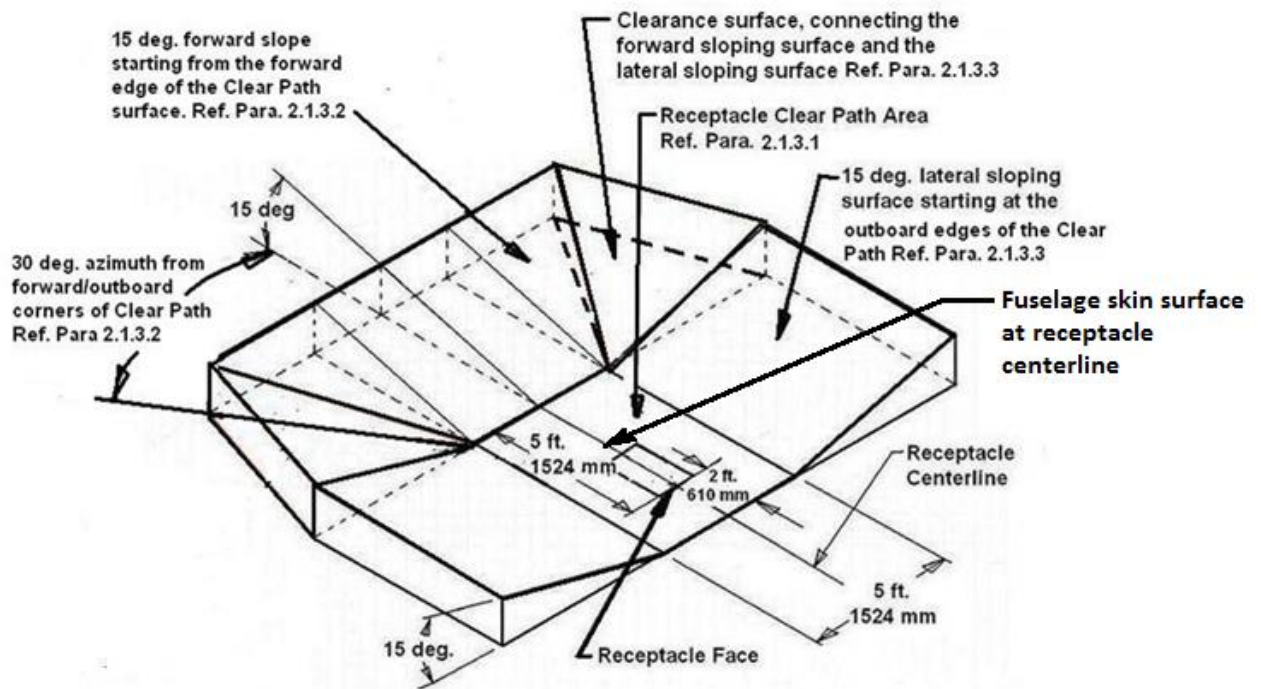


Figure C-2. Maximum Boom Envelope - Side View.

C-2



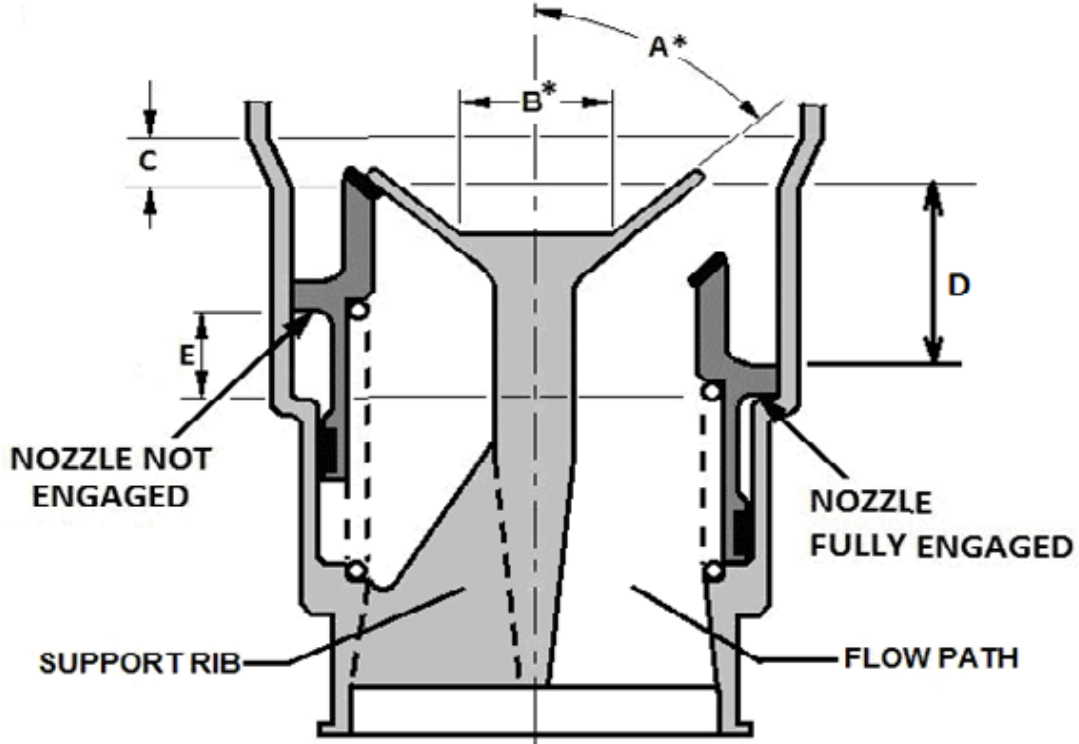
No receiver equipment allowed above these surfaces, except the lights allowed in Paragraph 2.6.2

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

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REQUIREMENTS RECOMMENDATIONS Document No. 02-88-12R2, 12 September 2019

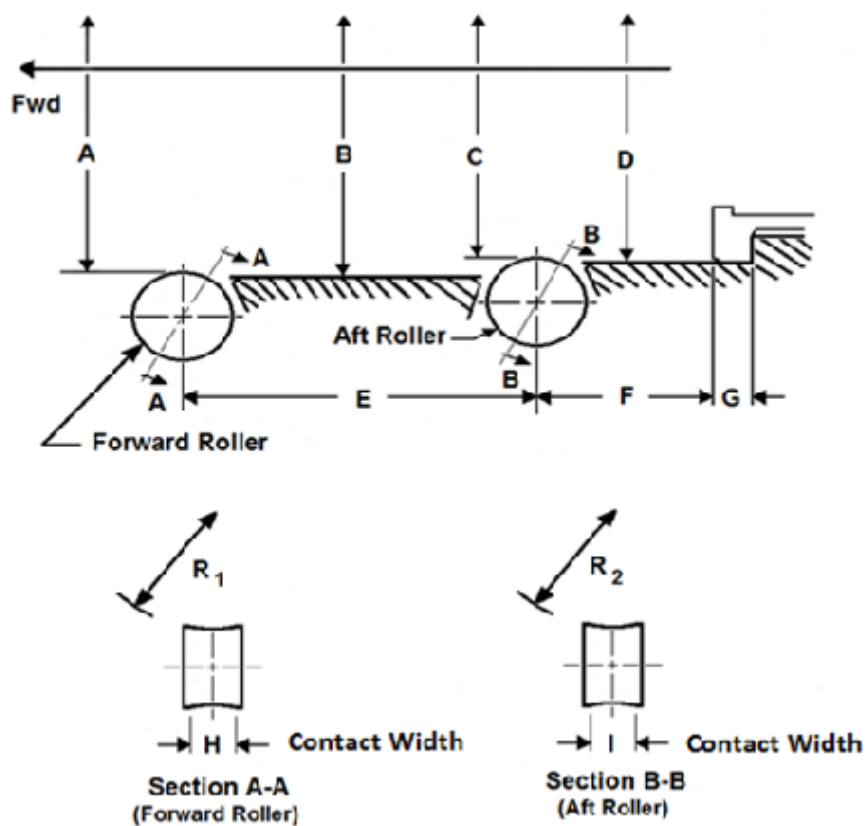
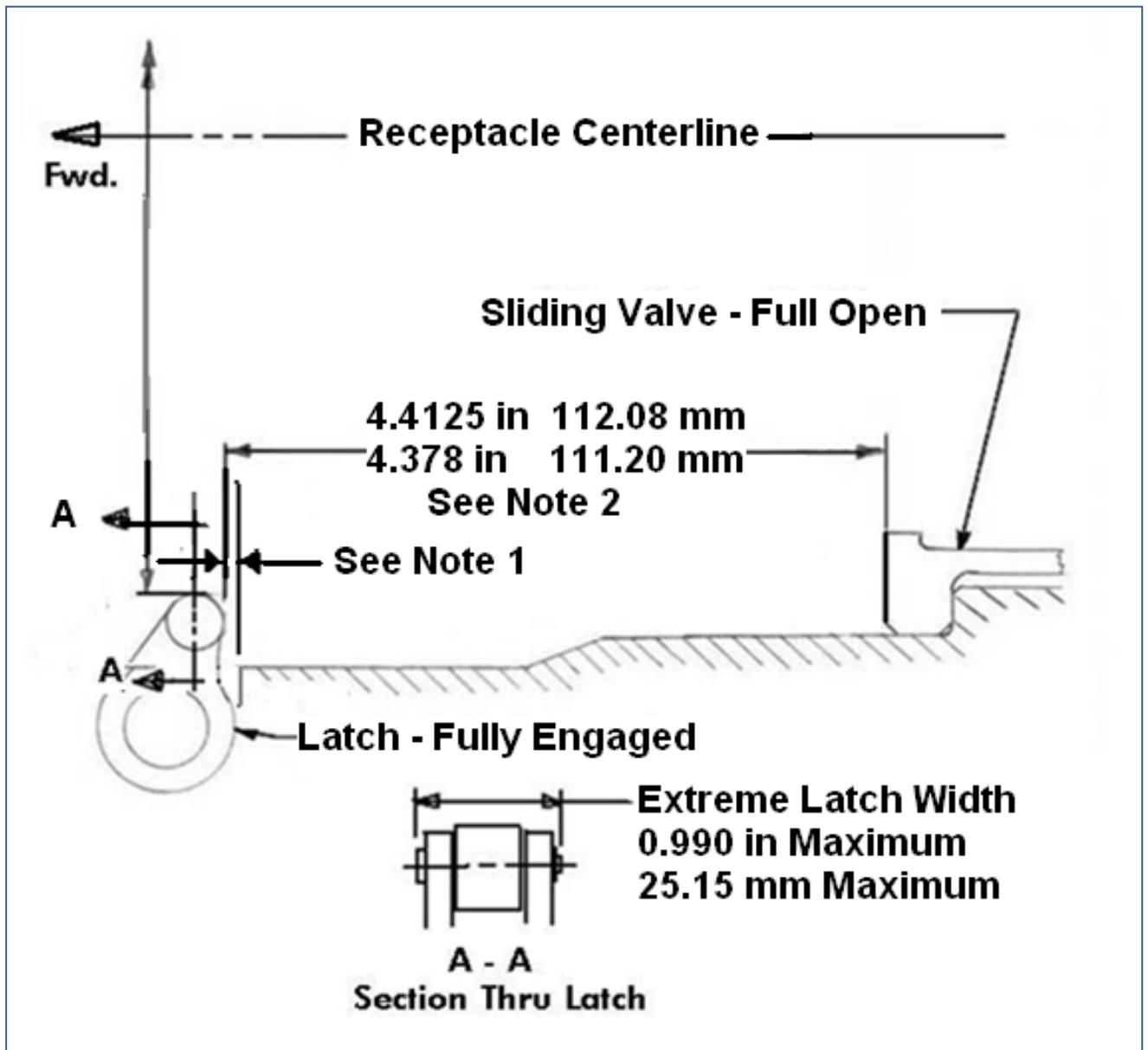


Figure D-2. Receptacle Rollers

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

D-2



**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)

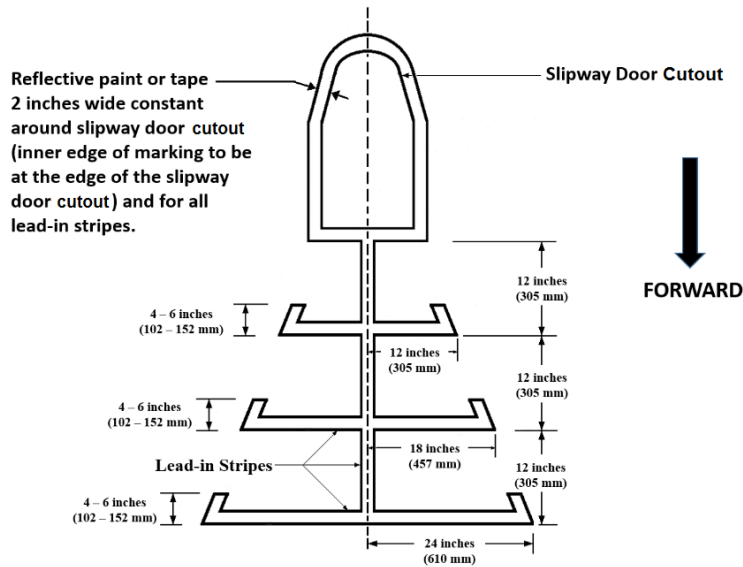
Figure D-3. Section through Receptacle Latch Toggles

D-3

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ANNEX E Receptacle Slipway Markings



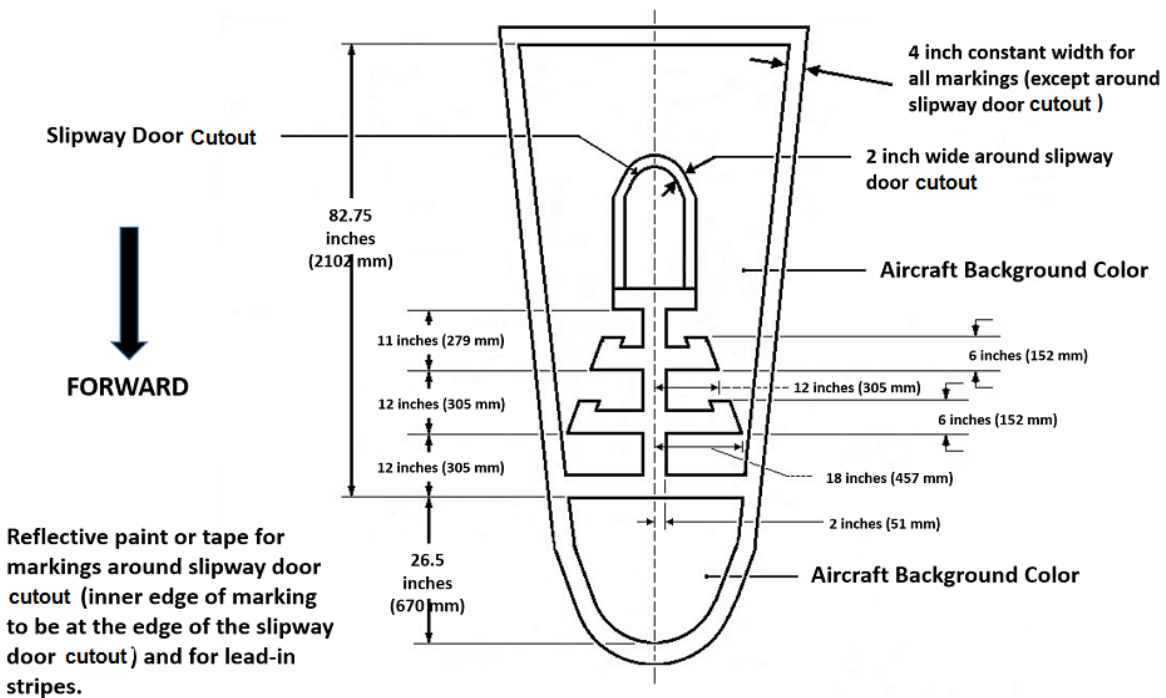
Note: Marking color shall contrast with aircraft background color
Figure E-1. Triple Bar Receptacle Markings



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

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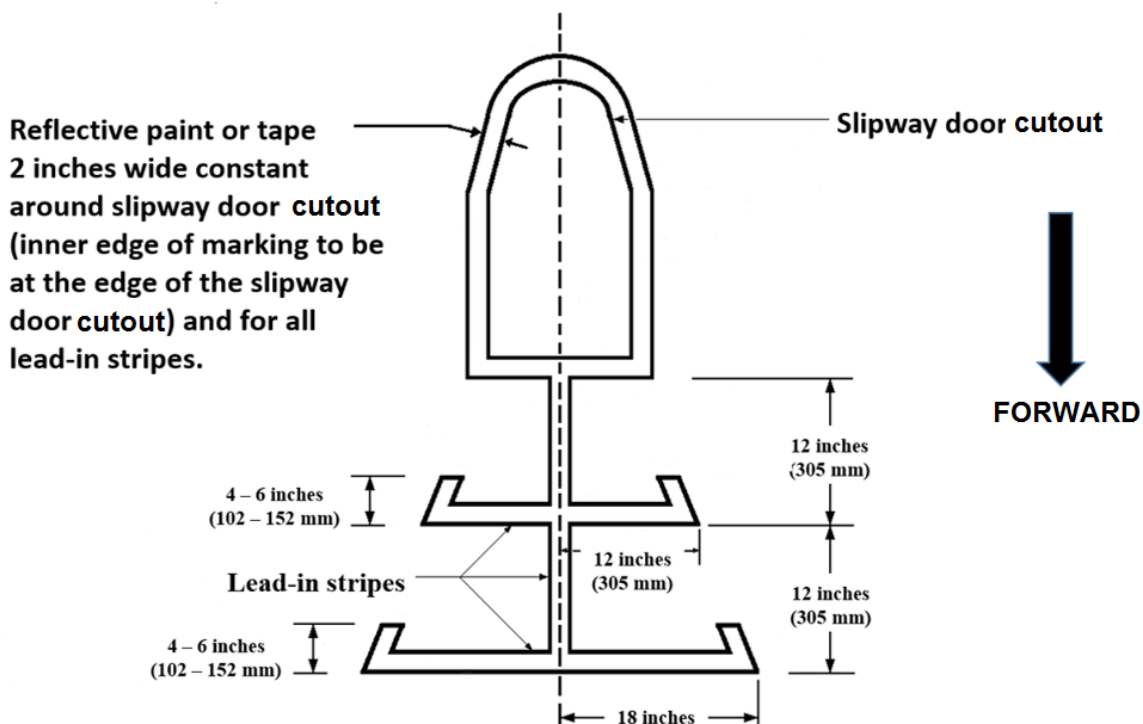


Figure E-5. Two Bar Receptacle Markings

Note: Use when Triple Bar Markings do not fit available space



Figure E-6. Two Bar Receptacle Marking

E-3

ANNEX F

Boom Envelope

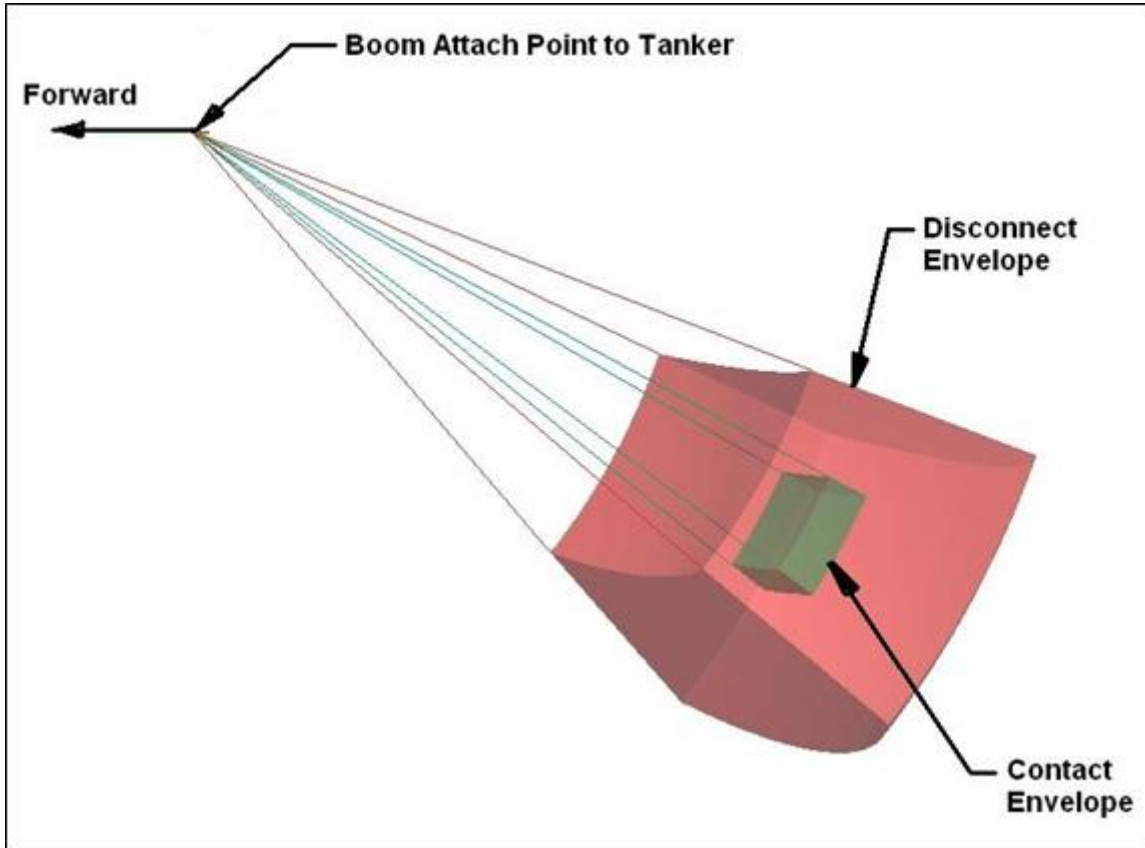
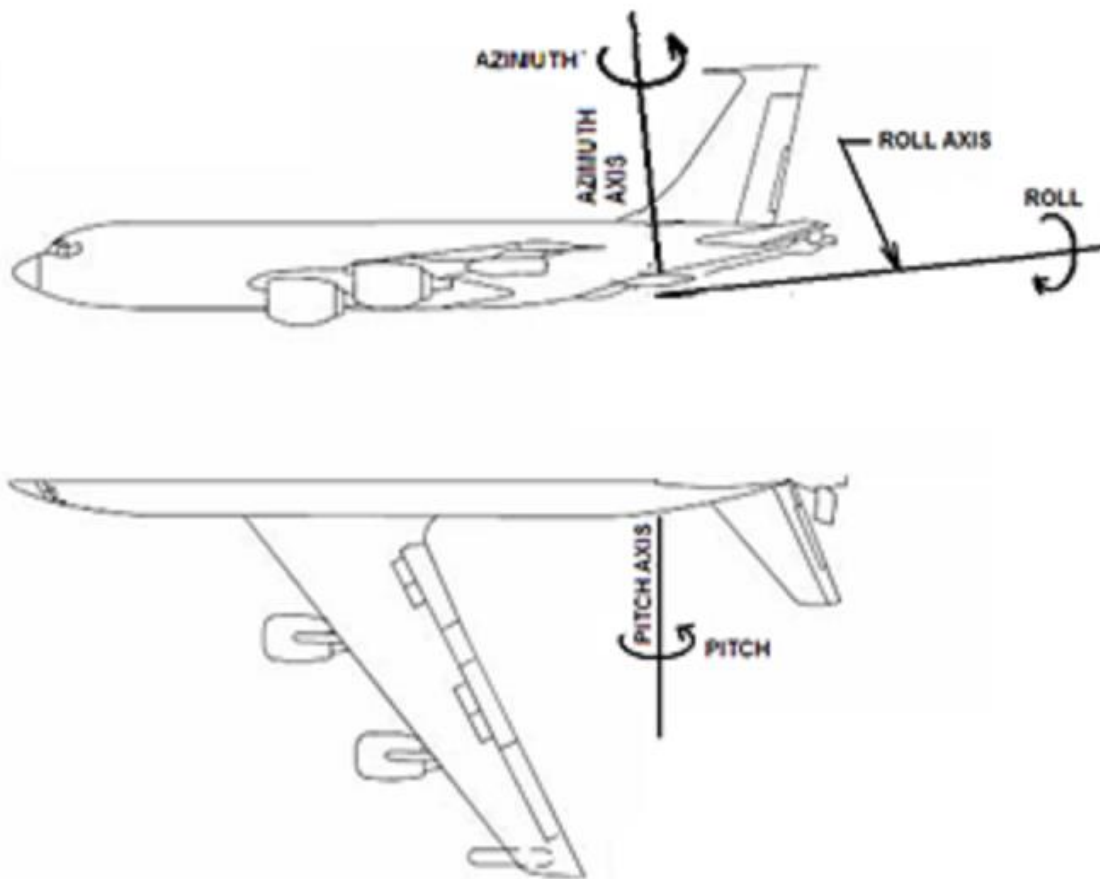


Figure F-1. Minimum Boom Spatial Envelopes

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

Figure F-2. Boom Axes Definition

ANNEX G

Boom Coupled Nozzle Loads

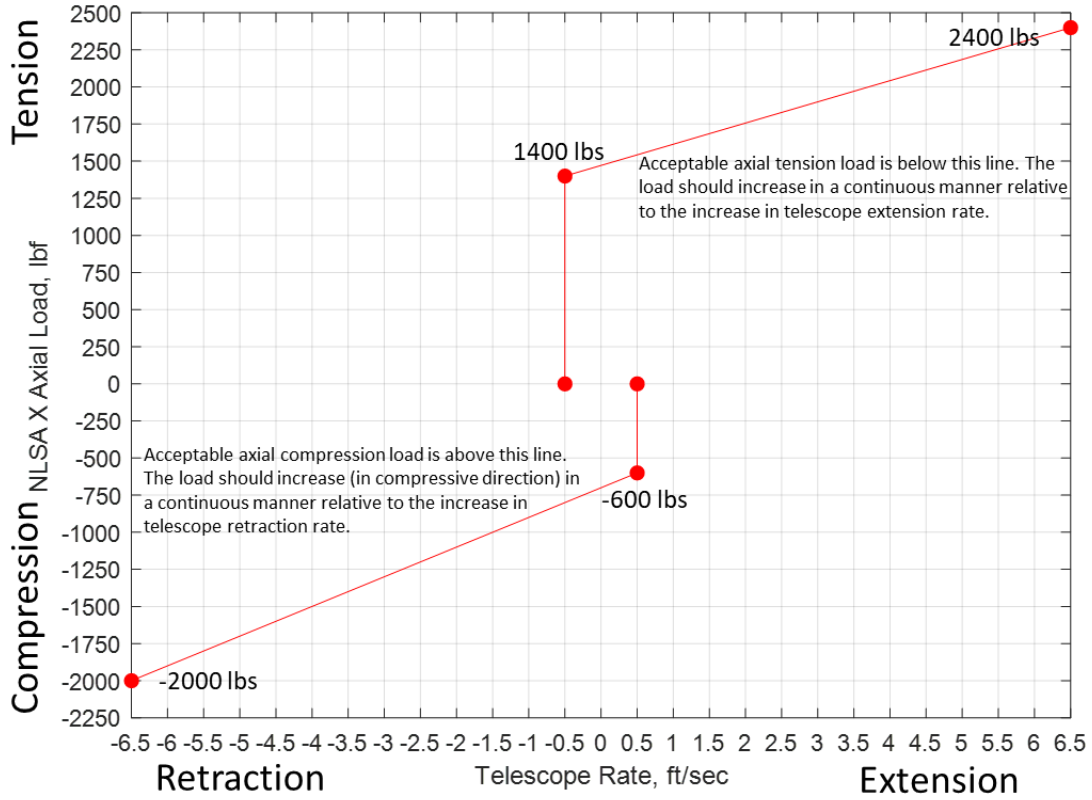


Figure G-1 Boom Nozzle Load without Operator Input

G-1