Appendix 'A'
(Refer Para 4 of
Brief Jaguar Drop Tank)

TECHNICAL ASPECTS

Brief Outline

1. Drop tank fitted on Jaguar aircraft has a capacity of 1200 litres and can be jettisoned when needed. Aircraft can carry three drop tanks on aircraft pylons with two drop tanks on either side of aircraft underneath the wings and one under the belly of the aircraft.

2. Drop tank is made of Aluminium alloy and the structure is composed of the following assemblies:-

(a) **Structure**. Drop tank is of Aluminium alloy construction, made of four portions viz. Front shell assembly, Centre section assembly, Rear shell assembly and Fin assembly. All are fastened together by means of special bolts to form the drop tank assembly.

(b) **Fuel / Air Valve**. Main fuel transfer pipe runs from the fuel / air valve and opens at the bottom of centre section near drain plug. Fuel / Air valve is used for fuel and air transfer fitted on the centreline towards the aft joint ring.

(c) **Electrical Assemblies**. The electrical cables run through in the Aluminium alloy conduits to prevent contact with fuel. Electrical assembly on the centreline carries the supply and return cable routed inside the section and level float switches.

(d) **Rear assembly**. Skin of the rear shell is made in three parts and welded together by argon weld to form the shell.

(e) **Fin**. This is an all metal fin having two spars covered with the skin on the top. The spar is further reinforced at both ends and in the middle by providing ribs. The spars, which are forged and machined, have got the integral fitment to match with the cavity provided on the rear shell.

(f) **High Level Float Switch**. High level float switch is housed in a can assembly which is mounted on the aft diaphragm (1080 mm aft of Ejector Release Unit (ERU) centre line and 237 mm above horizontal).

(g) **Low-Level Float Switch**. A Low level float switch is housed in a can assembly, which is mounted on the forward diaphragm (57 mm forward of ERU centreline and 200 mm below horizontal).

(h) Self-sealing air and fuel connections.

(j) A gravity refuelling cap is fitted to the upper surface of each tank compartments.

3. **Leading Particulars**:-

(a) Overall Length: 5066+-5 mm.

(b) Diameter of forward Joint: 688mm

(c) Diameter of Rear Joint: 580 mm

(d) Fuel Capacity: 1200 Ltrs

(e) Weight of Drop Tank with Fin (Empty):135.125 Kg

(f) Weight of Drop tank with Fin (Full): 1100Kg

(g) Weight of Drop tank with Fin and Residual Fuel: 150 Kg

(h) Fuel Transfer Pressure: 0.345 Kg/cm2

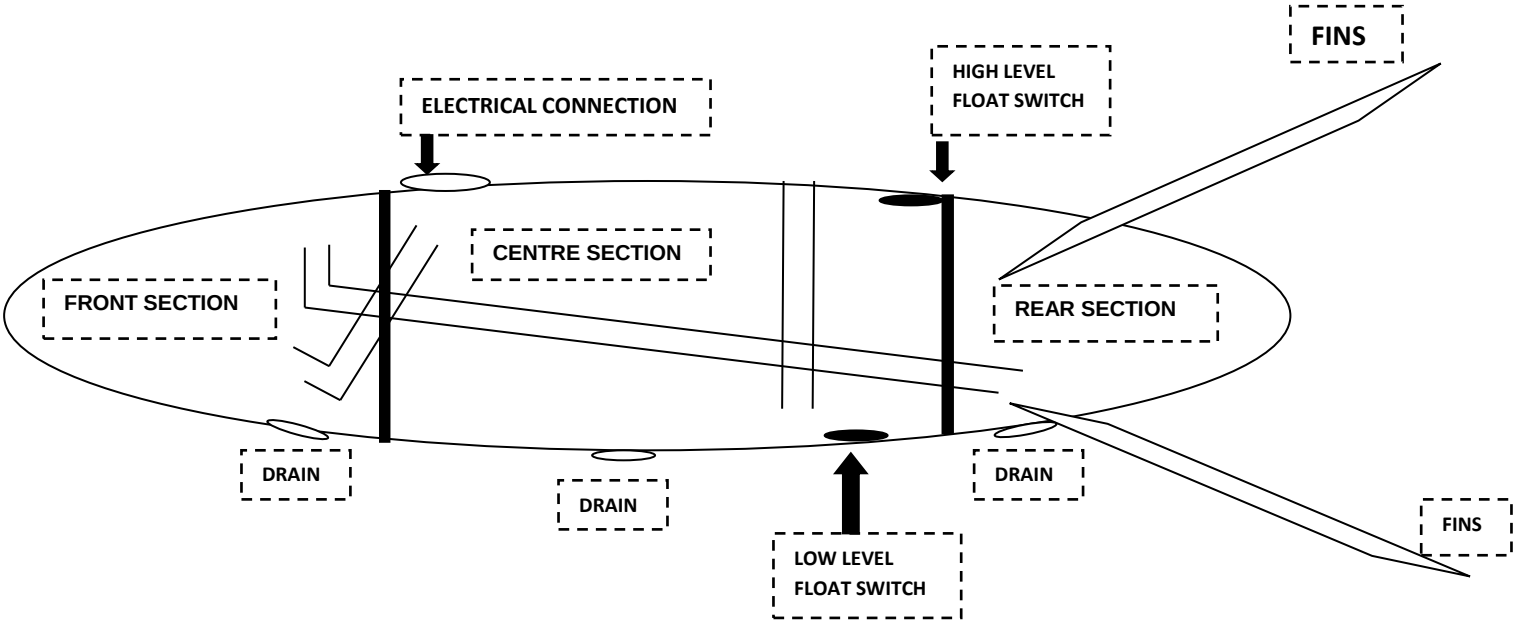

Fig 01- Jaguar Drop Tank Schematic Diagram

Appendix 'B'
(Refer Para 5 of
Brief Jaguar Drop Tank)

GENERAL ASPECTS

1. Whether the company/Association of Persons (AoP) is eligible as per provisions of DPP 2016? (Eligibility of Participation: Indian vendors only).

2. Whether the vendor can provide an assessment of its capability (Financial and Technical)? If so provide the necessary documentation for verification.

3. Whether 40% or higher (specify) Indigenous Content (IC) that can be ensured?

4. Does the vendor envisage the feasibility of achieving future exports?

5. Whether R&D or ToT through foreign collaboration is proposed by the vendor? (Provide indicative information)

6. Estimated cost of development in case indigenous R&D is proposed.

7. Estimated tentative time period of completion of R&D or ToT.

8. Please indicate an assessment of minimum economic order quantities required, if applicable.

9. Please indicate plan/status of airworthiness certification of the system/components. Ab-initio indigenous designs will need to be certified through Centre for Military Airworthiness Certification (CEMILAC).

10. Please provide relevant and applicable technical details – specific to the product under development.

11. Any other information considered necessary to assess feasibility for indigenous design, development and manufacture.