1. **Introduction.**

2. **Receiver Aircraft Type.**
   a. F-16AM/BM – See Annex B for full details of the RDAF F-16AM/BM.

3. **National AAR Clearance Process.** All clearances are obtained in accordance with the process described in ATP-3.3.4.2.

4. **AAR POCs.**
   a. **POC for National SRD.** The office responsible for the content of the National SRD. Each nation or organization is responsible for reviewing/updating their SRD regularly and informing the Editor of any changes. Ideally, this review/update should be conducted at least annually to maintain the currency and credibility of the National SRD.

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   Air Support Section –
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   Tel: +45 728 11584

   b. **POC for Tanker/Receiver Clearances.** The initial point of contact for all matters concerning tanker and receiver clearances.

      Same as for POC National SRD.

   c. **POC for STAN/EVAL.** The initial point of contact for all international AAR and STAN/EVAL matters.

      Same as for POC National SRD.

5. **Receiver Qualification and Currency**
   a. **Initial Qualification.** Initial Qualification is obtained in accordance with national OPINS 13 AAR qualification training syllabus.

   b. **Maintaining AAR Currency.** To maintain currency a pilot must perform a minimum of one (1) contact every 180 days. Should bi-lateral agreements, SPINS, OPORDERS or other agreements require a higher rate or number
of contacts, the RDAF will ensure that this is met in accordance with the Tanker Nation’s SRD.

6. **Boom Operator Currency**

   a. **Initial Qualification.** Boom operators shall be qualified before refueling RDAF F-16s. If not qualified, boom operators must be under supervision of a qualified boom operator instructor and inform the receiver aircraft hereof.

   b. **Maintaining Currency.** To be regarded as being current boom operators must have performed a minimum of one (1) AAR event within the last 180 days.

7. **National SRD Last Updated February 2019.** Please check the date of this SRD and check it against the national SRD posted at the following website to ensure this is the most current national SRD: [http://www.japcc.org/links/Pages/default.aspx](http://www.japcc.org/links/Pages/default.aspx)

8. **National Reservations.** National reservations or amendments to the standard ATP-3.3.4.2 procedures: none.
ANNEX A TO NATIONAL SRD – DENMARK

Tanker Information

NOT APPLICABLE
ANNEX B TO NATIONAL SRD - DENMARK

RECEIVER DATA/CLEARANCE -

1. **Introduction.** This annex provides technical compatibility, clearances and important data essential for safe Boom/Receptacle and Probe/drogue operations with national tankers.
APPENDIX B1 – ANNEX B TO NATIONAL SRD – Denmark

COUNTRY TANKERS TO FOREIGN MILITARY RECEIVERS CLEARANCE AND TECHNICAL COMPATIBILITY

NOT APPLICABLE
APPENDIX B2 – ANNEX B TO NATIONAL SRD – Denmark

DANISH RECEIVERS TO FOREIGN MILITARY AND NON MILITARY TANKERS CLEARANCE AND TECHNICAL COMPATIBILITY

1. **Introduction.** This matrix constitutes the country receiver clearances on Foreign Military and Non-Military Tankers. A clearance listed in this table approves a technical compatibility has been reviewed between both Tanker/Receiver and if a clearance is listed, it has been agreed between the COUNTRY owner of the receiver and the National/Non-Military owner of the Tanker.

Figure B2-1 DENMARK Receivers/Foreign Military and Non Military Tankers Clearance and Technical Compatibility Matrix

<table>
<thead>
<tr>
<th>DENMARK APR 16</th>
<th>AIRCRAFT</th>
<th>F-16</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRANCE</td>
<td>C-135FR</td>
<td>BOOM C3</td>
</tr>
<tr>
<td>NETHERLANDS</td>
<td>KDC-10</td>
<td>BOOM C3</td>
</tr>
<tr>
<td>USA</td>
<td>KC-135</td>
<td>BOOM C3*</td>
</tr>
<tr>
<td></td>
<td>KC-10</td>
<td>BOOM C3*</td>
</tr>
<tr>
<td>SINGAPORE</td>
<td>KC-135</td>
<td>BOOM X</td>
</tr>
<tr>
<td>TURKEY</td>
<td>KC-135</td>
<td>BOOM X</td>
</tr>
</tbody>
</table>

Key:  
- **X** - Receiver has technical compatibility, no clearance, with this equipment  
- **C1** – Receiver has Category 1 Clearance with this equipment  
- **C2** – Receiver has Category 2 Clearance with this equipment  
- **C3** – Receiver has Category 3 Clearance with this equipment  

- **C3*** - US TCA recommends Category 3 Clearance.