

STANDARDS RELATED DOCUMENT

NATIONAL SRD - DENMARK

FEBRUARY 2019

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NATIONAL SRD - Denmark

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.

Air Command Denmark -
Air Support Section –
Address: Herningvej 30, 7420 Karup J
Email: airrefueling@mil.dk
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>

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

DENMARK APR 16	AIRCRAFT		F-16		
FRANCE	C-135FR	BOOM	C3		
NETHERLANDS	KDC-10	BOOM	C3		
USA	KC-135	BOOM	C3*		
	KC-10	BOOM	C3*		
SINGAPORE	KC-135	BOOM	X		
TURKEY	KC-135	BOOM	X		

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.