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PORTUGUESE AIR FORCE



ATP 3.3.4.2 (C)

STANDARDS RELATED DOCUMENTS (SRD)

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NATIONAL SRD – PORTUGAL

1. Introduction

- a. Purpose: The primary function of this document is to provide pertinent information regarding Air-to-Air Refueling (AAR) with PRTAF receiver aircraft.
- b. The Portuguese Air Force currently operates one type of receiver – the F -16 AM/BM.

2. Receiver Aircraft Type

- a. F-16 Block 15 Mid Life Update (MLU) A and B model.

3. National AAR Clearance Process

- a. All clearances are obtained in accordance with the process described in ATP 3.3.4.2.
- b. PRTAF Air Command is responsible for scheduling and booking AAR assets in Portuguese airspace.

4. AAR Point of Contact (POC)

- a. POC for national SRD and receiver clearances:

- PRTAF HQ Operations Division

Address: Avenida da Força Aérea Portuguesa nº1, Alfragide

2614-506 Amadora

PORTUGAL

e-mail: divops_repops_sa2_adj@emfa.pt

Telephone: +351 214723548

- b. POC for AAR coordination

- PRTAF Air Command

Address: Avenida Tenente Martins, Monsanto

1500-589 Lisboa

PORTUGAL

e-mail: ca_coa_chf@emfa.pt

Telephone: +351 217708214

c. POC for STAN/EVAL

- Same as for national SRD

5. National SRD last updated

a. Latest version of the SRD will be published at » <https://www.japcc.org/aar/>

6. Receiver aircraft qualifications and currency

a. Initial Qualification. Initial Qualification is obtained in accordance with PRTAF Air Command Manuals - 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 PRTAF will ensure that this is met in accordance with the Tanker Nation's SRD.

7. Boom operator currency

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

b. Maintaining Currency. In accordance with Tanker Nation's SRD.

8. National Reservations

a. PRTAF does not have any current reservations or amendments to the standard ATP-3.3.4.2. procedures.

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ANNEX A
TANKER INFORMATION

NOT APPLICABLE

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ANNEX B
RECEIVER DATA / CLEARANCE

APPENDIX B1
COUNTRY TANKERS TO FOREIGN MILITARY RECEIVERS
CLEARANCE AND TECHNICAL COMPATIBILITY

NOT APPLICABLE

APPENDIX B2

PORTUGUESE RECEIVERS TO FOREIGN MILITARY AND NON- MILITARY TANKERS CLEARANCE AND TECHNICAL COMPATIBILITY

1. Introduction

Figure B2-1 based upon JAPCC AAR matrix.

COUNTRY	AIRCRAFT		PRTAF F-16M
FRA	A-330 MRTT	BOOM	C2
FRA	C-135 FR	BOOM	C3
FRA	KC-135 RG	BOOM	C3
NLD	KDC-10	BOOM	C3
SGP	KC-135 R	BOOM	Y
TUR	KC-135	BOOM	C3
USA	KC-135	BOOM	C3
USA	KC-10	BOOM	C3

Fig. B2-1: PRTAF Compatibility Matrix

Type of clearance:

1 = CAT 1 Clearance

2 = CAT 2 Clearance

3 = CAT 3 Clearance

? = Clearance Conflict

X = No Clearance Listed

Y = Clearance exists but is not yet categorized.

APPENDIX B5

RECEIVER SPECIFIC AAR INFORMATION

1. F-16AM/BM Block 15

a. AAR Procedures:

As per ATP-56.

Approved AAR-tankers: KC-135R/T, KC-10A/KDC-10 and A-330 MRTT.

b. AAR Data

(1) General limitations

- Maximum airspeed with AR-door open: 400 KCAS/0.95 Mach, whichever is less.
- Maximum airspeed AR-door transit: 400 KCAS/0.85 Mach, whichever is less.

NOTE: A small amount of fuel spray from the nozzle and receptacle during fuel transfer does not require fuel transfer to be terminated. The receiver pilot should be notified if this condition exists and the air refueling operations will be continued or discontinued at his discretion.

- The F-16AM has a 2-inch high antenna on the upper fuselage centerline, 3 feet forward of the receptacle. On the F-16BM, the antenna is 8 inches higher due to being mounted on the aft portion of the raised panels that blend the canopy to the fuselage.

- Fuel venting under left wing can occur during AAR.

- There is a single antenna on the fillet, approximately 2 feet aft of the receptacle.

(2) Fuel Chart

LIQUID AND GASES USED DURING SERVICING		
LIQUID/GAS		SPECIFICATION
FUEL	PRIMARY	F-34, JP-8, F-44, MIL-T-5624
	ALTERNATE	JP-4, F-35, MIL-T-83133, JET A-1, JP-5, MIL-T-5624

Fig. B5-1 – PRTAF F-16M Fuel Chart

(3) Lighting

- Lighting for the receptacle is of fixed intensity.
- The floodlight on the upper fuselage, which illuminates the AAR markings around the receptacle, can be varied in intensity.

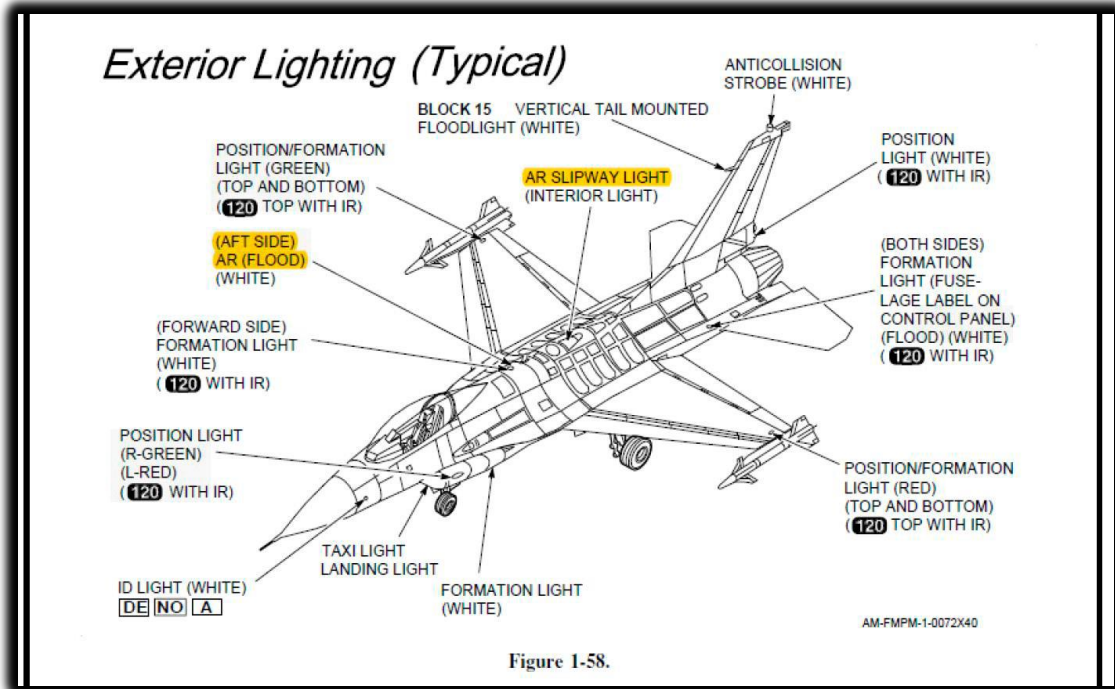


Fig. B5-2 F-16M Exterior Lighting