STANDARDS RELATED DOCUMENT

NATIONAL SRD – BELGIUM

FEBRUARY 2018

Published by BELGIUM, A3.32 Current Ops F16
1. **Introduction.**

   At this time the Belgian Air Force only operates a receiver, the F16 A/B Mid Life Update (MLU) Block 10 and 15 aircraft. As from May 2020 Belgium will be part of the Multinational Multi-Role Tanker Transport (MRTT) Fleet (MMF) initiative. It is planned to have the equivalent in flying hours of one MRTT by 2024.

2. **Tanker Aircraft Type.**

   A330 MRTT (as from May 2020)

3. **National AAR Clearance Process.**

   Clearance processing for the MRTT will be through MMU administration.

   Royal Netherlands Air Force
   Major Andy van Alphen
   P.O. Box 8762
   4820 BB Breda
   The Netherlands
   Telephone: +31 76 5447191
   Email: alto@mindef.nl or ajam.v.alphen@mindef.nl

4. **AAR POCs.**

   a. **POC for National SRD.**

      Operational Headquarters of the Air Component (COMOPSAIR)
      Division Operations - Air Combat Ops - Current Ops F16
      Quartier Reine Elisabeth – Bloc 1
      Rue d’Evere 1
      1140 BRUXELLES
      COMOPSAIR-A3-AIR-CBT-OPS@MIL.BE
      Tel: + 32.2.44.16702

   b. **POC for Tanker/Receiver Clearances.**

      Same as for POC National SRD

   c. **POC for STAN/EVAL.**

      Same as for POC National SR
5. **National SRD Last Updated.** 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)

6. **Multinational Simultaneous AAR and AT Matrix Structure and Contents.**
   
   N/A

7. **Simultaneous employment matrix for AAR platforms.**
   
   N/A

8. **National Reservations.** Any national reservations or amendments to the standard ATP-3.3.4.2 procedures
   
   None
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APPENDIX B2 – ANNEX B TO NATIONAL SRD – Country

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

1. Introduction

Figure B2-1 is based upon JAPCC AAR MATRIX.

2. Figure B2-1

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Key:  
X- Receiver is has technical compatibility, no clearance, with this equipment  
Y- Clearance exists but is not yet categorized  
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
F16 A/B Mid Life Update (MLU) Block 10 and 15

a. Picture

b. AAR Procedures

As per ATP-3.3.4.2

c. AAR Data

(1) Optimum conditions: 310 KTS / FL 280 / MAX 25° AOB
(2) Fuel: F34 / JP8
(3) Max speed AAR slipway door opening/closing: 400 KTS / M0.85
(4) Max speed AAR slipway door open: 400KTS / M0.95
(5) Fuel venting under left wing can occur during AAR
d. **Lighting**

**Exterior Lighting (Typical)**

- **Position/Formation Light (Green)** (Top and Bottom)
- **(Aft Side) Air (Flood) Light (White)**
- **Forward Side Formation Light (White)**
- **Position Light (White)** (L-Red)
- **Taxi Light Landing Light (White)**
- **Formation Light (White)**
- **Anticollision Strobe (White)**
- **Lighting (Typical)**

![Diagram of Exterior Lighting](image)

Figure 1-58.
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