

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2C-130J
VOLUME 3, ADDENDA A**



**9 DECEMBER 2009
Certified Current, 18 NOVEMBER 2011
FLYING OPERATIONS**

**C-130J OPERATIONS
CONFIGURATION/MISSION PLANNING**

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OPR: HQ AMC/A3VX

Certified by: HQ USAF/A3O-A
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Pages: 102

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Chapter 1

POLICY

1.1. Sound Judgment. Instructions in this AFI are mandatory and provide the best possible operating instructions under most circumstances, but can not account for every possible situation that a crewmember may encounter during contingency operations. During these times the loadmaster must use his/her sound judgment and operational risk management to meet mission demands.

1.2. General. This instruction establishes basic cargo compartment configuration, standard equipment, and equipment locations aboard C-130J, C-130J (short version), and WC-130J aircraft. In order to meet HQ AF guidance toward conserving fuel, equipment will be removed when not needed to reduce the aircraft weight In Accordance With (IAW) [Table 1.1](#), [Table 2.1](#) and [Table 2.2](#) Aircraft will not have tool boxes larger than the standard crew chief tool box, nor large garbage cans onboard the aircraft. Some C-130J aircraft have additional equipment installed that may affect configuring the aircraft as listed. For operational planning purposes, each configuration has an average time annotated and number of personnel to configure the airplane. The times quoted are approximate figures and are configuration times only. They do not include de-configuration times. For example, reconfiguring from a P-1 configuration, 128 sidewall and center aisle seats to a C-1 configuration (clean floor) requires more than one-half hour for one person, which is the time allocated to configure a C-1 configuration. Units with operational control over the WC-130J will determine standard configurations except when aircraft are gained to AMC.

1.3. Responsibility. Operational plans must consider the most appropriate configuration that satisfies mission requirements and permits the minimum amount of variations and man-hours to change. USAF units performing services on C-130J/C-130J(S)/WC-130J aircraft (i.e., maintenance, aerial port, and aircrew flight equipment) are responsible for configuring the aircraft IAW this instruction and as outlined in mission directives, to include equipment stowage/installation IAW the configuration and equipment tables. Aircrew Flight Equipment (AFE) personnel will ensure all life sustaining equipment is positioned on the aircraft to meet mission requirements IAW [Table 1.1](#). Maintenance personnel will ensure all required and mission specific equipment is positioned aboard the aircraft to meet mission requirements IAW [Table 2.1](#) and [Table 2.2](#). Some equipment listed in [Table 2.2](#) is roll on/roll off equipment controlled by unit designated personnel. Before home station departure, maintenance personnel are responsible for configuring the aircraft (including modifications) to meet mission requirements IAW [Figure 3.1](#) thru [Figure 3.64](#). For the CP-2 through CP-5 configurations, the sidewall seats will be stowed to facilitate preflight of the Enhanced Cargo Handling System (ECHS) rails and then lowered by aircrew with maintenance assistance. After departure from home station, the aircrew will accomplish all configurations with assistance by maintenance/aerial port personnel if available. During preflight, aircrew will ensure required mission equipment has been provided and is properly installed. When the aircraft configuration is not completed prior to aircrew show time, the loadmaster will assist in the completion of the configuration, after accomplishing required pre-departure duties (i.e., preflight, loading, etc.). Loadmasters have overall responsibility for configuration management and proper installation of equipment on the aircraft.

1.4. Standard Configuration Codes. Use the following codes when referring to C-130J/C-130J (short)/WC-130J cargo compartment configurations.

- 1.4.1. S – C-130J (short version)
- 1.4.2. A* - Armor Equipped Aircraft
- 1.4.3. AE - Aeromedical Evacuation
- 1.4.4. C - Cargo
- 1.4.5. CP - Cargo and Passengers
- 1.4.6. P - Passengers
- 1.4.7. TAP - Tactical Airdrop Paratroop
- 1.4.8. TAC - Tactical Airdrop Cargo
- 1.4.9. NASA - National Aeronautics and Space Administration

1.5. Modifications. Configuration codes of this instruction may require modifications for a specific mission. Each modification must be carefully evaluated prior to mission operation to ensure maximum flight safety and aircraft equipment compatibility. Each mission directive will identify basic configuration codes and modifications to satisfy mission requirements. For example, an aeromedical evacuation mission may require more litters than available in configuration AE-1. Consult appropriate configuration charts to determine where the desired additional litters can be installed and which seats must be removed. Indicate in the mission directive, by position (left or right, and number) which seats are deleted and (by alphabetical position) litter tier provisions are installed. Example: Configuration AE-1(Mod), remove seats 12, 13, 14, and 15 left and right, install litter tier provisions C and D.

1.6. Weight and Balance. Configuration equipment and necessary supply changes affect aircraft weight and balance. To standardize equipment quantities and location, items shown in **Table 2.1** will be included in the aircraft basic weight and remain on the aircraft except for maintenance and inspection. Equipment listed in **Table 1.1** and **Table 2.2** will be added as necessary when computing the weight and balance and entered in Communications/Navigation/Identification-Management Unit (CNI-MU) and references 5, 6, or 7 of DD Form 365-4, **Weight and Balance Clearance Form F-Transport/Tactical**. The loadmaster will enter the weight contained in the required equipment table for the applicable configuration in the CNI-MU and when preparing the DD Form 365-4. Adjustments will be made when the actual on board weight of these items vary from the data shown. Add aircraft armor (**Table 4.2**) into the DD Form 365-4 (Form F) if armor is installed on the aircraft. Paratroop door armor moments need to be re-calculated when armor is re-positioned. DD Form 365-4 will be completed IAW instructions in Chapter 5 of this instruction.

1.7. Revisions. To recommend changes, conflicts, suggestions, or recommendations to departmental publications, use the AF Form 847 and route it through the publishing channels to the OPR for the publication.

1.8. Aircraft Configuration Waivers and Supplements. Follow waiver protocol in AFI 11-2C-130J, Volume 3. MAJCOMs forward approved requests to HQ AMC/A3V for continuity.

1.9. Aircrew Life Sustaining Equipment Configuration. Mobility Air Forces C-130J aircraft are configured with standard quantities of aircrew life sustaining equipment (ALSE) IAW this instruction. Configure aircraft as listed in **Table 1.1**. During aircraft contingency/deployment generations, it is imperative that aircraft deploy with the full complement of ALSE. This equipment must be at forward operating locations to allow maximum mission flexibility when aircraft are away from home station. In the event installed ALSE inspection dates expire while the aircraft is on alert status or away from operating location, place these items in the AFTO Form 781A on a red dash until the aircraft goes off alert or returns to operating location. When aircraft is released from alert or returns to operating location, upgrade to a red X IAW TO 00-20-1 *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*.

1.9.1. Aircraft Transfer Requirements. When transferring aircraft; position ALSE IAW permanent transfer configuration. Losing unit will contact the gaining organization's AFE section and initiate transfer of required aircraft-installed ALSE and inspection records. The gaining organization will conduct an acceptance inspection and forward a copy of discrepancies, to include any equipment shortages, to their respective MAJCOM IAW TO 00-20-1. Without documented coordination and approval, do not transfer aircraft with less than the required equipment. The losing organization must make up any shortages from on-hand assets to ensure transferring aircraft has required equipment.

1.9.2. ALSE Overhead Racks. Handle ALSE with care to avoid damage to the equipment. ALSE will always be placed in the overhead racks, unless stowed elsewhere for aircraft CG limitations. The primary purpose of all overhead racks is for ALSE. Other items of equipment placed in the overhead racks must not interfere with ALSE life sustaining equipment and be easily secured. Oil, hydraulic fluid or other liquids will not be placed on the rack.

1.9.3. Aircraft Returning From Off station. To minimize AFE reconfiguration time upon return from off station operations, crewmembers must return parachutes, kits, and AFE life sustaining equipment to their primary position after each mission. AFE personnel will ensure the aircraft is returned to the local training configuration at earliest opportunity not to exceed 5 workdays. The five work day rule does not apply if the aircraft will not be flown during that period. In this case the aircraft will be in the proper configuration prior to next flight. All added equipment will be removed; under no circumstances will an aircraft be flown in a partial configuration. **NOTE:** Items listed in the table below are for stretch aircraft. Short aircraft numbers are in parentheses as needed.

Table 1.1. Aircraft Installed Aircrew Life Sustaining Equipment Configuration.

Minimum Required Equipment	Local Training Mission	Operational/Contingency/Permanent Transfer	PDM Input
Emergency Passenger Oxygen System (EPOS)	0	128(92)	0
NOTE 1			
Harness, Restraint, PCU-17/P with safety strap, HBU-6/P	3	3	2

Minimum Required Equipment	Local Training Mission	Operational/Contingency/ Permanent Transfer	PDM Input
Kit, Passenger Demonstration	0	1	0
Kit, Protective Clothing (PCK)	0	1	0
Kit Survival, ML-4 NOTE 2, 5	0	4	0
Life Raft, 46-Man NOTE 3, 7	3	3	3
Life Preserver, Adult-Child (A/C) NOTE 3	0	128(92)	0
LPU-6/P (Infant Cot)	0	4	0
LPU 10/P NOTE 3	0	4	3
Mask, 358-series w/goggles	6	6	6
Parachute, BA-22 NOTE 5	0	4	0
Protective Breathing Equipment (PBE) NOTE 4	5	5	5
Suit, Anti-exposure, CWU-16/P NOTE 6	0	0	0
Vest, Aircrew Body Armor (ABA) NOTE 2	0	5	0
Vest, Survival NOTE 2	0	5	0

NOTES:

1. Each aircraft should have one EPOS per passenger. EPOS have to be accessible, they do not have to be stationed at each seat. Do not exceed FL 250 if the number of passengers exceeds the number of EPOS onboard.

2. Only required on contingency missions.

3. Required for overwater flights. When parachutes are carried LPU-10/P quantities will match parachutes. LPU-10/Ps are designed to integrate with AFE used by aircrew personnel. A/C LPUs are not compatible and shall not be used with parachutes, survival vest, ABA, and Aircrew Eye Respiratory Protection System (AERPS).

4. Three PBE's will be placed on the flight deck and two in the cargo compartment, one forward and one aft.

5. Preposition parachutes during actual contingency missions with hostilities and hazardous functional or acceptance check flights only. When carried, aircraft will have one parachute per crewmember. Each crewmember will wear or fit and have readily accessible for bailout. ML-4 kits are required only for overwater flights when parachutes are carried.

6. Any unit scheduled to conduct operations above 78 degrees north or below 60 degrees south (IAW Federal Aviation Regulation (FAR) Part 135, Part 135.98, Operations in the Polar Area

Minimum Required Equipment	Local Training Mission	Operational/Contingency/Permanent Transfer	PDM Input
<p>and FAR Part 121, Appendix P, Requirements for ETOPS and Polar Operations) will configure the aircraft with the appropriate quantity of anti-exposure suits prior to mission execution.</p> <p>7. When aircraft returns from maintenance inspections, or when life rafts are not delivered with the aircraft, local training flights may be flown provided they are not flown overwater.</p> <p>Exception: Take-Off, Approach, and Landing.</p>			

Chapter 2

CONSOLIDATED EQUIPMENT TABLES

2.1. General. Configure all models of the C-130J aircraft with the equipment listed in **Table 2.1**. Items listed in **Table 2.2**, Mission Specific Equipment, are added, as necessary, to attain a specific configuration and/or comply with mission directives. The aircraft will be configured with all required equipment prior to deployment to support hostilities, Periodic Depot Maintenance (PDM) input and for transfer for assignment.

2.1.1. Aircraft Returning From Off station. Upon return from off station operations, maintenance personnel will ensure any mission specific equipment is removed from the aircraft at earliest opportunity not to exceed five work days. The five work day rule does not apply if the aircraft will not be flown during that period. In this case the aircraft will be in the proper configuration prior to next flight. All added equipment will be removed; under no circumstances will an aircraft be flown in a partial configuration. **NOTE:** Items listed in the table below are for stretch aircraft. Short aircraft numbers are in parentheses as needed.

Table 2.1. Required Equipment.

Equipment	Quantity	Location
Aerial Delivery System pendulum pivot arm cover	1	Stowed on Pivot Arm
Air conditioning plugs	2	Secured A/R when not installed.
Anchor cables with reels	4	Two cables installed in cargo compartment and two cables with four reels are stowed at LS 1171(891) left/right side.
Anchor cable support braces	4	Stowed aft of ramp control panel.
Auxiliary Power Unit exhaust plug	1	Secured A/R when not installed.
Auxiliary ground loading ramps	2	Stowed in bin in cargo door. (WC-130J: Stowed A/R)
AVFUELS Identaplate	1	Stowed in Single Point Refueling door.
Axe, hand emergency	2	As prescribed by the flight manual.
Belt, seat safety	128 (92)	Installed/stowed with each seat aboard the aircraft. 2 sets per two-man seat, 1 set per one-man seat.
Black out window covers	1 per window	Stowed near window or A/R
Container Delivery System (CDS) safety clevis	4	Stowed in a pouch under the Multi Function Control Display (MFC D) NOTE 1
CDS safety clevis shear pins	12	Stowed in a pouch under the MFC D NOTE 1
Chain, tiedown 10,000 LB	34	Stowed in bins aft of ramp hinge on the left side.
Chain, tiedown 25,000 LB	6	Stowed in container aft of latrine.
Device, tiedown 10,000 LB	34	Stowed in brackets @ LS 345 (245), 1070 (790) left side, and 1205 (925) right side.

Equipment	Quantity	Location
Device, tiedown, 25,000 LB	6	Stowed in brackets aft of latrine
Ear plugs	1 (box)	Stowed A/R
Engine intake & exhaust plugs	4/4	Stowed A/R when not in use.
Extinguisher, fire	4	As prescribed in the flight manual
Fluid, hydraulic (Quarts)	21	Stowed in cargo net stowage box aft of the Auxiliary Hydraulic Pump
Fuel tank drain tube	1	Stowed in overhead bracket @ LS 1280 (970)
Ground wires	2	Stowed A/R when not in use
Guard assembly, ramp/aft cargo door actuator	2	Stowed in aft cargo door
Hand crank, landing gear	2	Stowed as prescribed in the flight manual
Interphone cord <u>Flight Deck</u> : 1 ea. at pilot, co-pilot, center console and additional crew member station, <u>Cargo Compartment</u> : two 100-foot and one 75-foot cord	7	One at each interphone station
Jack and tow fittings	2	Stowed in cargo door
Jack pads	1	Stowed on bulkhead @ LS 345 (245)
Jump platforms, paratroop (Set)	1	Stowed above ramp on round structural bars LS 1027 (747)
Kit, First aid aeronautical	6	As prescribed by the flight manual
Ladder, emergency escape	1	Stowed on the left side forward of the wheel well when not in use.
Ladder, maintenance	1	Stowed A/R when not in use
Lamp, ALDIS w/lens kit	1	Stowed in box at Augmented Crew Station
Latrine curtains	2	Configured for use or stowed in cargo door storage bins
Life rafts	3	Stowed as prescribed in flight manual
Onboard Life support equipment stowage rack	3	Forward of both wheel wells
Light, emergency exit	8	Stowed as prescribed by the flight manual
Litter net, aft	1	Stowed in cargo door
Litter support brackets	388 (296)	Four installed on each outboard litter track and support strap. Five installed on each side of center seat and litter stanchion and litter strap.
Litter track (paratroop door)	2	Stowed left/right side LS 1141 (870).
Litter stanchion adapters	3	Stowed in cargo door
Litter stanchion compression tubes	2	LS 450 (350)
Litter straps (outboard)	18 (12)	Attached to overhead supports and stowed in bags along side wall.

Equipment	Quantity	Location
Litter straps (inboard)	24 (20)	Attached to overhead supports and stowed in bags along side wall, or in bins near ceiling.
Lock assembly, main landing gear	2	Stowed in the cargo door
Locking kit, ground security	4	1 for each side emergency escape hatch and 1 for each paratroop door
Main landing gear emergency tiedown fixture	2	Stowed on right sidewall LS 1083 (803).
Oil, Engine (Quarts)	21	Stowed A/R
Oven, Microwave	1	Galley
Oxygen bottle, walk-around (Type MA-1)	4	Stowed as prescribed in the flight manual
Pallet restraint locking pins	6	Stowed in pouch under MFCD
Paratroop retriever bar	1	Stowed behind litter stanchion aft of right wheel well
Pitot covers	2	Stowed A/R when not in use
Ramp Support	1	Stowed A/R
Rings, tiedown 25,000 lb.	4	Stowed in the cargo door
Roller extensions (CDS)	4	Stowed in the cargo door
Rope, emergency escape	3	Stowed as prescribed in the flight manual
Seat support brackets, wheel well	16	Stowed on rack forward of right wheel well
Seat support, wheel well (upper)	2	Installed left and right wheel well area
Seat back support beams, center aisle (upper)	14 (8)	Stowed in forward cargo compartment LS 397 left and right side and 577 right side; (FS 380 right side)
Seat back support beams, center aisle (lower)	14 (8)	Stowed forward of each troop door in racks at LS 857 left side and 977 right side; (FS 655 left/right side)
Seat back/beam support (extensions)	2	Stowed aft of the left wheel well
Stanchions (litter/seat)	13 (8)	Stowed in forward cargo compartment at LS 360, 400 left side, 410/610 right side; (FS 260)
Straps, tiedown 5,000 LB	40	Stowed in the racks at LS 550-700 (FS 370-420) left side, remainder in cargo door. Straps removed for local training missions will not fall below levels required for restraint of loose equipment.
Sun visors	2	Stowed below crew bunk
Technical publications (G-file)	1 Set	Stowed above MFCD remainder in lower galley door.
Tool Box	1	Tool box (if on the aircraft) will be secured per TO 1C-130J-9. The tool box may be secured for flight by an alternate method following 516 AESW/657 AESS engineering approval for airworthiness.
Towed Parachutist Retrieval System (TPRS)	1 Set	Stowed in cargo door. 1 set covers both doors.

Equipment	Quantity	Location
Troop seats, one-man	8 (4)	Stowed IAW Cargo Loading Manual
Troop seats, two-man	60 (44)	<p>Stretch: Fourteen seats installed forward of the wheel well, 22 seats stowed under installed seats. Four installed seats aft of wheel well, 4 seats stowed under installed seats. Four seats installed aft of troop doors, 8 seats installed under installed seats.</p> <p>Short: Ten seats installed forward of the wheel well, four seats installed aft of wheel well, sixteen seats stowed forward of the wheel well under the installed seats. Eight seats stowed aft of the wheel well under the installed seats. (Six seats stowed behind the litter tracks on the right side at FS 350).</p>
Wheel chocks	4	Secured A/R when not in use.
Winch, static line retriever	2	Installed at bulkhead 345 (245) left and right side
Wrench, main landing gear, emergency extension	1	LS 632 (430)
"Y-Cable" assembly, static line	2	Stowed in cargo door
<p>NOTE 1: These may be removed at the squadron commander's discretion. If they are removed, they will be maintained by the squadron loadmaster section.</p>		

Table 2.2. Mission Specific Equipment.

Item	Quantity	Remarks/ Location
Aircraft Protective Armor Kit	1	Required on combat/contingency missions. Stowed IAW Table 4.2.
Auxiliary Truck Loading Ramps	2	Units will remove and retain 10% from the aircraft (based on Primary Aircraft Authorized (PAA)) of the total sets. 90% will be permanently removed from the aircraft. They are required to be carried when specifically tasked on missions transiting non-aerial port locations.
Buffer Stop Assembly (BSA)	1	As required on CDS airdrop missions IAW TO 1C-130J-9. Not applicable to WC-130J airplanes
Container Delivery System (CDS) Kit	1	Required on CDS missions. Not applicable to WC-130J airplanes. NOTE 1
Extraction Parachute Jettison System	1	As required on heavy equipment airdrop missions IAW TO 1C-130J-9. Not applicable to WC-130J airplanes. NOTE 1
HALO Kit	1	As required on high altitude airdrop missions IAW AFI 11-2C-130J, Volume 3. Not applicable to WC-130J airplanes.

Item	Quantity	Remarks/ Location
Joint Precision Aerial Delivery System (JPADS) Maintenance Kit	1	Required on JPADS/Improved Container Delivery System (I-CDS) airdrop missions. All aircraft equipment will be configured IAW Installation Manual for the JPADS Mission Planner Mission Support Equipment for the C-130J. A JPADS kit includes: GPS Re-Transmission Kit and UHF Drop Sonde Receiver Sub-System.
JPADS Aircrew Kit	1	Required on JPADS/I-CDS missions. The aircrew kit includes: the High Altitude Airdrop Mission Planning Kit and required additional oxygen equipment (i.e. O2 bottles and/or hoses). NOTE 1
Snatch block, portable winching, 13,000 LB capacity	1	Required on combat/contingency missions. Only carried on operational/training missions when tasked. Stowed in the cargo door.
Strap, 10K	24	Stowed in Cargo Door when not in use.
Winch assist beam	1	Required on combat/contingency missions. Only carried on operational/training missions when tasked. Stowed in cargo door
NOTE 1: This equipment is roll on/roll off equipment controlled by unit designated personnel.		

Chapter 3

FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA

3.1. General. This chapter contains basic cargo compartment configuration in floor plan format and weight, location, and moment data for associated required equipment.

3.2. Configuration. Although basic configuration modifications are authorized to meet special requirements, the following factors shall be considered:

3.2.1. Single sidewall seats shall not be used unless connected to a double sidewall seat (except for specific configurations).

3.2.2. Passengers/ambulatory patients may not be seated closer than 30 inches in front of palletized, netted cargo or cargo secure with straps. This does not apply to cargo restrained by chains/chain bridle assemblies. When palletized or non-palletized cargo is secured with aircraft tie down chains, the 30-inch spacing is not required. **EXCEPTION:** Always maintain the 30-inch spacing on AE missions, when carrying litters.

3.2.2.1. Parachutes will be carried IAW **Table 1.1**. When passengers/troops are carried with parachutes on board, up to four seats will not be available in the cargo compartment.

3.2.3. Normal spacing for paratroopers is 24 inches; however, spacing will be as mission dictates. Aircraft without accommodations for 24-inch spacing may be configured in 20-inch spacing.

3.2.4. Cargo height in pallet position two may be restricted if overhead equipment rack(s) protrude into the cargo area. This restriction will be 76 inches and will begin at the inboard side of the cargo handling system rails and extend inboard 12 inches. This restriction could be on either or both sides of the aircraft.

3.2.5. For flight, the aircraft ramp's cargo weight limit is 5,000 pounds of floor loaded or palletized cargo in pallet position eight (six for short), (to include the weight of pallet and nets). See TO 1C-130J-9 for other restrictions.

3.2.6. Changes in configuration may affect overall aircraft center of gravity (CG). **NOTE:** The addition of aircraft defensive systems, Kevlar, and other modifications produces a forward CG which must be countered by adjusting the load center of balance within TO 1C-130J-1 limits. Weight for this equipment is in **Table 4.2 and Table 4.3**.

3.2.7. This chapter's drawings are not drawn precisely to scale with respect to actual aircraft locations. Clear space depicted forward of the first center aisle seat and aft of the last center aisle seat on STAP-1/TAP-1 configuration is unusable. **NOTE:** Center aisle seats begin at the first seat stanchion point LS 357 (262)

3.2.8. A 20-inch clear area is required on the forward right side of a ramp pallet to allow access to aft latrine facilities. A safety aisle is required in pallet positions four, five and eight or for C-130J(S) three, four, and six. (Para 4.2.3, **Figure 4.1**).

3.2.9. Trashcans, other than integral containers, will not be carried.

3.2.10. Seats 1 and 2, left side will be stowed to allow unrestricted flight deck/crew entrance door access when the seats are not needed to accomplish a specific mission.

3.2.11. Configurations' seat totals include seats designated for loadmasters.

3.2.12. ECHS lock/seat stanchion locations is provided in **Table 4.4**.

3.2.13. Aeromedical evacuation (AE) configurations. Medical Crew Directors (MCD) and Charge Medical Technician (CMT) will determine final litter equipment configuration and aeromedical evacuation crewmember (AECM) seating. AECM seat locations may vary based on patient/cabin observation requirements. Overhead equipment racks, missile defense system modifications, and secure voice communications system will decrease litter capacity in litter tiers adjacent to their installation. Up to six seats are required for AECM's/loadmaster(s) depending on crew complement. Seats are numbered for identification from front to rear and will be referred to as seat 1-left, or seat 1-right, etc. Litter tiers are identified alphabetically and litter spaces identified numerically from lowest (1) to highest (5). On litter tier configuration illustrations, the number in parentheses indicates total litters per tier. Roller conveyers will be stowed where litters and seats are rigged. AE equipment, which may be secured in unused seats if floor space is limited, may reduce seat availability. Portable therapeutic liquid oxygen (PTLOX) shall be stowed in a location to prevent contact with fuels or hydraulic fluids. **NOTE:** Five portable oxygen bottles/PBEs will be available for AE personnel on AE and NASA configurations.

3.2.14. Aircraft protective armor will be added as needed, and must be added into Ref. 7 of the DD Form 365-4.

3.2.15. Some aircraft may be nose heavy due to armor installation and other modifications. Actual amount of passengers/litter patients/paratroopers/cargo allowed onboard may vary as determined by aircraft center of gravity limitations.

3.2.16. When seating passengers next to cargo, consideration should be given to cargo (palletized/rolling stock) size and adequate passenger legroom. For cargo width up to 76 inches, passengers may be seated on both sides. For widths 77-96 inches, passengers may be seated on one side if the cargo is offset to one side laterally. For widths 97 inches or greater, no passengers will be seated next to the cargo. For cargo positioned within the wheel well area: cargo width up to 52 inches, passengers may be seated on both sides; for widths 53-72 inches, passengers may be seated on one side of cargo if offset; and for widths 73 inches and greater, no passengers will be seated in the wheel well.

3.3. Troop Life Preserver. If paratroopers are jumping near or over large bodies of water, the service being airdropped will furnish required life preservers. However, life preservers, as indicated in applicable configurations, will still be provided as required to cover emergency ditching operations.

3.4. Crew/Passenger/Troop Drinking Water. Each basic configuration provides for an adequate amount of drinking water. For example, a two-gallon water container will always be provided; and for missions requiring more water in accordance with **Table 5.3**, additional containers are available. **Table 5.3** is provided to assist in determining water quantities. However, the table is not provided as an absolute requirement and should not be used to cause mission delay or refusal to airlift passengers. At no time will a mission be flown with no water aboard. **NOTE:** When deploying to an austere environment or locations where a potable water source is unavailable, ensure a sufficient amount of water is onboard to complete the mission.

3.5. Configuration Floor Plans. Configuration floor plans are depicted on **Figure 3.1** through **Figure 3.64**

Figure 3.1. CONFIGURATION AE-1.

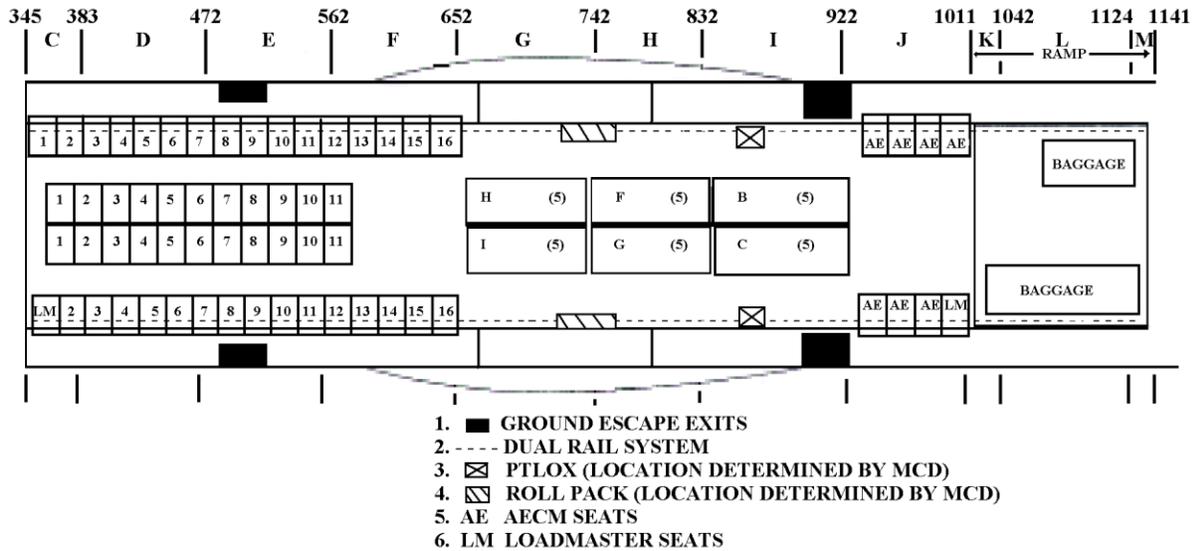
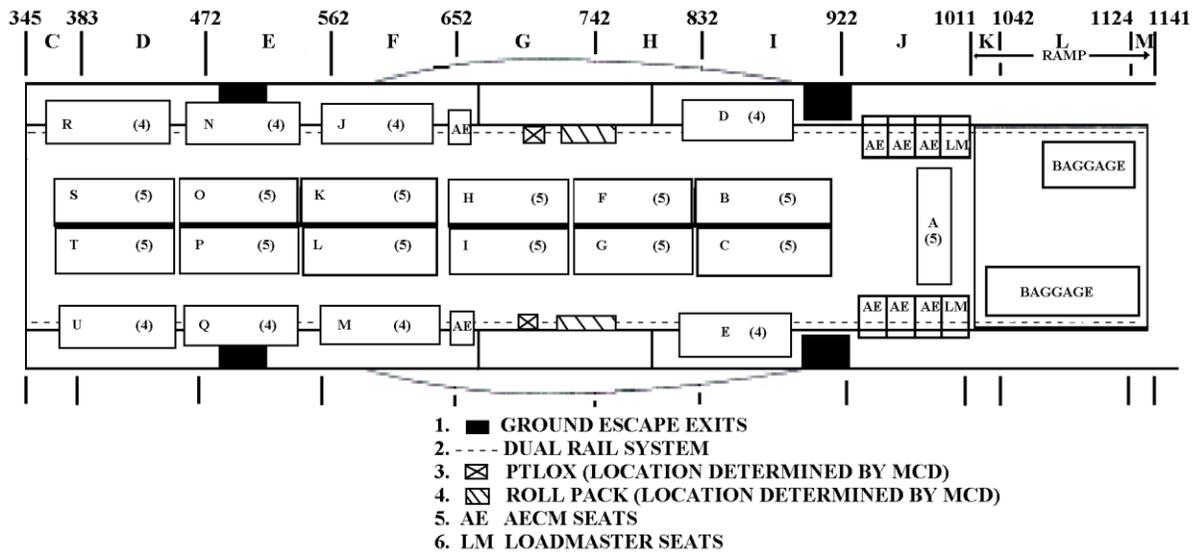


Table 3.1. Configuration AE-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Equipment in addition to equipment from Table 2.1.			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

1. Normally provides 30 litter spaces, 53 patient/passenger seats, and 9 crew seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs seat availability.
2. Seats 1 and 2-left will be stowed when they are not specifically requested for the mission.
3. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
4. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
5. Time to configure is 2 persons, 2 hours.

Figure 3.2. CONFIGURATION AE-2.**Table 3.2. Configuration AE-2, DD Form 365-4 Information.**

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Equipment in addition to equipment from Table 2.1.			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

- Normally provides 97 litter spaces and ten crew seats. The number of aeromedical evacuation crewmembers governs the number of litters available. Additional aircraft equipment may reduce the number of available litter spaces.
- Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
- Paratroop door observer seat (some airplanes) must be removed from the doors to allow opening/closing of the doors when the paratroop door litter stanchions are installed.
- AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
- Time to configure is 2 persons, 2-1/2 hours.

Figure 3.3. CONFIGURATION AE-3.

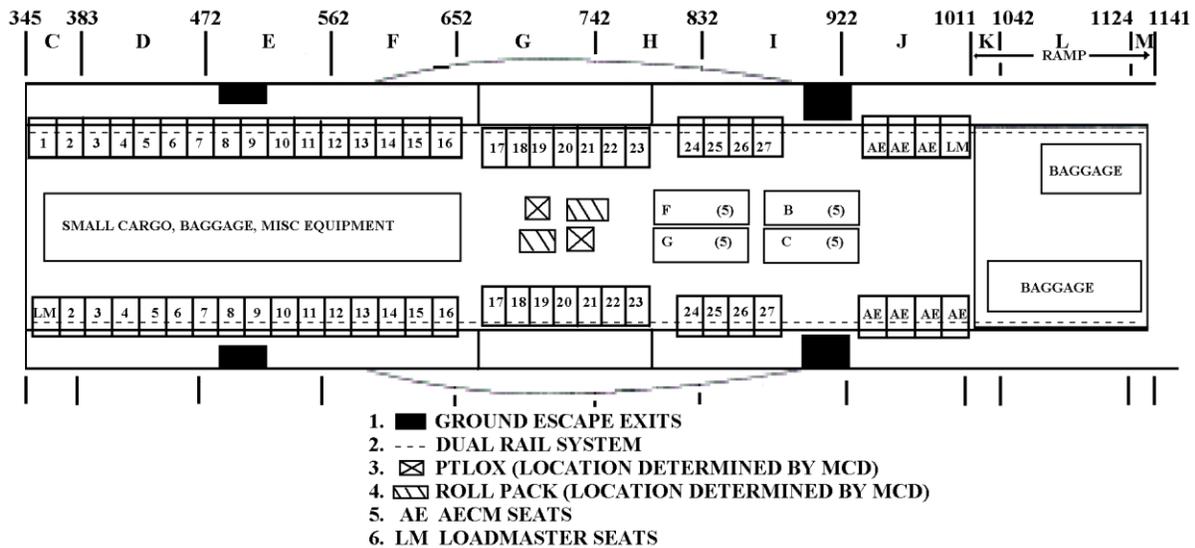


Table 3.3. Configuration AE-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Equipment in addition to equipment from Table 2.1.			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

1. Normally provides 20 litter spaces, 53 patient/passenger seats, and 9 crew seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs seat availability.
2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
4. Time to configure is 2 persons, 1-1/2 hours.

Figure 3.4. CONFIGURATION AE-4.

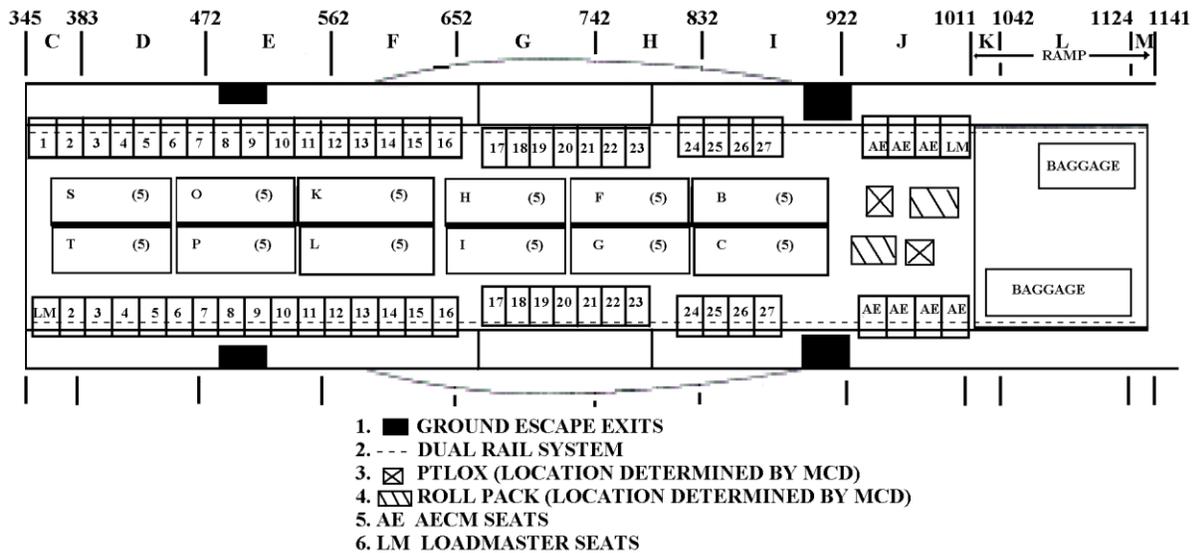


Table 3.4. Configuration AE-4, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Equipment in addition to equipment from Table 2.1			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

1. This is the combat/contingency configuration and normally provides 60 litter spaces, 53 patient/passenger seats, and 9 crew seats. The number of aeromedical evacuation crewmembers governs seat availability.
2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
4. Time to configure is 2 persons, 2-1/2 hours.

Figure 3.5. CONFIGURATION AE-5.

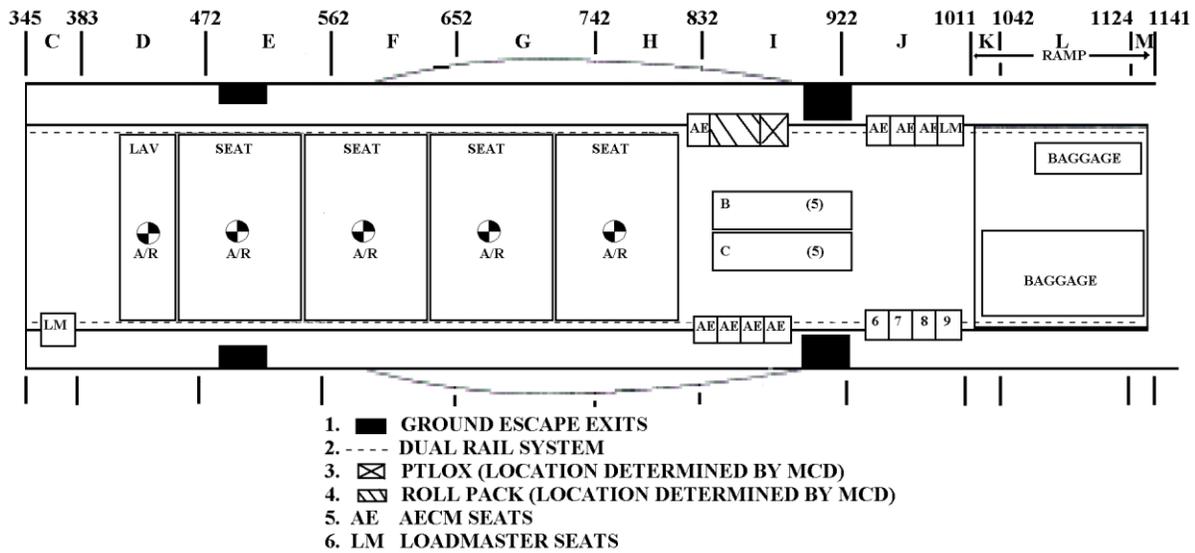


Table 3.5. Configuration AE-5, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Equipment in addition to equipment from Table 2.1.			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

1. Due to the non-availability of seat pallets and comfort pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration. This is a variation to the AE-4 combat/contingency configuration and provides 10 litter spaces, 32 palletized trip seats, 4 patient/passenger sidewall seats, and 9 crew seats. The number of aeromedical evacuation crewmembers governs seat availability.
2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
4. Time to configure is 1 person, 1-1/2 hours.

Figure 3.6. CONFIGURATION C-1.

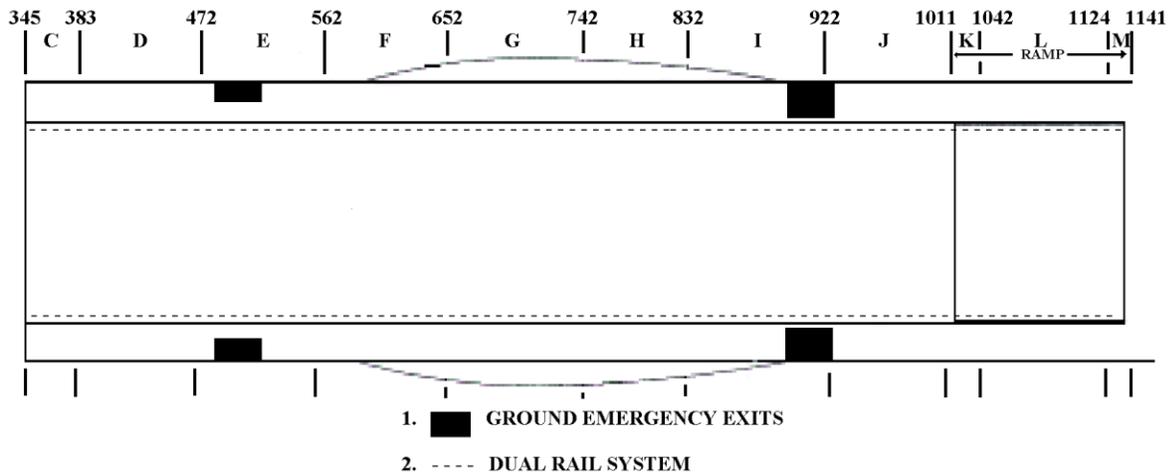


Table 3.6. Configuration C-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Cargo on floor and/or rolling items.
2. Roller conveyors will be stowed.
3. Amount and type of cargo governs seat availability.
4. Time to configure is 1 person, 1/2 hour for stowage of roller conveyors.

Figure 3.7. CONFIGURATION C-2.

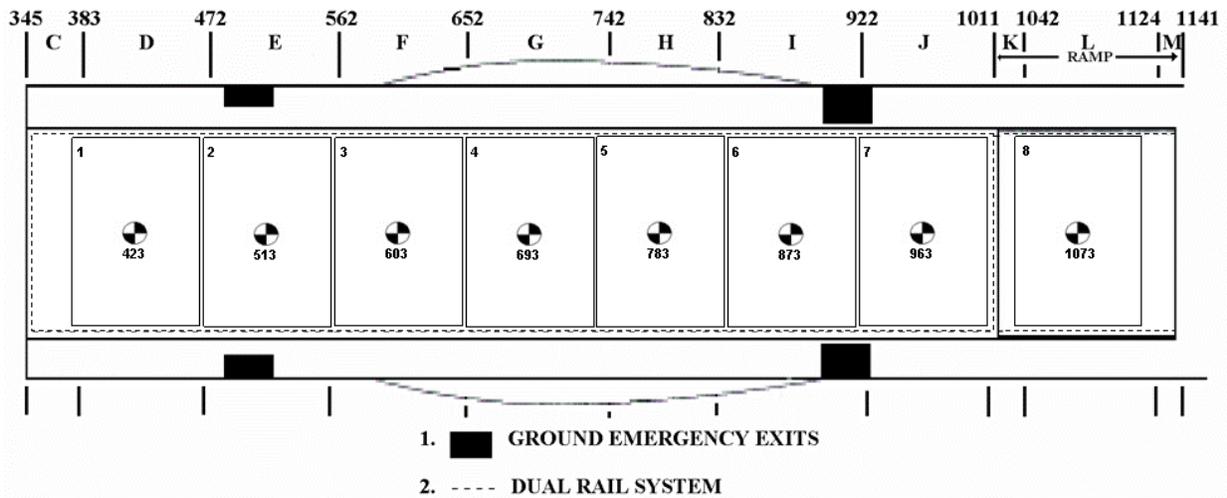


Table 3.7. Configuration C-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Restraint rails and roller conveyors installed for maximum pallet utilization.
2. Sidewall seats may be used if cargo permits availability.
3. Time to configure is 1 person, 1/2 hour.

Figure 3.8. CONFIGURATION P-1.

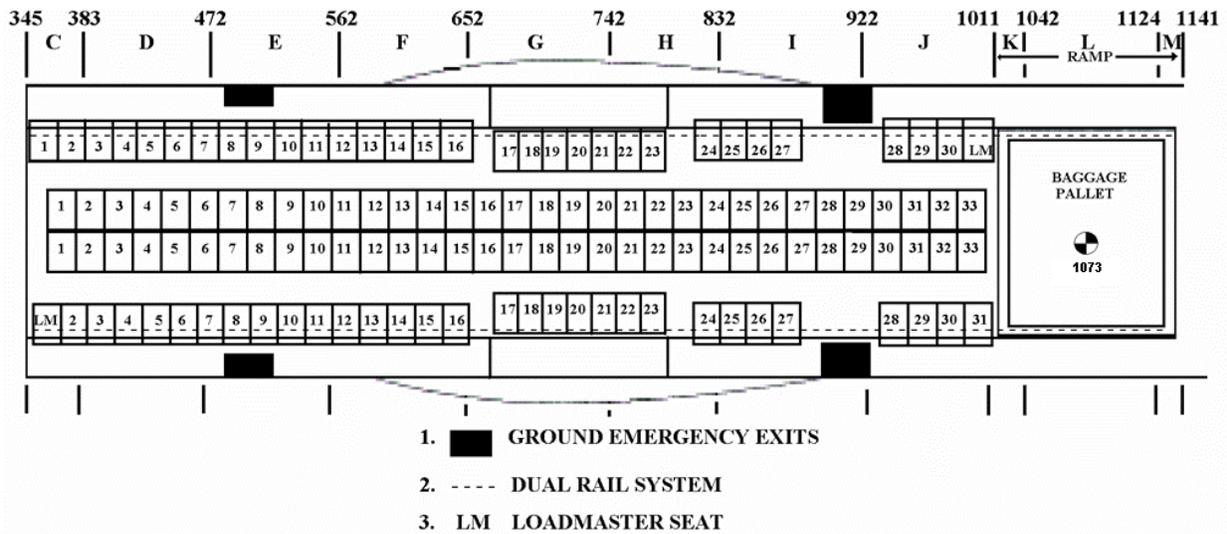


Table 3.8. Configuration P-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. One hundred twenty-eight sidewall and center aisle seats (seat belts on 20-inch centers); 126 seats are offered with a baggage pallet in the number eight pallet position. Overwater flights are limited to a maximum of 138 total personnel, including crew.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Cargo floor roller conveyors will be stowed.
4. Time to configure is 2 persons, 2 1/2 hours.

Figure 3.9. CONFIGURATION A*P-1.

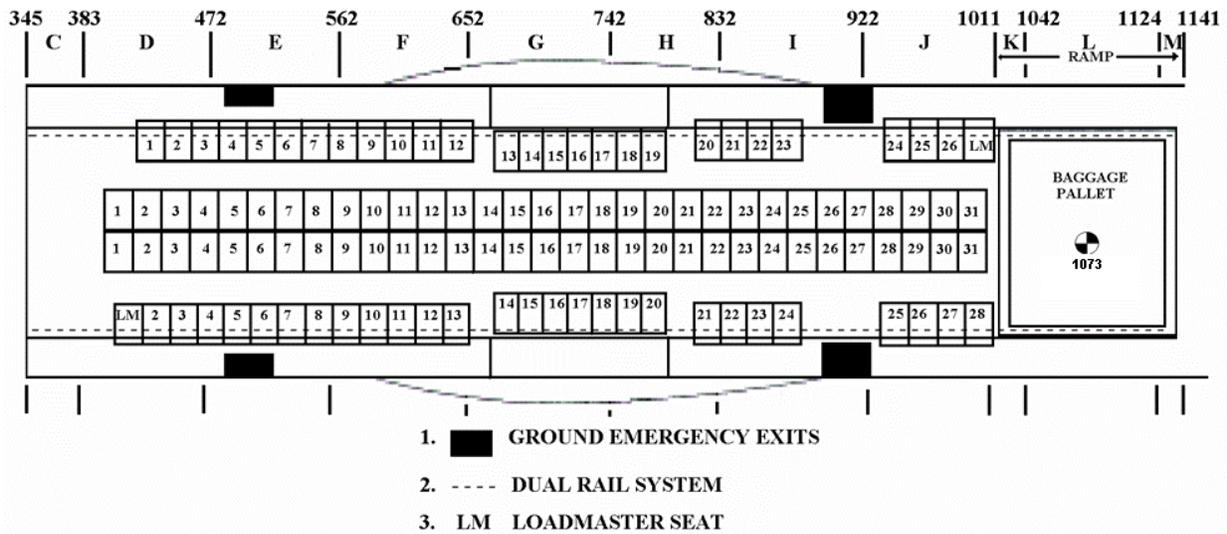
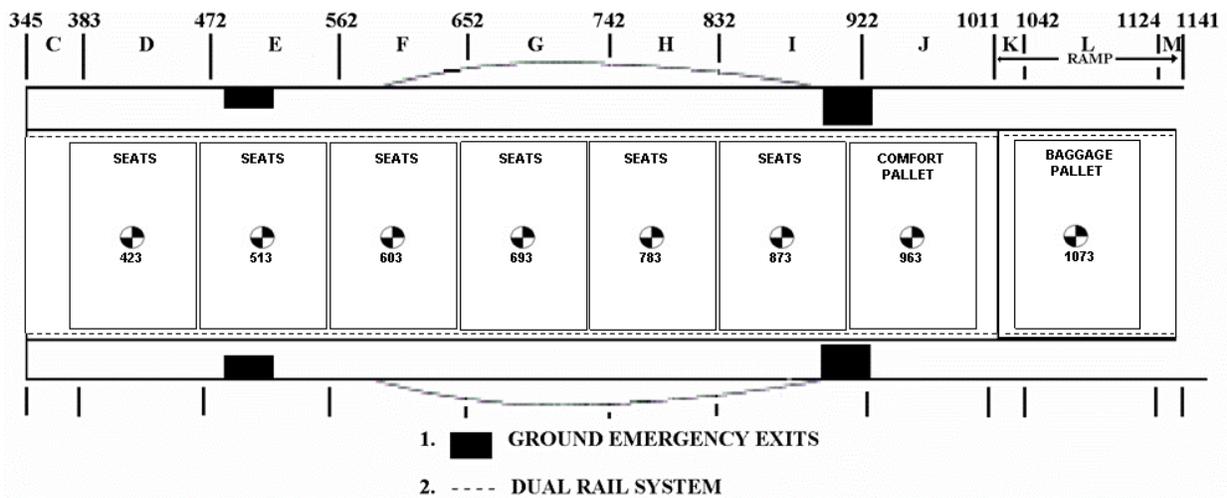


Table 3.9. Configuration A*P-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. One hundred seventeen sidewall and center aisle seats (seat belts on 20-inch centers); 115 seats are offered with a baggage pallet in the number eight pallet position. Overwater flights are limited to a maximum of 138 total personnel, including crew.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Cargo floor roller conveyors will be stowed.
4. Time to configure is 2 persons, 3 hours.

Figure 3.10. CONFIGURATION P-2.**Table 3.10. Configuration P-2, DD Form 365-4 Information.**

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R
Comfort Pallet	1	A/R	A/R
Palletized Seats	A/R		
Portable Lavatory	A/R		

NOTES:

1. Palletized seats offered are variable with an Air Transport Galley/Lavatory (ATGL) pallet in pallet position Seven and a baggage pallet in pallet position eight. Due to the non-availability of seat pallets and ATGL pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration.
2. Forty-eight aft facing palletized seats. Forty-six seats are offered with a comfort pallet in number seven-pallet position and a baggage pallet in the number eight-pallet position.
3. C-17 and C-5 comfort pallets may be transported in any pallet position. Lavatory and coffee brewers are the only accessories authorized for use in-flight. Self-contained portable lavatory may be used in place of comfort pallet.

Figure 3.11. CONFIGURATION CP-1.

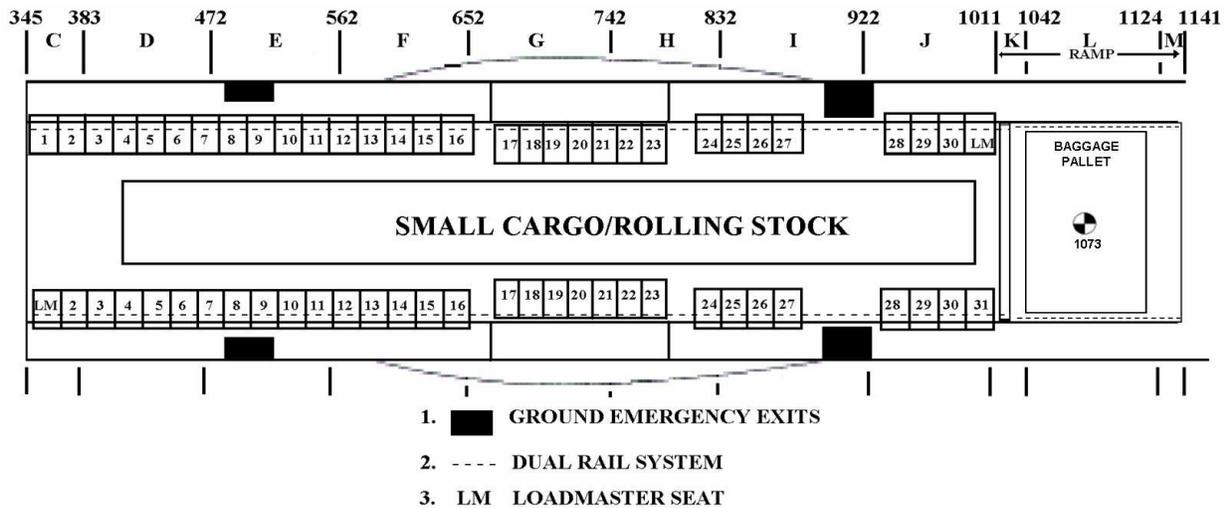


Table 3.11. Configuration CP-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Sixty-two sidewall seats (seat belts on 20-inch centers); 60 seats are offered with a pallet in the number eight pallet position. Center aisle seats may be installed as required.
2. Cargo space limited to small cargo or rolling stock. See paragraph 3.3.3 for cargo width limitations.
3. Seats are numbered for identification and will be referred to as seat 1-left or seat 1-right, etc.
4. Cargo floor roller conveyors will be stowed.
5. Time to configure is 2 persons, 1 hour.

Figure 3.12. CONFIGURATION CP-2.

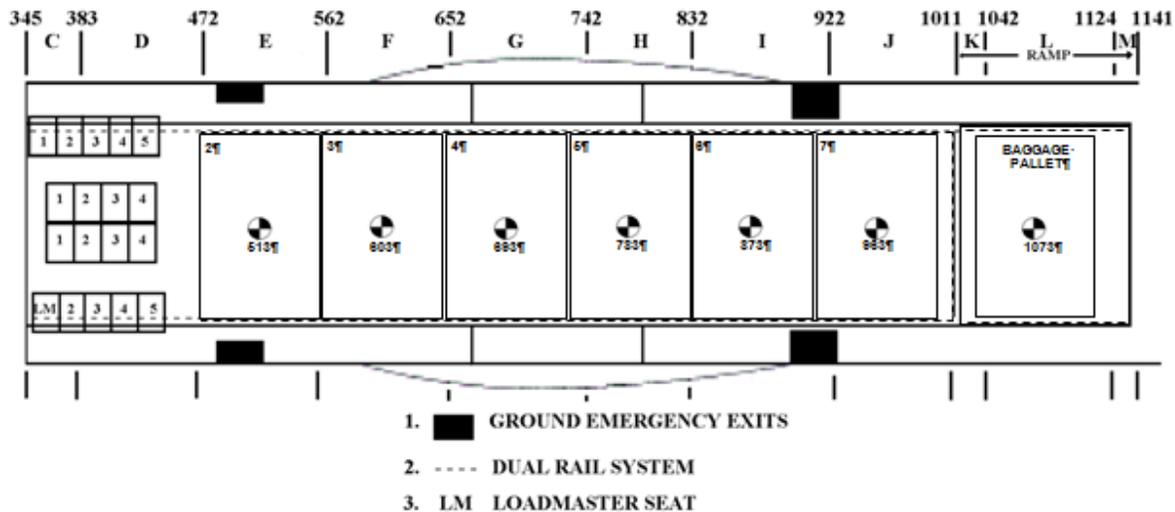


Table 3.12. Configuration CP-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Eighteen sidewall and center aisle seats (seat belts on 20-inch centers); 17 seats are offered with 7 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 1 person, 1 hour.

Figure 3.13. CONFIGURATION CP-3.

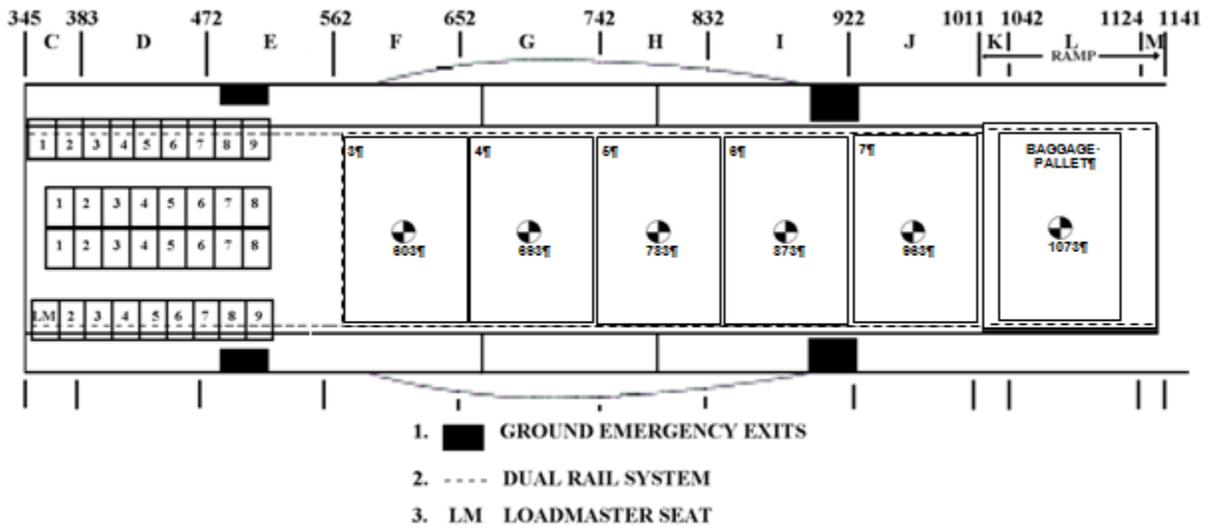


Table 3.13. Configuration CP-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Thirty-four sidewall and center aisle seats (seat belts on 20-inch centers); 33 seats are offered with 6 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 1 person, 1 hour.

Figure 3.14. CONFIGURATION CP-4.

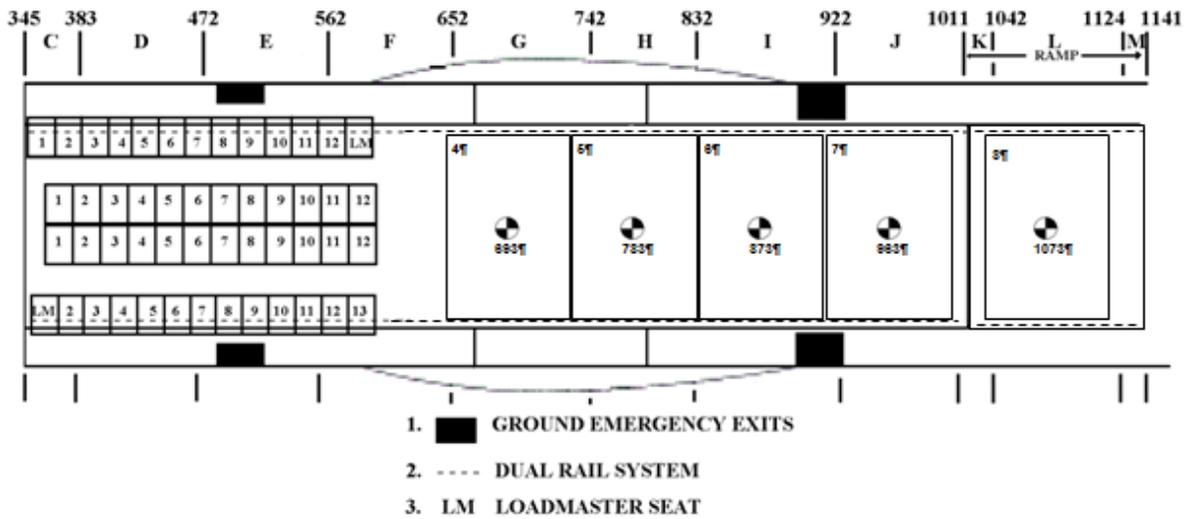


Table 3.14. Configuration CP-4, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Fifty sidewall and center aisle seats (seat belts on 20-inch centers); 48 seats are offered with 5 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 2 persons, 1 1/2 hours.

Figure 3.15. CONFIGURATION CP-5.

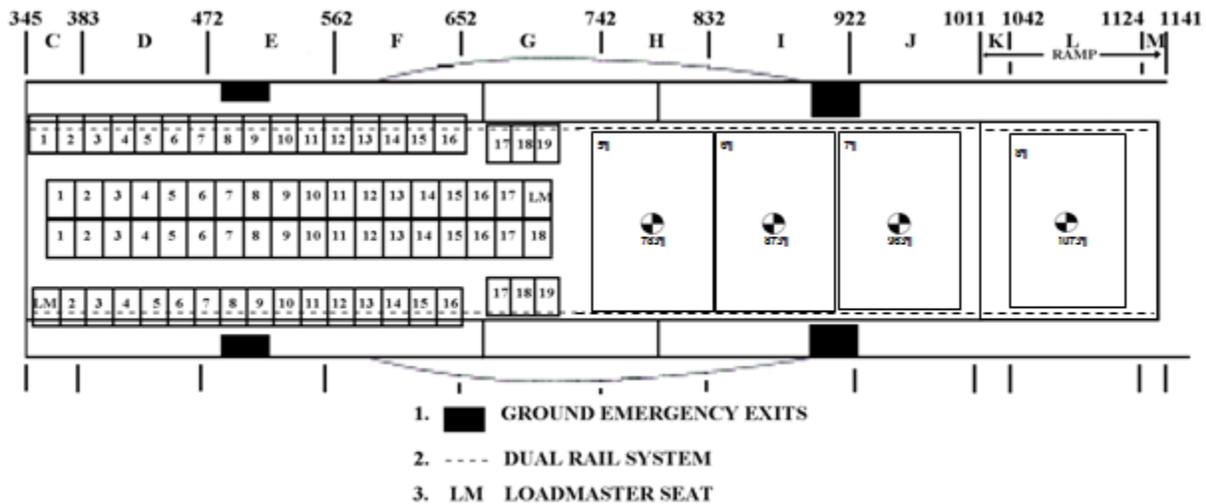


Table 3.15. Configuration CP-5, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Seventy-four sidewall and center aisle seats (seat belts on 20-inch centers); 72 seats are offered with 4 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed
4. Time to configure is 2 persons, 2 hours.

Figure 3.16. CONFIGURATION A*CP-5.

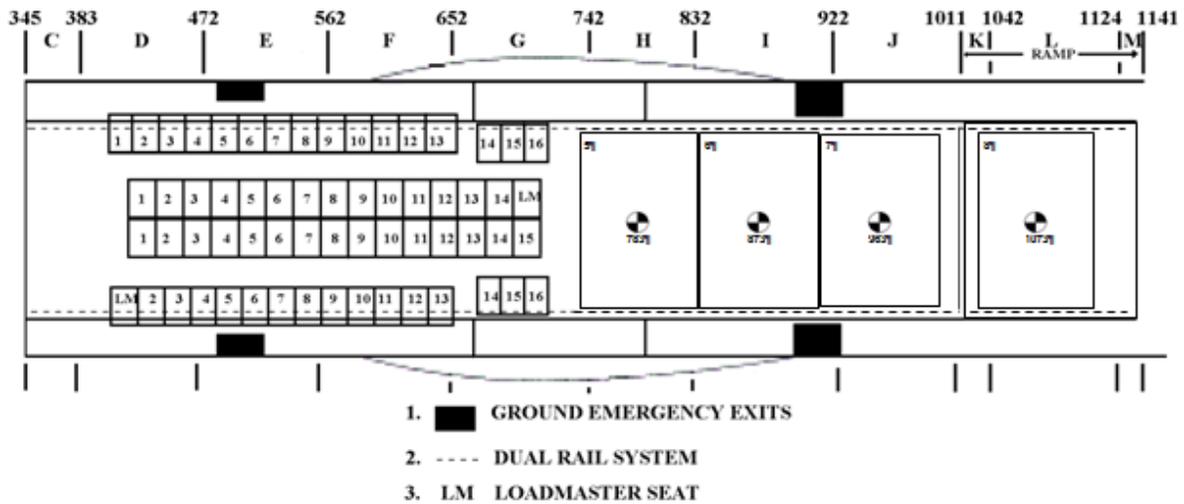


Table 3.16. Configuration A*CP-5, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Sixty-two sidewall and center aisle seats (seat belts on 20-inch centers); 60 seats are offered with 4 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 2 persons, 2 hours.

Figure 3.17. CONFIGURATION CP-6.

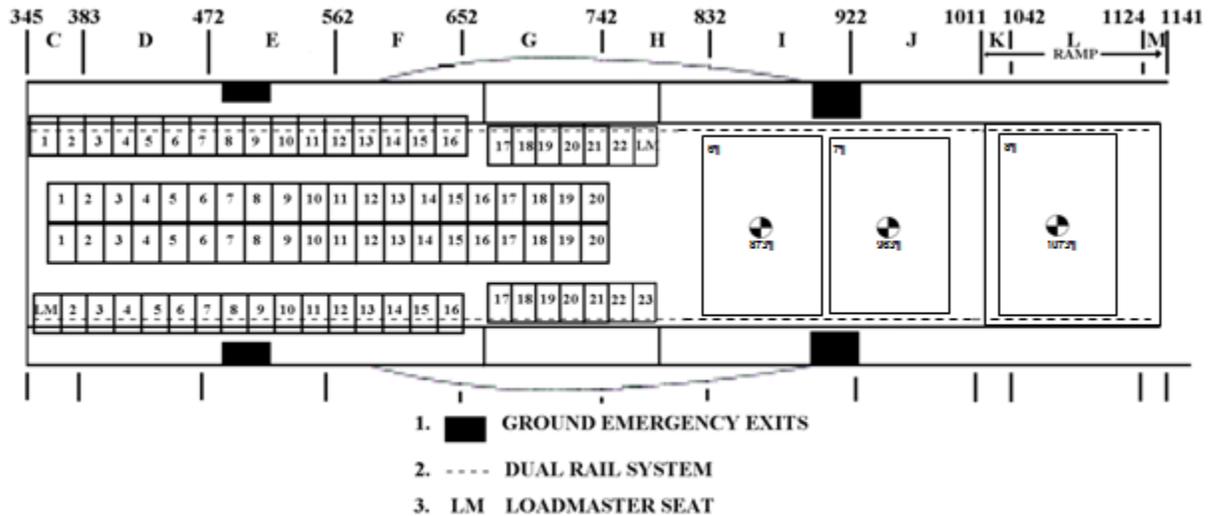


Table 3.17. Configuration CP-6, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Eighty-six sidewall and center aisle seats (seat belts on 20-inch centers); 84 seats are offered with 3 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 2 persons, 2 hours.

Figure 3.18. CONFIGURATION A*CP-6.

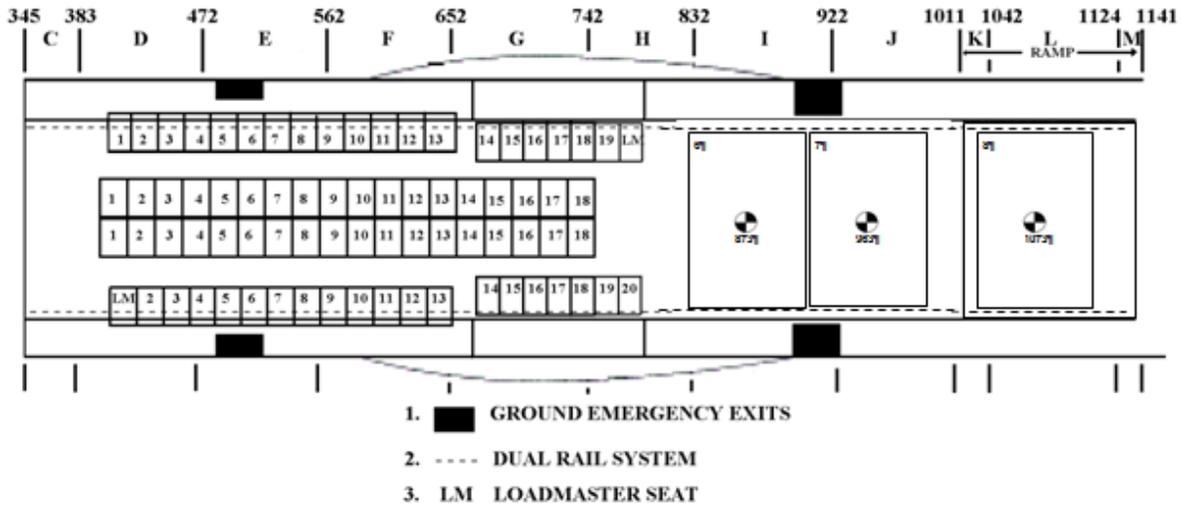


Table 3.18. Configuration A*CP-6, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Seventy-six sidewall and center aisle seats (seat belts on 20-inch centers); 74 seats are offered with 3 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 2 persons, 2 hours.

Figure 3.19. CONFIGURATION CP-7.

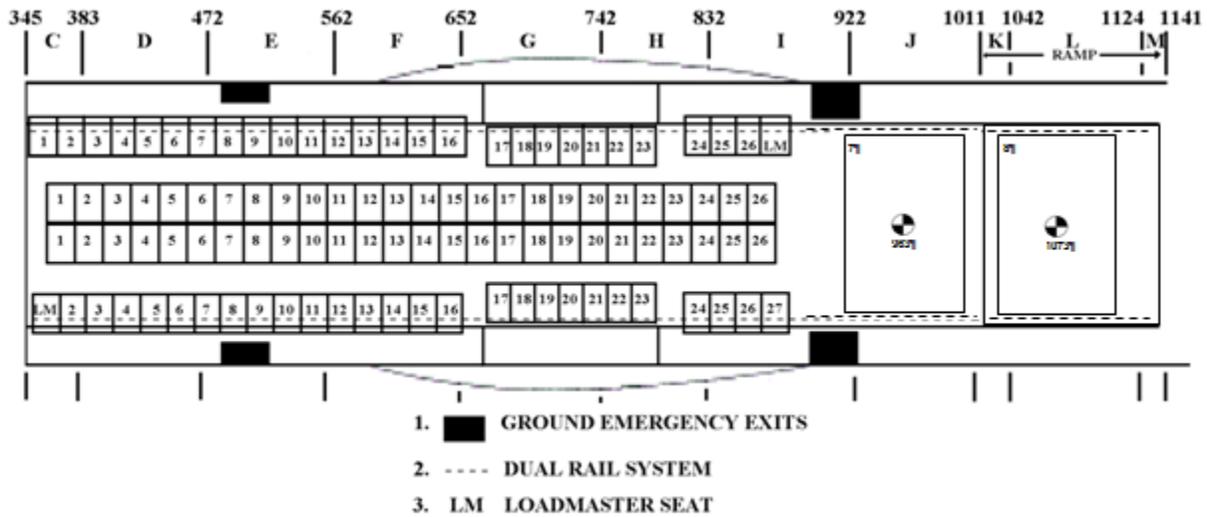


Table 3.19. Configuration CP-7, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. One hundred six sidewall and center aisle seats (seat belts on 20-inch centers); 104 seats are offered with 2 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 2 persons, 2 hours.

Figure 3.20. CONFIGURATION A*CP-7.

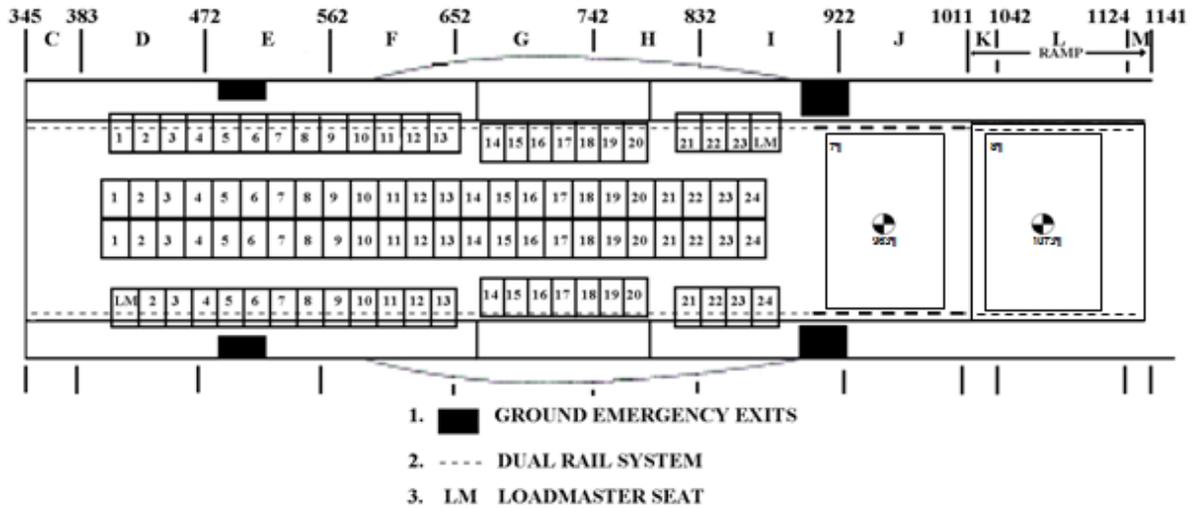


Table 3.20. Configuration A*CP-7, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Ninety-six sidewall and center aisle seats (seat belts on 20-inch centers); 94 seats are offered with 2 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 2 persons, 2 hours.

Figure 3.21. CONFIGURATION TAP-1.

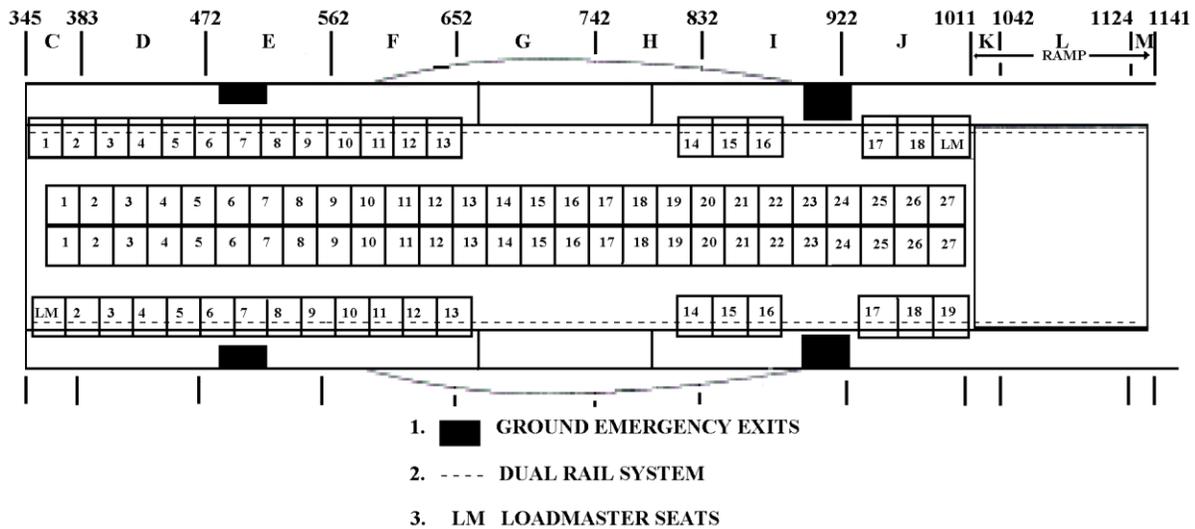


Table 3.21. Configuration TAP-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Ninety-two-troop seats (seat belts on 24-inch centers); 90 seats offered. **EXCEPTION:** Outboard seats aft of wheel well may be in 20-inch configuration.
2. Prior to seat installation, stow roller conveyors.
3. Troop door cargo handling system sections are stowed on cargo ramp after stowing the ramp conveyors.
4. Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position IAW TO 1C-130J-9, section III. A maximum of 31 paratroopers may be attached to a single cable.
5. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
6. Time to configure is 2 persons, 3 1/2 hours.
7. Configuration modifications are authorized to meet mission operational and safety requirements.

Figure 3.22. CONFIGURATION TAP-1 MOD.

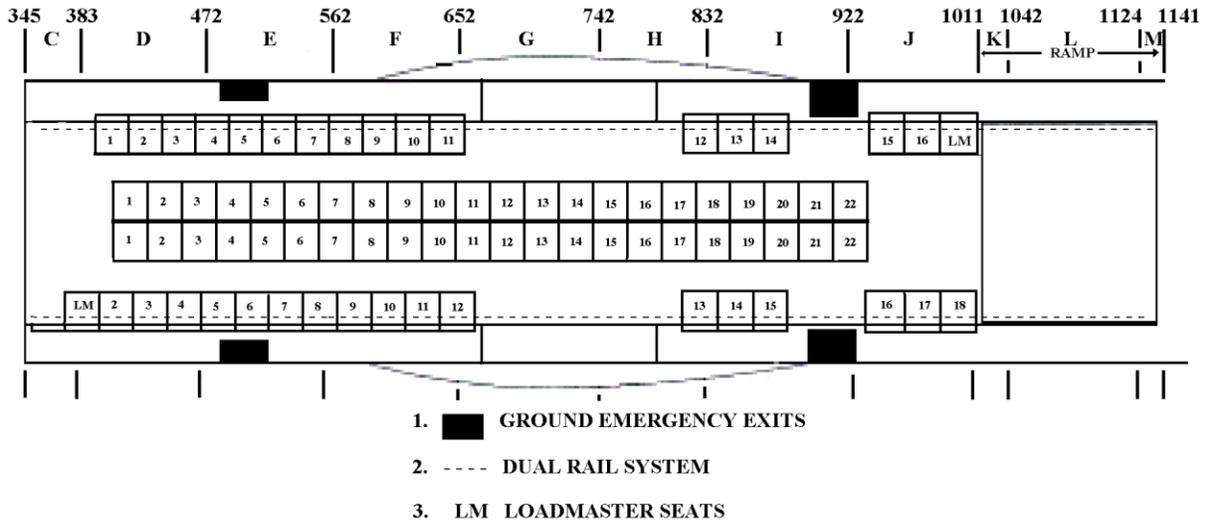


Table 3.22. Configuration TAP-1 MOD NOTES.

<p>NOTES:</p> <p>1. Seventy-nine two-troop seats (seat belts on 24-inch centers); 77 seats offered. EXCEPTION: Outboard seats aft of wheel well may be in 20-inch configuration.</p> <p>2. Time to configure is 2 persons, 3 hours.</p>
--

Figure 3.23. CONFIGURATION A*TAP-1.

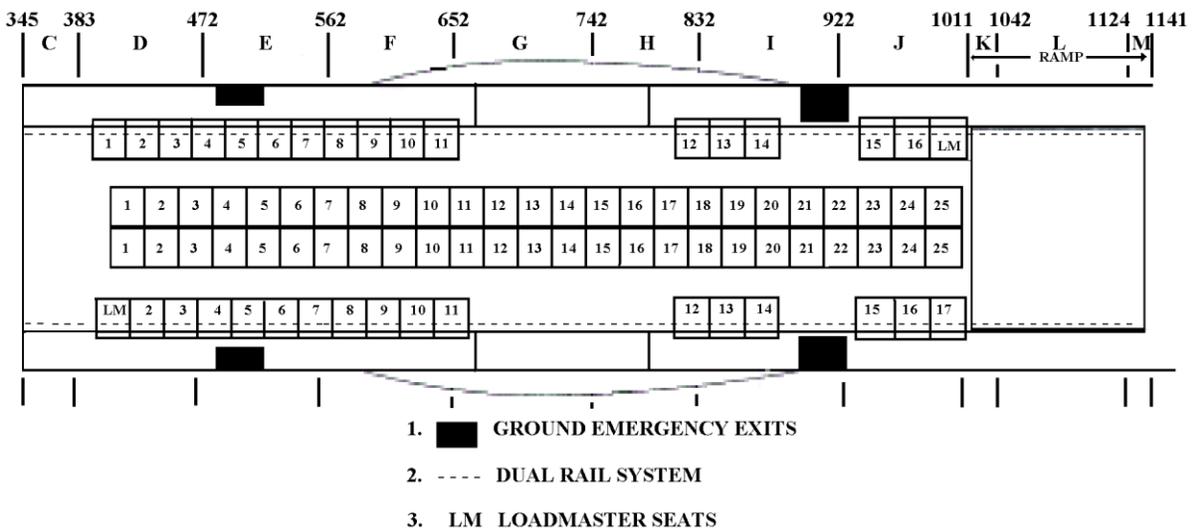


Table 3.23. Configuration A*TAP-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
-------------------	-----	----	-----

Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Eighty-four-troop seats (seat belts on 24-inch centers); 82 seats offered. **EXCEPTION:** Outboard seats aft of wheel well may be in 20-inch configuration
2. Prior to seat installation, stow roller conveyors.
3. Troop cargo handling system sections are stowed on the cargo ramp after stowing the ramp conveyors.
4. Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position IAW TO 1C-130J-9, section III. A maximum of 31 paratroopers may be attached to a single cable.
5. Seats are numbered for identification and will be referred to as sidewall seat 1-left/right or center aisle seat 1-left/1-right, etc.
7. Configuration modifications are authorized to meet mission operational and safety requirements.
8. Time to configure is 2 persons, 3 hours.

Figure 3.24. CONFIGURATION TAP-2.

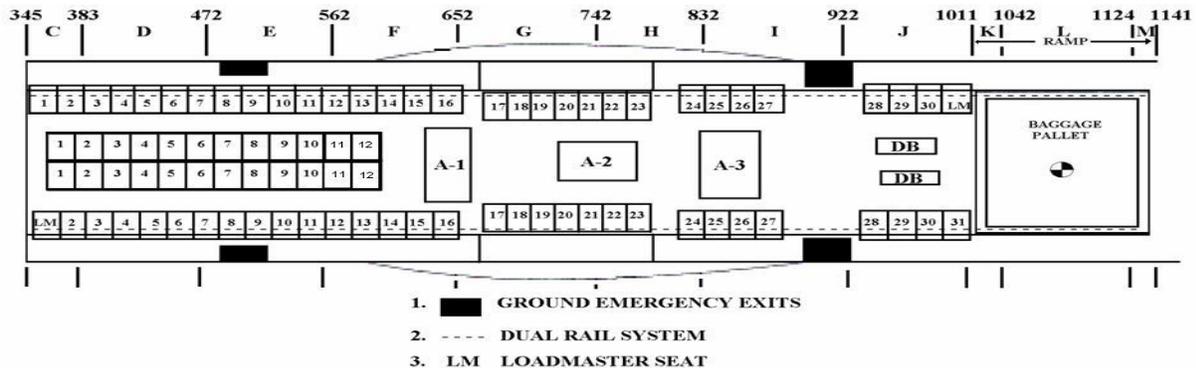


Table 3.24. Configuration TAP-2, DD Form 365-4 Information.

STEWARD EQUIPMENT		QTY	WT	STA
Liquid/Water Containers		A/R		
Passenger Service Kit		1	10	A/R
EMERGENCY EQUIPMENT		QTY	WT	STA
Refer to Table 1.1.		A/R		
Additional Parachutes		2	60	A/R
EXTRA EQUIPMENT		QTY	WT	STA
Ramp Support		1	85	A/R
Additional Legend Information				
A1	Relocate main and reserve parachutes in kit bags from aft pallet prior to chuting up paratroopers in-flight. Items may be loaded on the ramp if a pallet is not available.			
A2	M-1590 weapon cases belonging to troops that occupy wheel well seats.			
A3	Weapons in equipment containers stacked.			
DB	Door bundles.			
NOTES:				
1. Eighty-two troop seats (seat belts on 20-inch centers); 80 seats are offered. This configuration is for inflight rigging of paratroopers on long-range missions.				
2. Prior to seat installation, stow floor roller conveyors.				
3. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.				
4. Seats are numbered for identification and will be referred to as seat 1-left/1-right or center aisle seat 1-left/1-right, etc.				
5. Time to configure is 2 persons, 2 hours.				
6. Center aisle seats 1 and 2 may be used provided the aircraft C/G limits for takeoff are not exceeded. Once airborne these seats may be used for in-flight rigging.				

Figure 3.25. CONFIGURATION A*TAP-2.

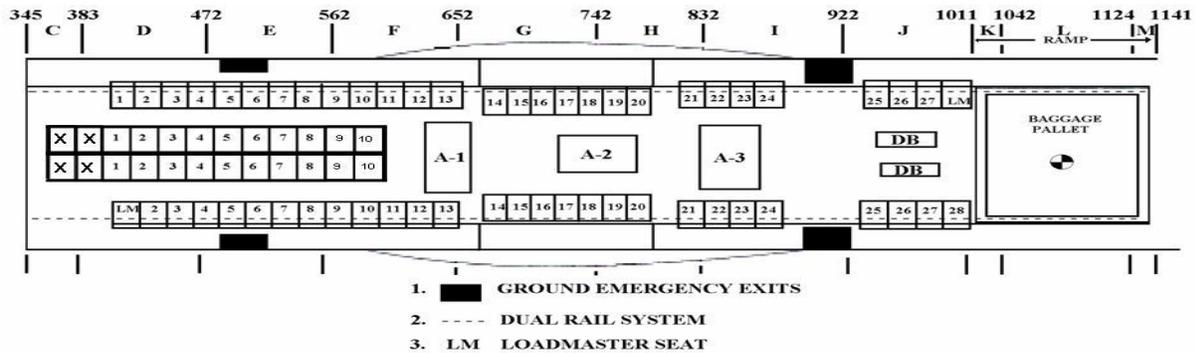
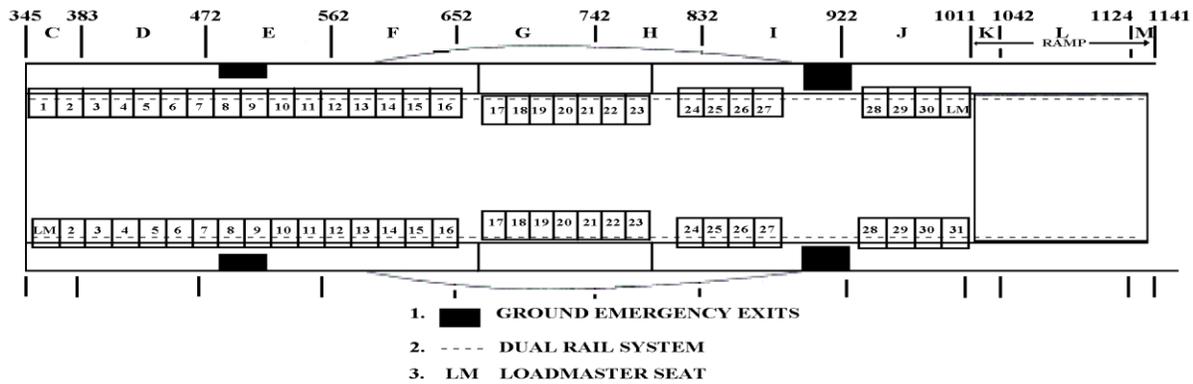


Table 3.25. Configuration A*TAP-2, DD Form 365-4 Information.

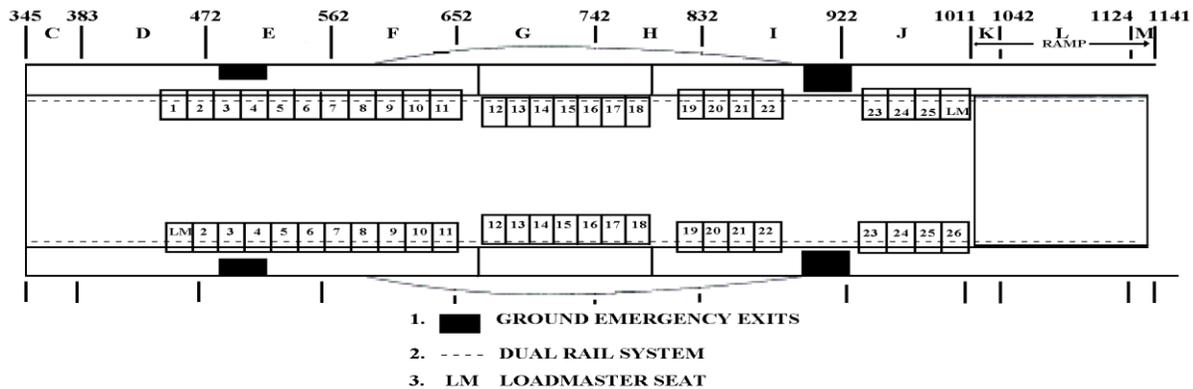
STEWARD EQUIPMENT		QTY	WT	STA
Liquid/Water Containers		A/R		
Passenger Service Kit		1	10	A/R
EMERGENCY EQUIPMENT		QTY	WT	STA
Refer to Table 1.1.		A/R		
Additional Parachutes		2	60	A/R
EXTRA EQUIPMENT		QTY	WT	STA
Ramp Support		1	85	A/R
Additional Legend Information				
A1	Relocate main and reserve parachutes in kit bags from the pallet prior to chuting up paratrooper's inflight. Items may be loaded on the ramp if a pallet is not available.			
A2	M-1590 weapon cases belonging to troops that occupy wheel well seats.			
A3	Weapons in equipment containers stacked.			
DB	DB Door bundles			
NOTES:				
1. Seventy-two-troop seats (seat belts on 20-inch centers); 70 seats offered. This configuration is for in-flight rigging of paratroopers on long-range missions.				
2. Prior to seat installation, stow floor roller conveyors. Remove troop door cargo handling system sections and stow on ramp or ramp pallet.				
3. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. When only 1 cable is installed, either center or outboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be rigged to a single cable.				
4. Seats are numbered and will be referred to as seat 1-L/R or center aisle seat 1-L/R.				
5. Time to configure is 2 persons, 2 hours.				
6. Seats marked with an X will not be used for take off unless the loadmaster has verified the Takeoff C/G limits are not exceeded. Once airborne these additional seat may be used for in-flight rigging Center aisle seats 9 and 10 may be rigged for added space.				

Figure 3.26. CONFIGURATION TAP-3.**Table 3.26. Configuration TAP-3, DD Form 365-4 Information.**

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R
Oxygen Console*	1	A/R	A/R
*As required by mission directive			

NOTES:

- Sixty-two troop seats sidewall (seatbelts on 20-inch centers); 60 seats are offered. This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.
- For troop door drops, remove door area cargo handling system sections and stow on ramp.
- Prior to seat installation, stow roller conveyors.
- Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.
- For tailgate operations stow ramp roller conveyors and install anchor cables IAW TO 1C-130J-9, section III. A maximum of 20 paratroopers may be tailgated on a single cable.
- Seats are numbered for identification and will be referred to as sidewall seat 1-L/R or center aisle seat 1-L/R, etc. For HALO/HAHO operations the oxygen console will be positioned as required.
- Time to configure is 2 persons, 1 hour.

Figure 3.27. CONFIGURATION A*TAP-3.**Table 3.27. Configuration A*TAP-3, DD Form 365-4 Information.**

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R
Oxygen Console*	1	A/R	A/R
*As required by mission directive			

NOTES:

1. Fifty-two-sidewall troop seats (seat belts on 20-inch centers); 50 seats offered. This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.
2. For paratroop door operations, remove troop cargo handling system sections and stow on ramp.
3. Prior to seat installation, stow roller conveyors.
4. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.
5. For tailgate operations, stow roller conveyors and install anchor cables IAW TO 1C-130J-9, section III. A maximum of 20 paratroopers may be tailgated on a single cable.
6. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right. For HALO/HAHO operations the oxygen console will be positioned as required.
7. Time to configure is 2 persons, 1 hour.

Figure 3.28. CONFIGURATION TAC-1.

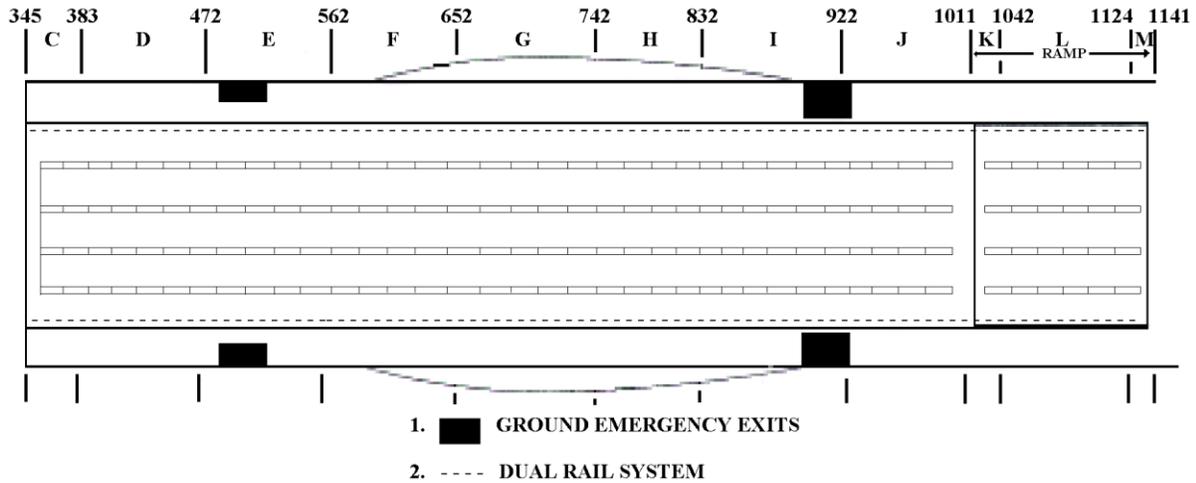


Table 3.28. Configuration TAC-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. All cargo handling system rail sections and roller conveyors installed.
2. Number of platforms governs seat availability.
3. Install 1 anchor cable on each side to the outboard position IAW TO 1C-130J-9 (as required).
4. Time to configure is 1 person, 1 hour.

Figure 3.29. CONFIGURATION TAC-2.

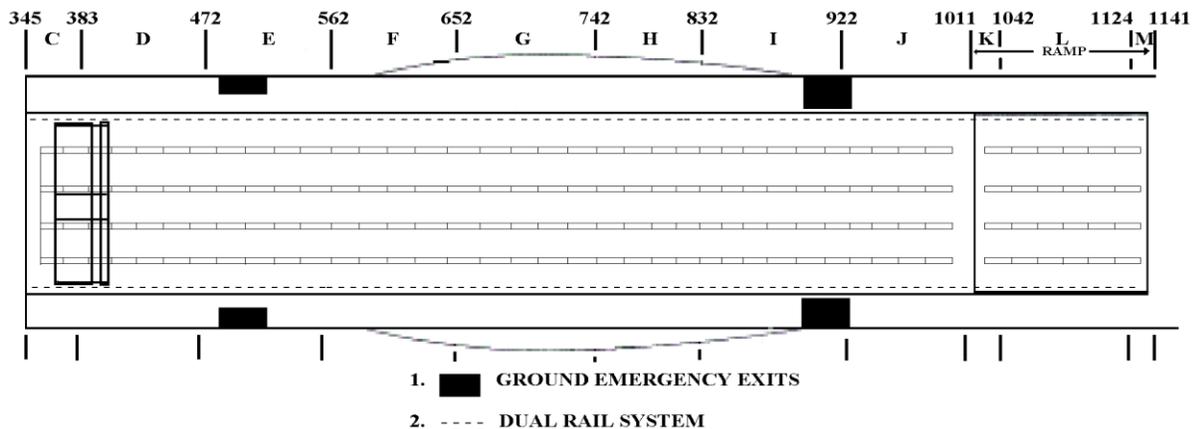


Table 3.29. Configuration TAC-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support*	1	85	A/R
CDS Buffer Stop Assembly*	1	585	A/R
CDS Rigging Kit	1	A/R	A/R
*As required by mission directive or when required due to total weight			

NOTES:

- Individual A-22 containers, single stick up to 12 (48x48 inch) containers (even or odd number), may be airdropped utilizing this configuration. A maximum of 10 A-7A or A-21 containers may be dropped over the ramp using this configuration.
- Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:
 - The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (IAW TO 1C-130J-9) system may be used in lieu of the BSA.
- Number of containers governs seat availability.
- Combination drop is limited to single stick. Single stick weight cannot exceed 5,000 pounds. A maximum of 20 paratroopers may be tailgated depending on seats available and number of CDS containers.
- Time to configure is 2 persons, 1 hour.

Figure 3.30. CONFIGURATION TAC-3.

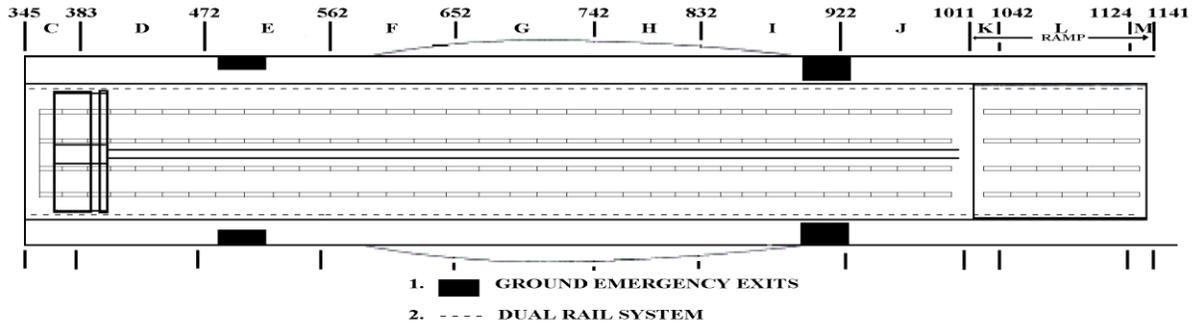


Table 3.30. Configuration TAC-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support*	1	85	A/R
CDS Buffer Stop Assembly*	1	585	A/R
CDS Rigging Kit	1	A/R	A/R
*As required by mission directive or when required due to total weight			

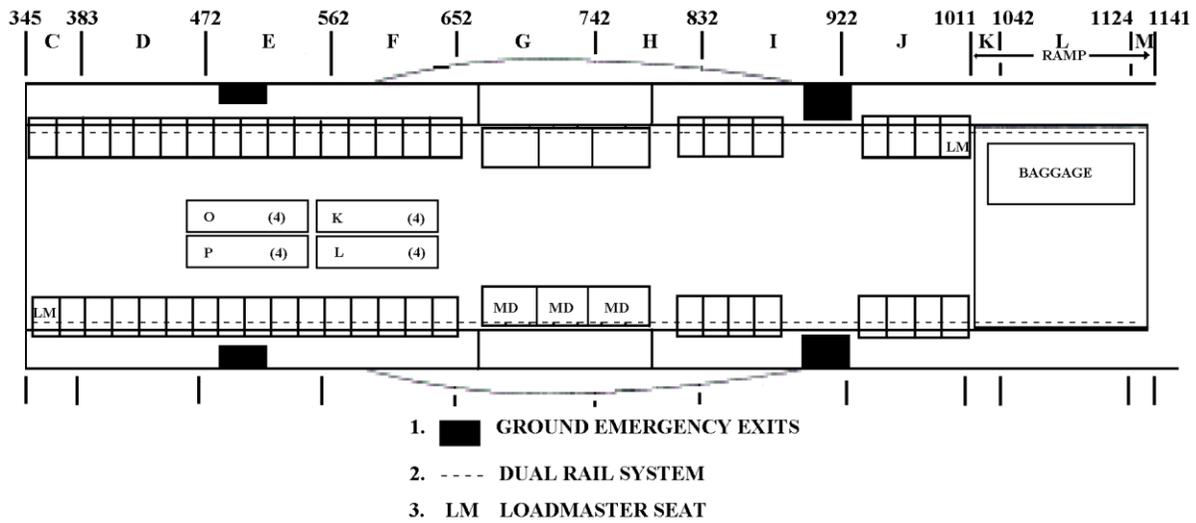
NOTES:

1. Individual A-22 containers, single stick up to 12 (48 by 48-inch) containers or double stick up to 24 (48 by 48-inch) containers may be airdropped utilizing this configuration.
2. Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:
 - a. The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (IAW TO 1C-130J-9) system may be used in lieu of the BSA.
3. Centerline vertical restraint (CVR) must be rigged after BSA is loaded. CVR is installed from aft to fwd and will be installed as required for the number of bundles being dropped. See TO 1C-130J-9, Section VII C for installation procedures.
4. Position anchor cable stops IAW TO 1C-130J-9, Section VII.
5. Number of containers governs seat availability.
6. Combination drops may include up to 12 containers dropped from one side of the CVR and up to 20 paratroopers dropped from the opposite side.
7. Time to configure is 2 persons, 1 hour.

Table 3.31. Configuration NASA-1, DD Form 365-4 Information.

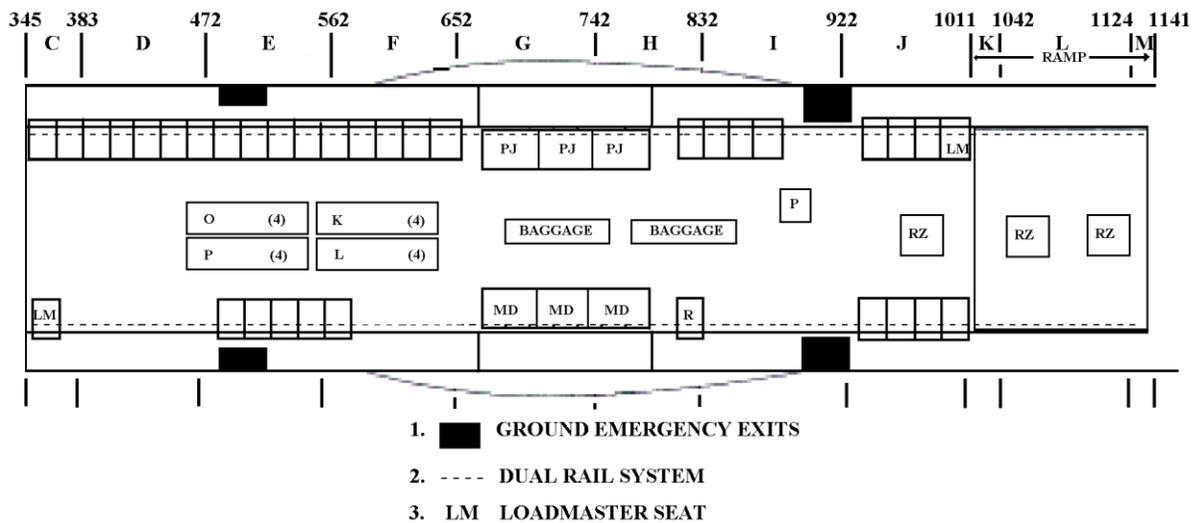
STEWARD EQUIPMENT		QTY	WT	STA
Liquid/Water Containers		A/R		
Passenger Service Kit		1	10	A/R
EMERGENCY EQUIPMENT		QTY	WT	STA
Refer to Table 1.1.		A/R		
PBE		5	25	A/R
Oxygen bottle		5	30	A/R
EXTRA EQUIPMENT		QTY	WT	STA
Ramp Support		1	85	A/R
Additional Legend Information				
MD	Medical equipment storage bins			
PJ	Pararescue equipment storage bins			
R	Medical refrigerator			
P	Pyrotechnics (Flares for search and rescue)			
RZ	Rigging Alternate Method Zodiac (RAMZ)			
NOTES:				
1. This configuration supports search and rescue/medical evacuation missions in support of Transoceanic Abort Landing (TAL) sites for space shuttle launches. It supports the medical evacuation of astronauts from the TAL site to a regional medical center, search and rescue operations to include the airdrop of pararescue personnel and their support equipment, and the pre-staging of medical, pararescue, and fire response personnel to the TAL sites.				
2. Configuration provides total of 16 litter spaces and 30 Additional Crew Member (ACM)/Mission Essential Personnel (MEP) sidewall seats.				
3. Prior to seat installation, stow roller conveyors.				
4. For tailgate operations, stow roller conveyors and install anchor cables IAW TO 1C-130J-9.				
5. Time to configure is 2 persons, 1 hour				
6. The following are the configuration floor plans for each stage of the NASA mission:				

Figure 3.31. NASA Home Departure.



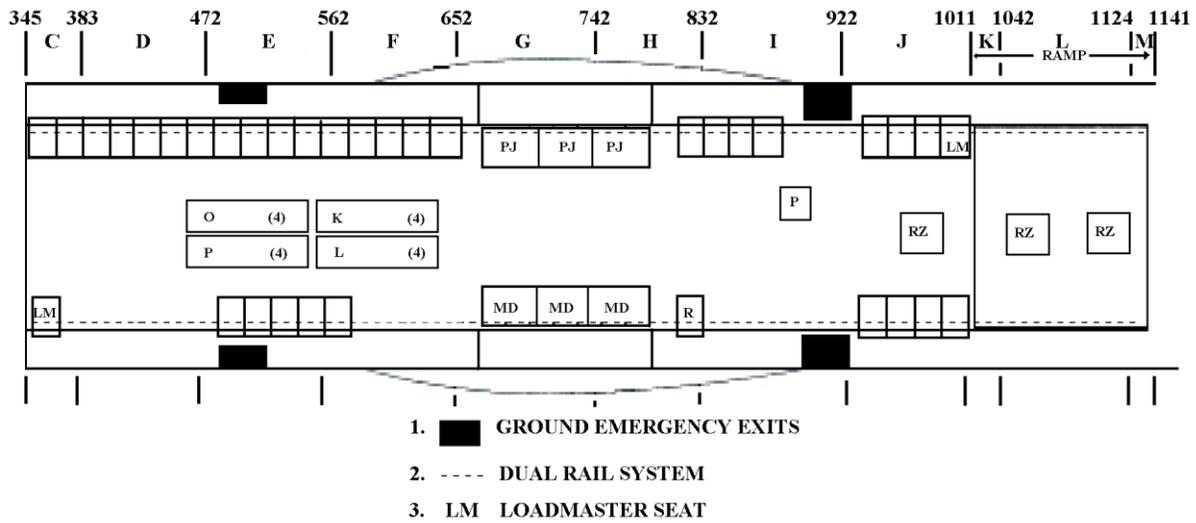
3.5.1. Home station departure supporting deployment of medical and fire fighting personnel to the pre-staging base.

Figure 3.32. NASA Pre-Stage Base Departure.



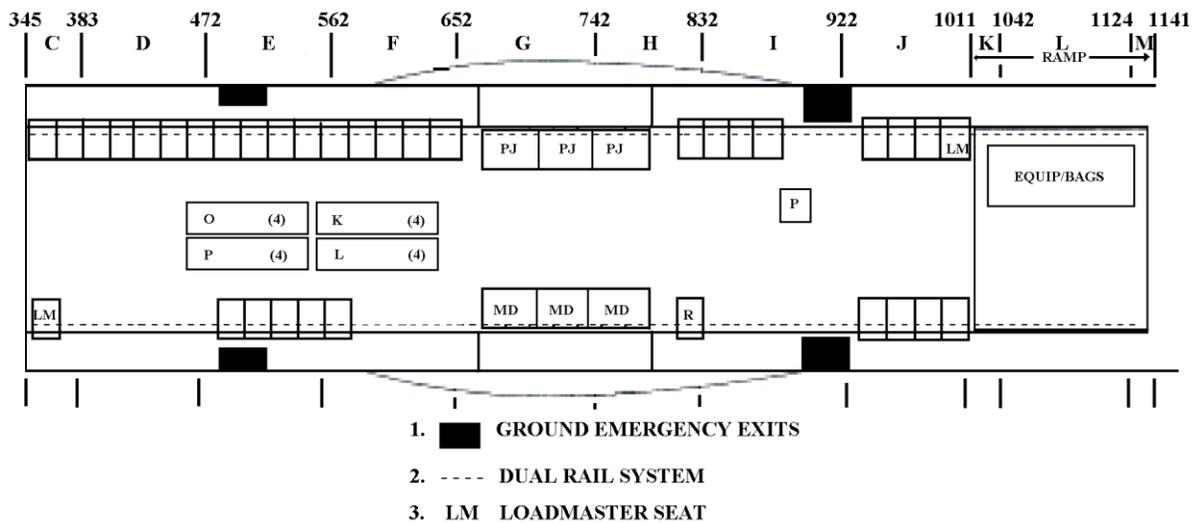
3.5.2. Pre-staging base departure to staging base deploying medical, fire fighting, and pararescue personnel and equipment including onload of RAMZ's to support search and rescue operations.

Figure 3.33. NASA Search and Rescue Operations.



3.5.3. Configuration floor plan for the conduct of search and rescue operations, which will include the airdrop of RAMZ's and pararescue personnel.

Figure 3.34. NASA Medical Evacuation of Astronauts.



3.5.4. Configuration load plan to support medical evacuation of astronauts from the staging base to a regional medical center.

Figure 3.35. CONFIGURATION SAE-1.

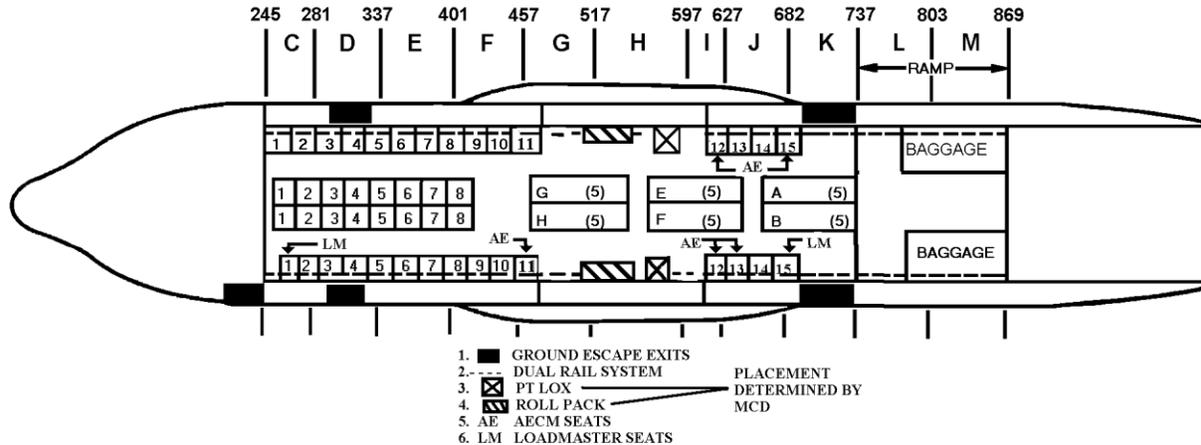


Table 3.32. Configuration SAE-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Equipment			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

1. Normally provides 30 litter spaces, 39 patient/passenger seats, and 7 crew seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs the number of seats available.
2. Seats 1 and 2-left will be stowed when they are not specifically requested for the mission.
3. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
4. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
5. Time to configure is 2 persons, 1-1/2 hours.

Figure 3.36. CONFIGURATION SAE-2.

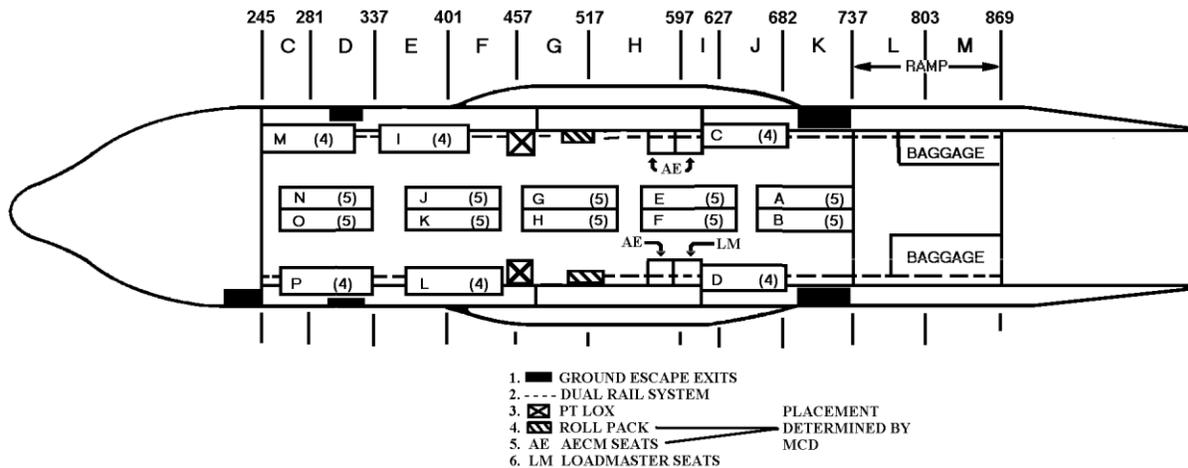


Table 3.33. Configuration SAE-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Equipment			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

1. Normally provides 74 litter spaces and 4 crew seats. The number of aeromedical evacuation crewmembers governs the number of litters available.
2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
3. Paratroop door observer seat (some airplanes) must be removed from the doors to allow opening/closing of the doors when the paratroop door litter stanchions are installed.
4. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
5. Time to configure is 2 persons, 2 hours.

Figure 3.37. CONFIGURATION SAE-3.

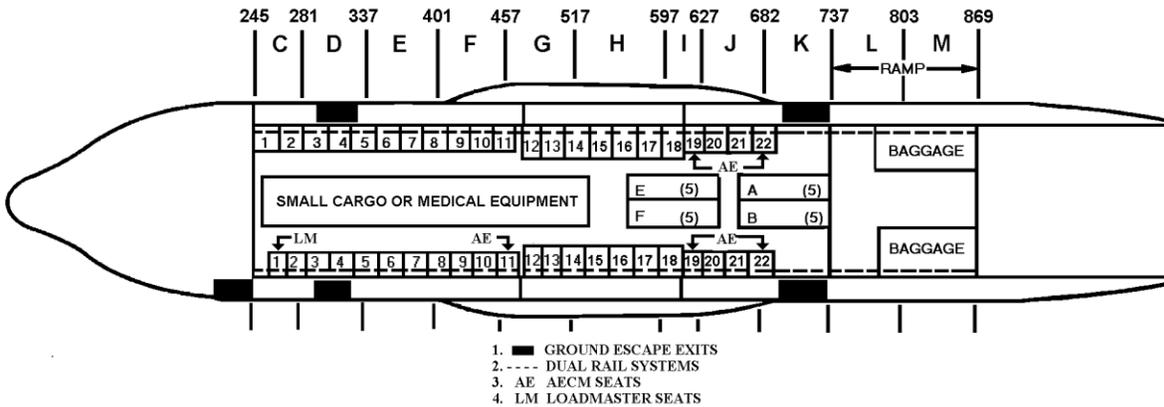


Table 3.34. Configuration SAE-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Equipment			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

1. Normally provides 20 litter spaces, 38 patient/passenger seats, and 6 crew seats (seat belts on 20-inch centers). The number of aeromedical evacuation crewmembers governs the number of seats available.
2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
4. Time to configure is 2 persons, 1-1/2 hours.

Figure 3.38. CONFIGURATION SAE-4.

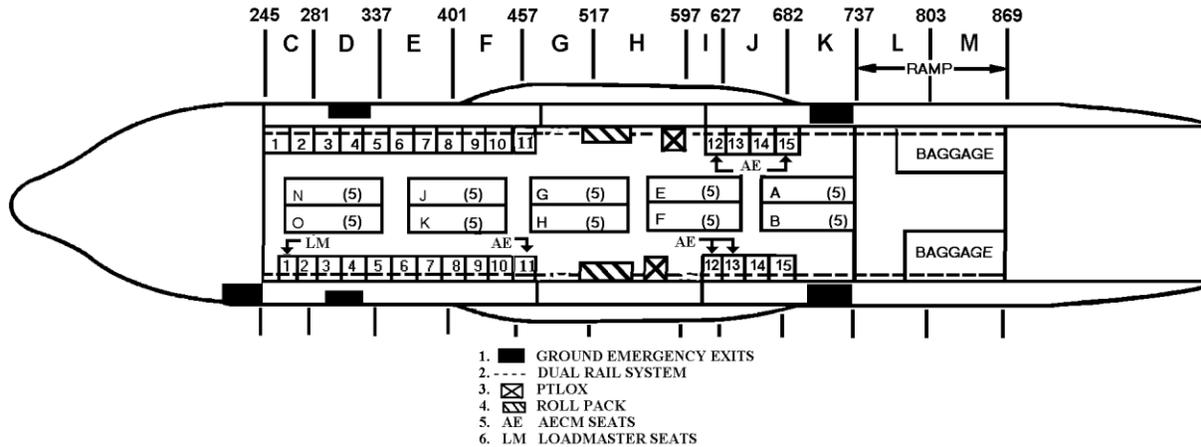


Table 3.35. Configuration SAE-4, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Equipment			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

1. This is the combat/contingency configuration and normally provides 50 litter spaces, 24 patient/passenger seats, and 6 crew seats. The number of AE crewmembers govern seat availability.
2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
4. Time to configure is 2 persons, 2 hours.

Figure 3.39. CONFIGURATION SAE-5.

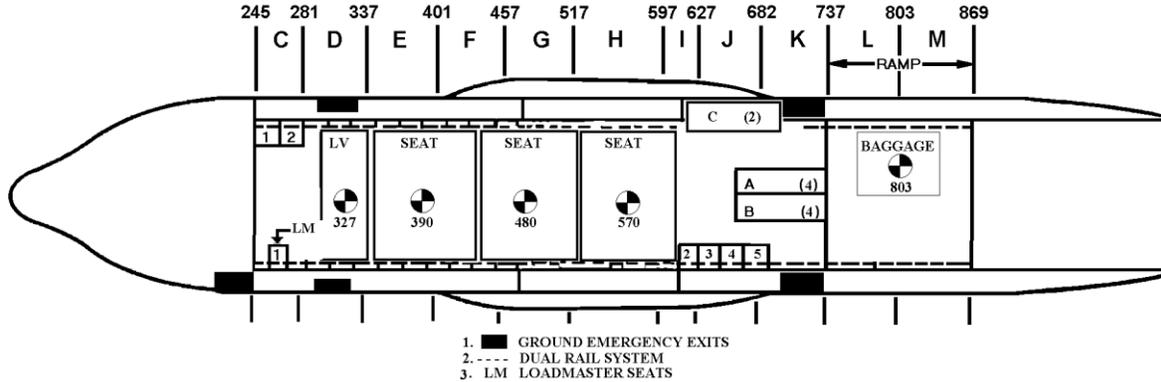


Table 3.36. Configuration SAE-5, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Equipment			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R

NOTES:

1. Due to the non-availability of seat pallets and comfort pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration. This is a variation to the AE-4 combat/contingency configuration and provides 10 litter spaces, 24 palletized trip seats, and 7 sidewall seats. The number of aeromedical evacuation crewmembers governs seat availability.
2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.
3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.
4. Time to configure is 1 person, 1 hour.

Figure 3.40. CONFIGURATION SC-1.

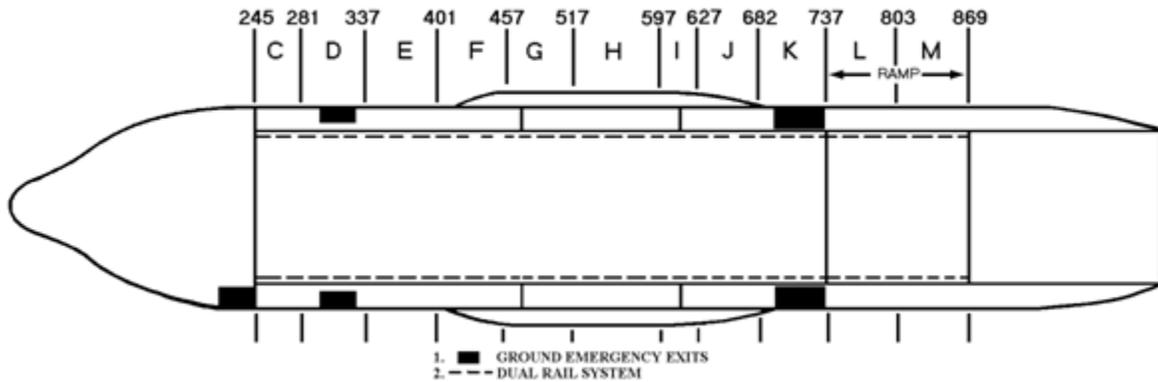


Figure 3.41. Configuration SC-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Cargo on floor and/or rolling items.
2. Roller conveyors will be stowed.
3. Amount and type of cargo govern seat availability.
4. Time to configure is 1 person, 1/2 hour for stowage of roller conveyors.

Figure 3.42. CONFIGURATION SC-2.

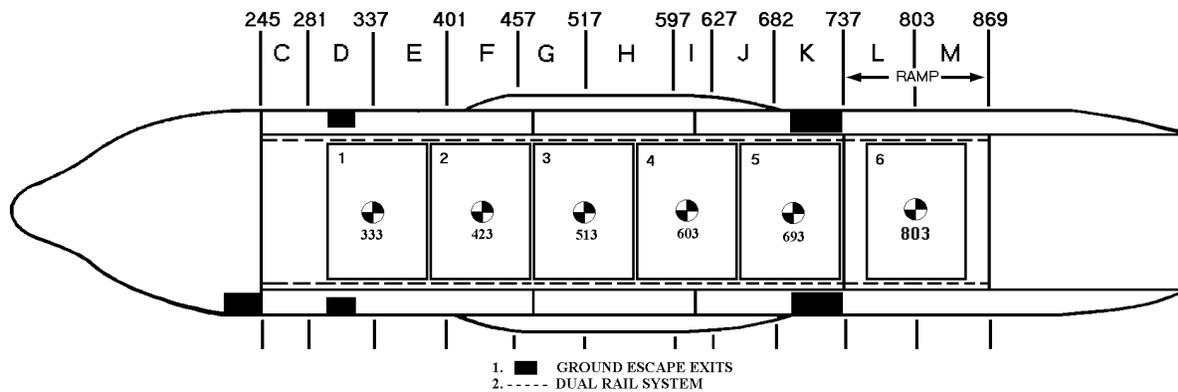


Table 3.37. Configuration SC-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Cargo handling system rails and roller conveyors installed for maximum pallet utilization.
2. Sidewall seats may be used if cargo permits.
3. Time to configure is 1 person, 1/2 hour.

Figure 3.43. CONFIGURATION SP-1.

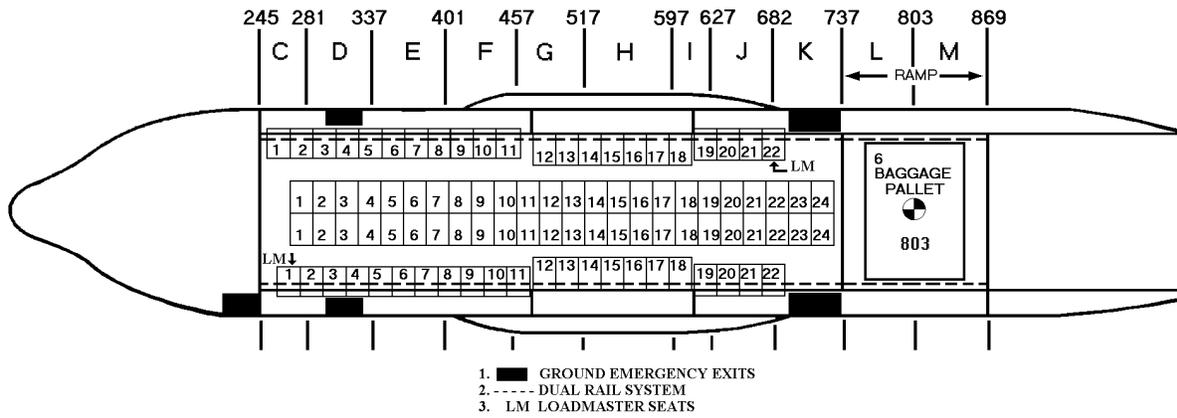


Table 3.38. Configuration SP-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Ninety-two sidewall and center aisle seats (seat belts on 20-inch centers); 90 seats are offered with a baggage pallet in the number six pallet position.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Floor roller conveyors will be stowed.
4. Time to configure is 2 persons, 2 hours.

Figure 3.44. CONFIGURATION SA*P-1.

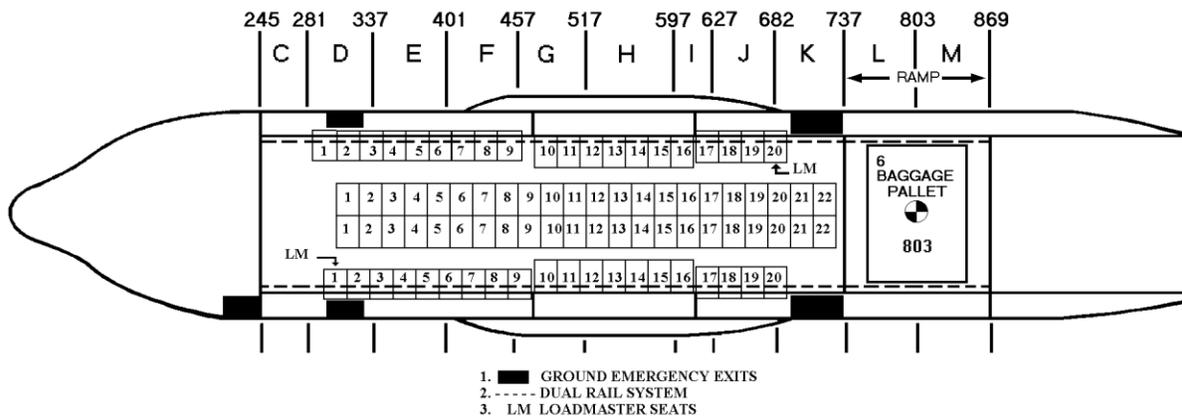


Table 3.39. Configuration SA*P-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Eighty-four sidewall and center aisle seats (seat belts on 20-inch centers); 82 seats are offered with a baggage pallet in the number six pallet position.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Floor roller conveyors will be stowed.
4. Time to configure is 2 persons, 2 hours.

Figure 3.45. CONFIGURATION SP-2.

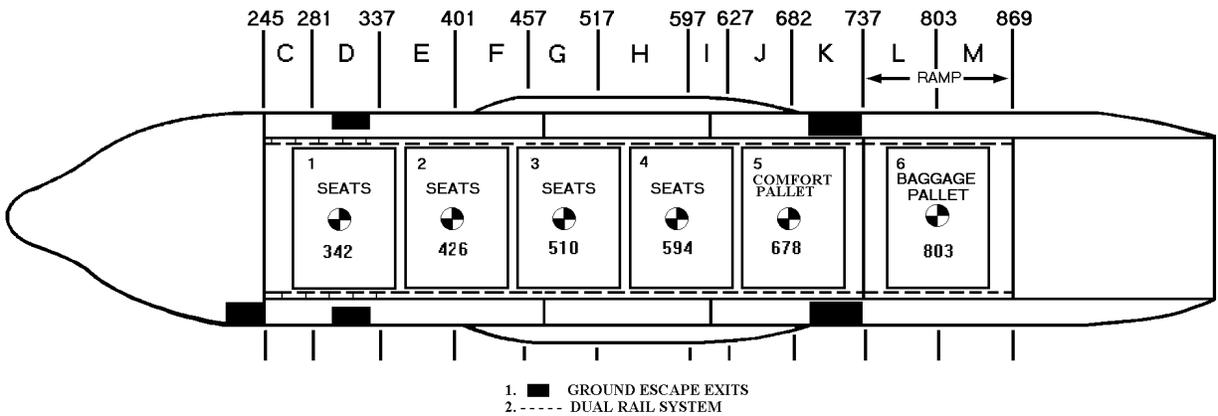


Table 3.40. Configuration SP-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R
Comfort Pallet	1	A/R	A/R
Palletized Seats	A/R		
Portable Lavatory	A/R		

NOTES:

1. Palletized seats offered are variable with an Air Transport Galley/Lavatory (ATGL) pallet in pallet position Five and a baggage pallet in pallet position Six. Due to the non-availability of seat pallets and ATGL pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration.
2. Thirty-two aft facing palletized seats. Thirty-one seats are offered with a comfort pallet in number five-pallet position and a baggage pallet in the number six-pallet position.
3. C-17 and C-5 comfort pallets may be transported in any pallet position. The lavatory and coffee brewers are the only accessories authorized for use in-flight. Self-contained portable lavatory may be used in place of comfort pallet.

Figure 3.46. CONFIGURATION SCP-1.

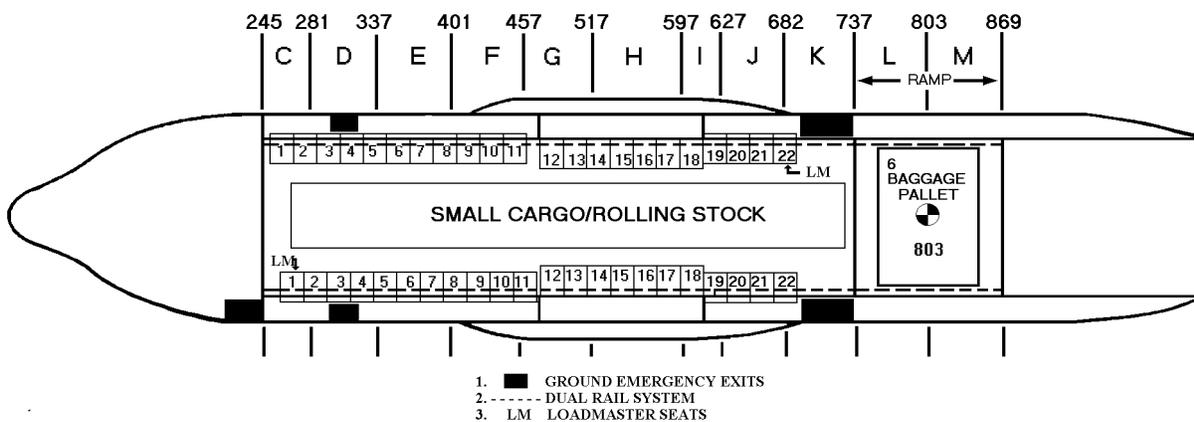


Table 3.41. Configuration SCP-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

- Forty-four sidewall seats (seat belts on 20-inch centers); 42 seats are offered with a pallet in the number six pallet position. Center aisle seats may be installed as required.
- Cargo space limited to small cargo/rolling stock. See paragraph 3.3.3 for cargo width limitations.
- Seats are numbered for identification and will be referred to as seat 1-left or seat 1-right, etc.
- Floor roller conveyors will be stowed.
- Time to configure is 2 persons, 1 hour.

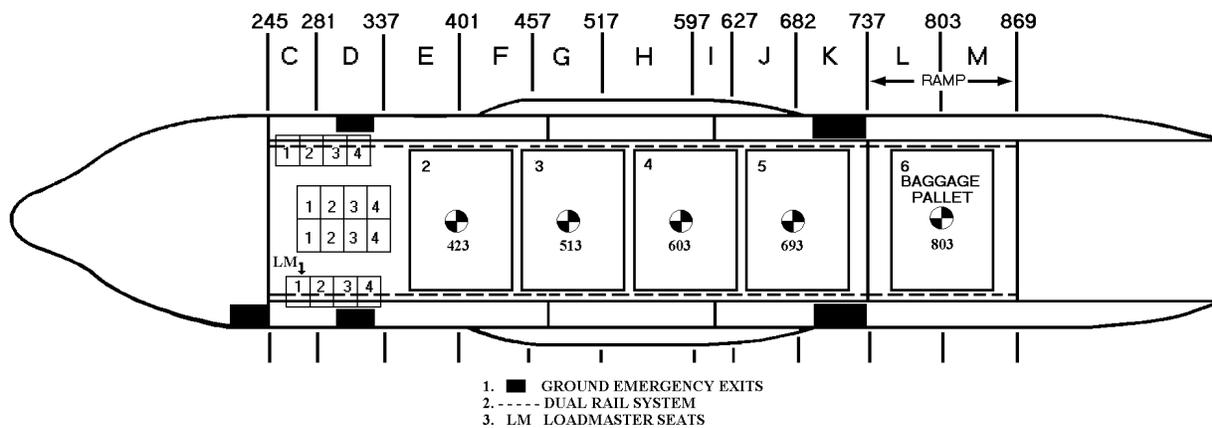
Figure 3.47. CONFIGURATION SCP-2.

Table 3.42. Configuration SCP-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Sixteen sidewall and center aisle seats (seat belts on 20-inch centers); 15 seats are offered with 5 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 1 person, 1/2 hour.

Figure 3.48. CONFIGURATION SCP-3.

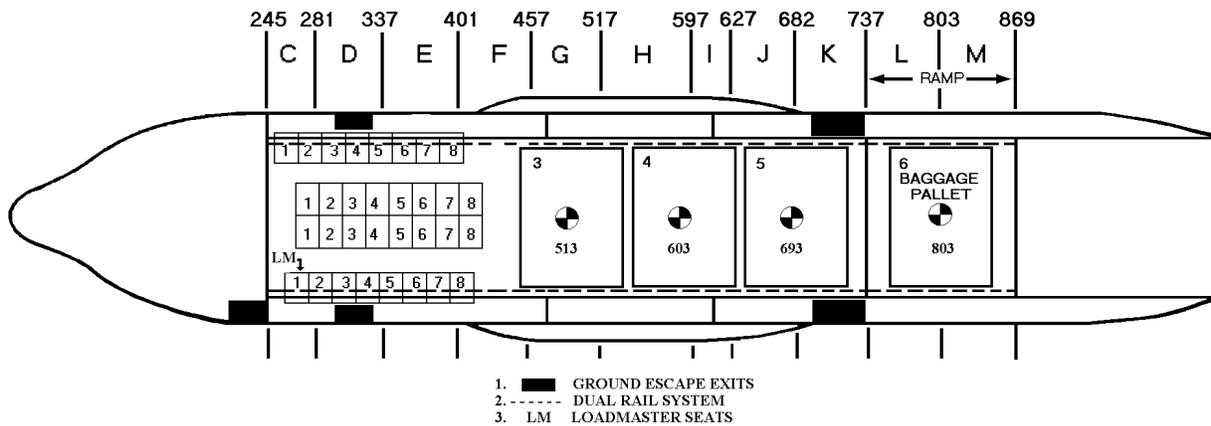


Table 3.43. Configuration SCP-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Thirty-two sidewall and center aisle seats (seat belts on 20-inch centers); 31 seats are offered with 4 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 1 person, 1/2 hour.

Figure 3.49. CONFIGURATION SCP-4.

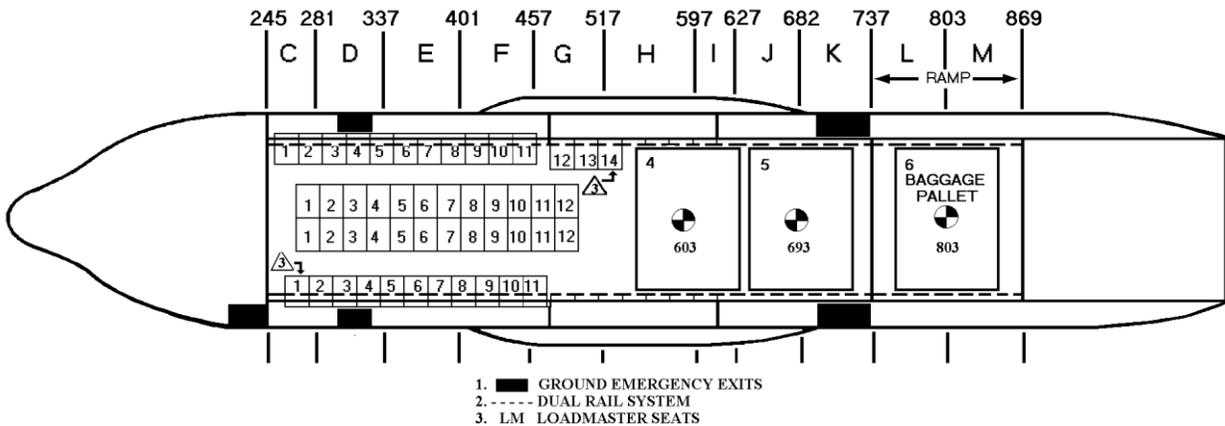


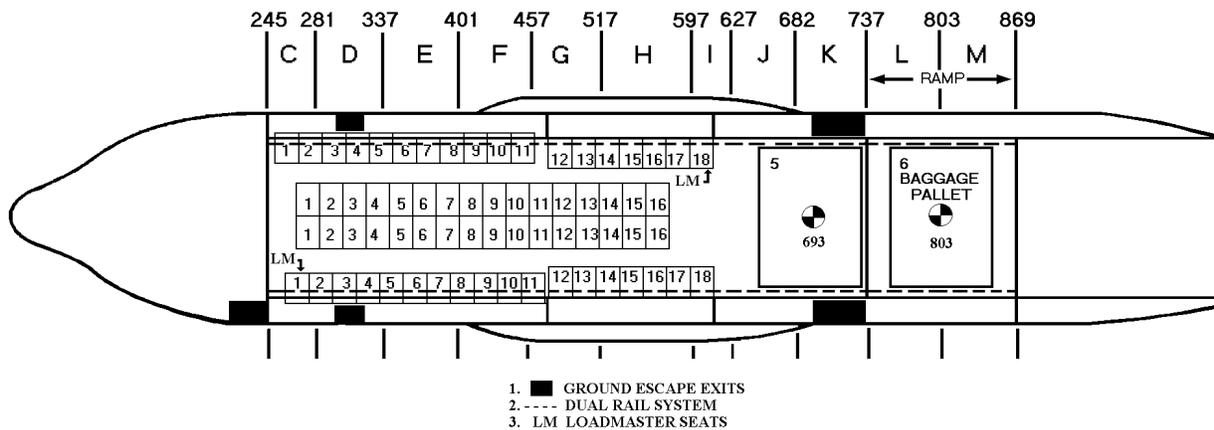
Table 3.44. Configuration SCP-4, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

- Forty-nine sidewall and center aisle seats (seat belts on 20-inch centers); 47 seats are offered with 3 pallet positions for cargo and baggage.
- Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
- Roller conveyors that are not required will be stowed.
- Time to configure is 2 persons, 1-1/2 hours.

Figure 3.50. CONFIGURATION SCP-5.



- GROUND ESCAPE EXITS
- - - - DUAL RAIL SYSTEM
- LM LOADMASTER SEATS

Table 3.45. Configuration SCP-5, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Sixty-eight sidewall and center aisle seats (seat belts on 20-inch centers); 66 seats are offered with 2 pallet positions for cargo and baggage.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors not required will be stowed.
4. Time to configure is 2 persons, 2 hours.

Figure 3.51. CONFIGURATION SA*CP-5.

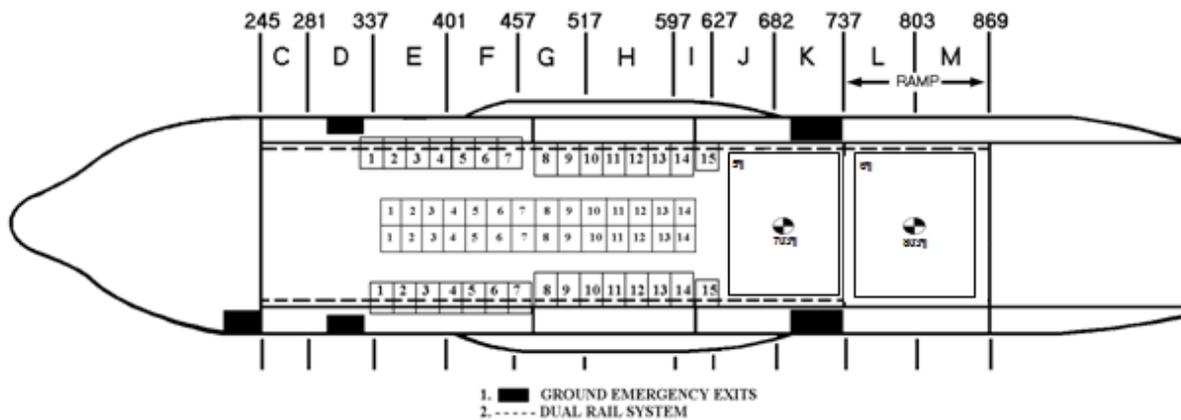


Table 3.46. Configuration SA*CP-5, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Fifty-eight sidewall and center aisle seats (seat belts on 20-inch centers); 56 seats offered with 2 pallet positions for cargo and baggage.

NOTE: Some aircraft may be nose heavy due to armor installation and other modifications. Actual amount of passengers/litter patients/paratroopers/cargo allowed onboard may vary as determined by aircraft center of gravity limitations. Pallet in position five is placed 10 inches aft of pallet centroid. Pallet weights for position five and six will need to be heavy enough to ensure that the aircraft C/G is in limits for flight.

2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.

3. Roller conveyors not required will be stowed.

4. Time to configure is 2 persons, 2 hours.

Figure 3.52. CONFIGURATION STAP-1.

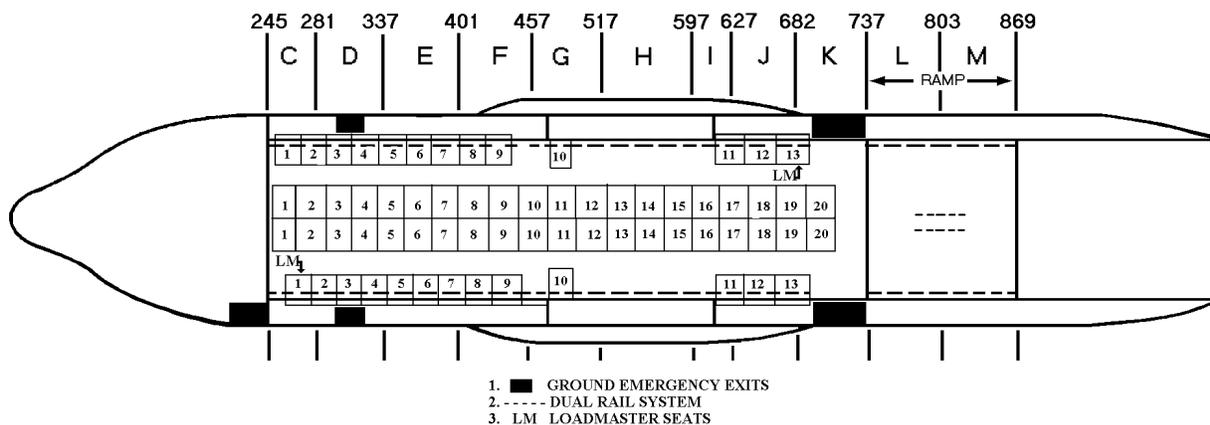


Table 3.47. Configuration STAP-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Sixty-six troop seats (seat belts on 24-inch centers); 64 seats are offered. **EXCEPTION:** Outboard seats aft of wheel well may be on 20-inch configuration.
2. Prior to seat installation, stow roller conveyors.
3. Troop door cargo handling system sections are stowed on cargo ramp after stowing the ramp conveyors.
4. Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position IAW TO 1C-130J-9, section III. A maximum of 31 paratroopers may be attached to a single cable.
5. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
6. Time to configure is 2 persons, 2 hours.

Figure 3.53. CONFIGURATION SA*TAP-1.

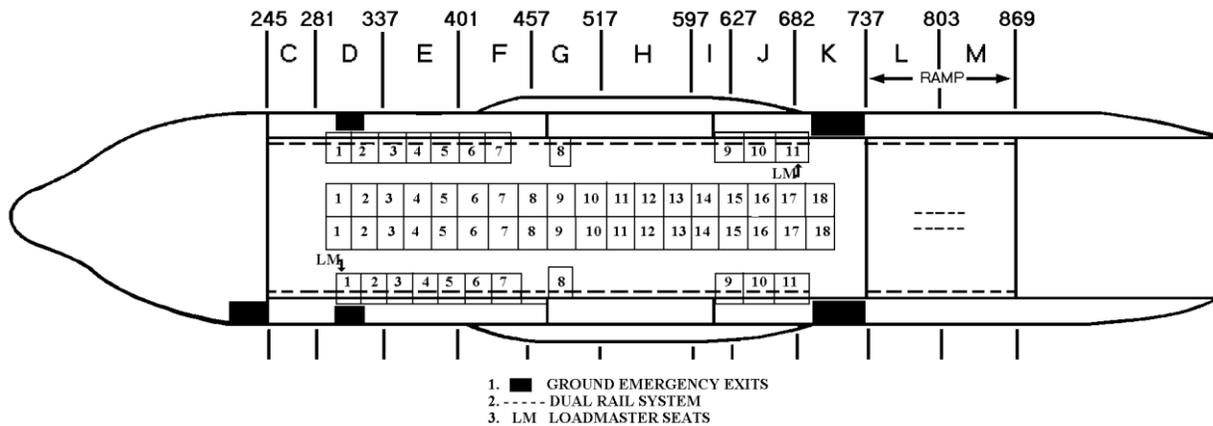


Table 3.48. Configuration SA*TAP-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

1. Fifty-eight troop seats (seat belts on 24-inch centers); 56 seats are offered. **EXCEPTION:** Seats aft of the wheel well are on 20-inch centers.
2. Prior to seat installation, stow roller conveyors.
3. Troop door cargo handling system sections are stowed on the cargo ramp after stowing the ramp conveyors.
4. Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position IAW TO 1C-130J-9, section III. A maximum of 31 paratroopers may be attached to a single cable.
5. Seats are numbered for identification and will be referred to as sidewall seat 1-left/right or center aisle seat 1-left/1-right, etc.
6. Time to configure is 2 persons, 2 hours.

Figure 3.54. CONFIGURATION STAP-2.

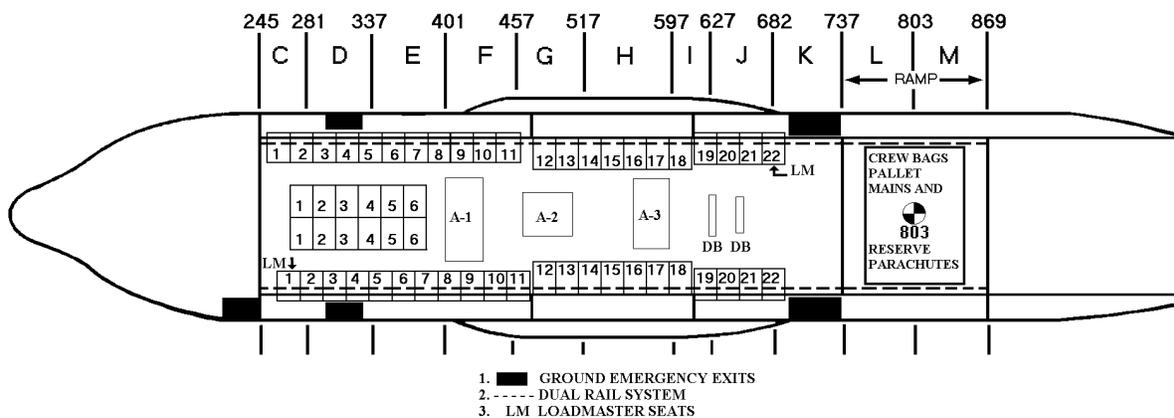


Table 3.49. Configuration STAP-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

Additional Legend Information

A1	Relocate main and reserve parachutes in kit bags from aft pallet prior to chuting up paratroopers in-flight. Items may be loaded on the ramp if a pallet is not available.
A2	M-1590 weapon cases belonging to troops that occupy wheel well seats.
A3	Weapons in equipment containers stacked.
DB	Door bundles.

NOTES:

1. Fifty-six troop seats (seat belts on 20-inch centers); 54 seats are offered. This configuration is for inflight rigging of paratroopers on long-range missions.
2. Prior to seat installation, stow floor roller conveyors.
3. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.
4. Seats are numbered for identification and will be referred to as seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
5. Time to configure is 2 persons, 2 hours.

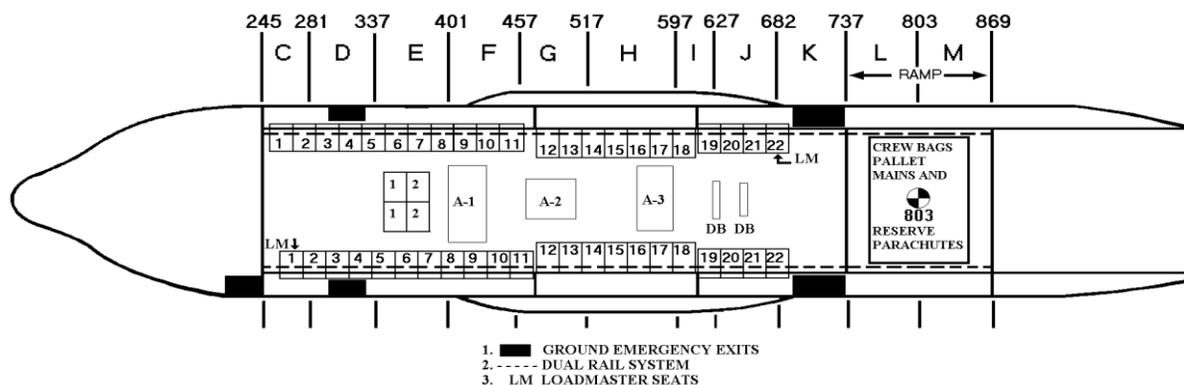
Figure 3.55. CONFIGURATION SA*TAP-2.

Table 3.50. Configuration SA*TAP-2, DD Form 365-4 Information.

STEWARD EQUIPMENT		QTY	WT	STA
Liquid/Water Containers		A/R		
Passenger Service Kit		1	10	A/R
EMERGENCY EQUIPMENT		QTY	WT	STA
Refer to Table 1.1.		A/R		
Additional Parachutes		2	60	A/R
EXTRA EQUIPMENT		QTY	WT	STA
Ramp Support		1	85	A/R
Additional Legend Information				
A-1	Relocate main and reserve parachutes in kit bags from the pallet prior to chuting up paratrooper's inflight. Items may be loaded on the ramp if a pallet is not available.			
A-2	M-1590 weapon cases belonging to troops that occupy wheel well seats.			
A-3	A-3 Weapons in equipment containers stacked.			
DB	Door bundles			
NOTES:				
1. Forty-eight troop seats (seat belts on 20-inch centers); 46 seats offered. This configuration is for inflight rigging of paratroopers on long-range missions.				
2. Prior to seat installation, stow floor roller conveyors. Remove troop cargo handling system rail sections and stow on ramp or ramp pallet.				
3. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.				
4. Seats are numbered for identification and will be referred to as seat 1-left/right or center aisle seat 1-left/right, etc.				
5. Time to configure is 2 persons, 2 hours.				

Figure 3.56. CONFIGURATION STAP-3.

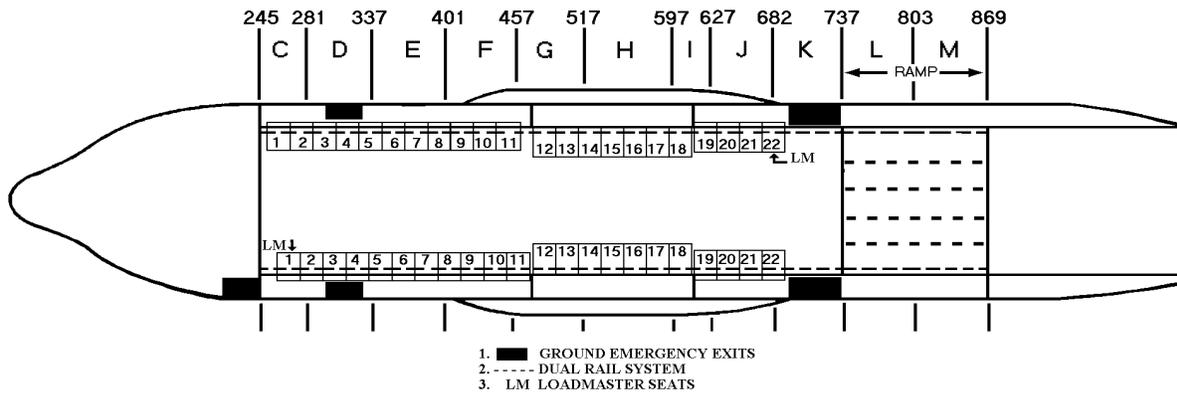


Table 3.51. Configuration STAP-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R
Oxygen Console*	1	A/R	A/R
*As required by mission directive			

NOTES:

- Forty-four troop seats (seatbelts on 20-inch centers); 42 seats are offered. This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.
- For troop door drops, remove door area cargo handling system sections and stow on ramp.
- Prior to seat installation, stow floor roller conveyors.
- Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. When only one cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.
- For tailgate operations stow intermediate ramp roller conveyors and install anchor cables IAW TO 1C-130J-9, section III. A maximum of 20 paratroopers maybe tailgated on a single cable.
- Seats are numbered for identification and will be referred to as sidewall seat 1-L/R or center aisle seat 1-L/R, etc. For HALO/HAHO operations the oxygen console will be positioned as required.
- Time to configure is 2 persons, 1 hour.

Figure 3.57. CONFIGURATION SA*TAP-3.

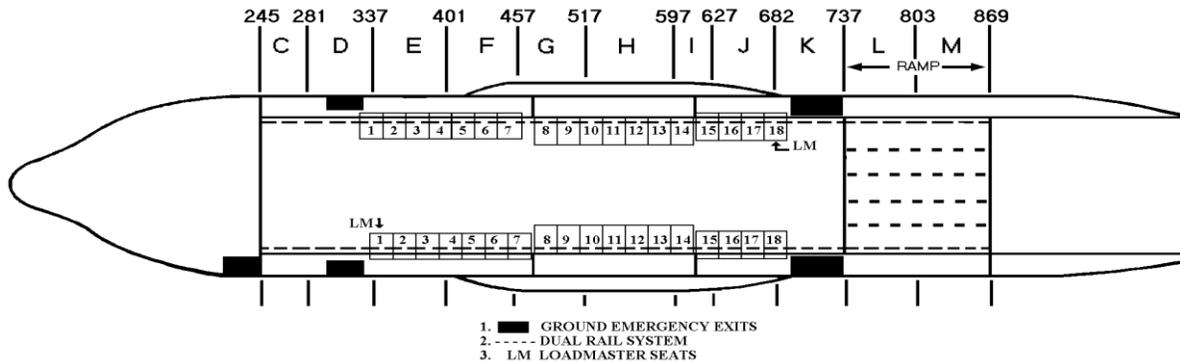


Table 3.52. Configuration SA*TAP-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R
Oxygen Console*	1	A/R	A/R
*As required by mission directive			

NOTES:

- Thirty-six-sidewall troop seats (seat belts on 20-inch centers); 34 seats offered. This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.
- Remove troop door cargo handling system sections for paratroop door operations and stow on ramp.
- Prior to seat installation, stow roller conveyors.
- Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, to inboard and center positions IAW TO 1C-130J-9, section III. When only 1 cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 31 paratroopers may be attached to a single cable.
- For tailgate operations, stow ramp roller conveyors and install anchor cables IAW TO 1C-130J-9, section III. A maximum of 20 paratroopers may be tailgated on a single cable
- Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right. For HALO/HAHO operations the oxygen console will be positioned as required.
- Time to configure is 2 persons, 1 hour.

Figure 3.58. CONFIGURATION STAC-1.

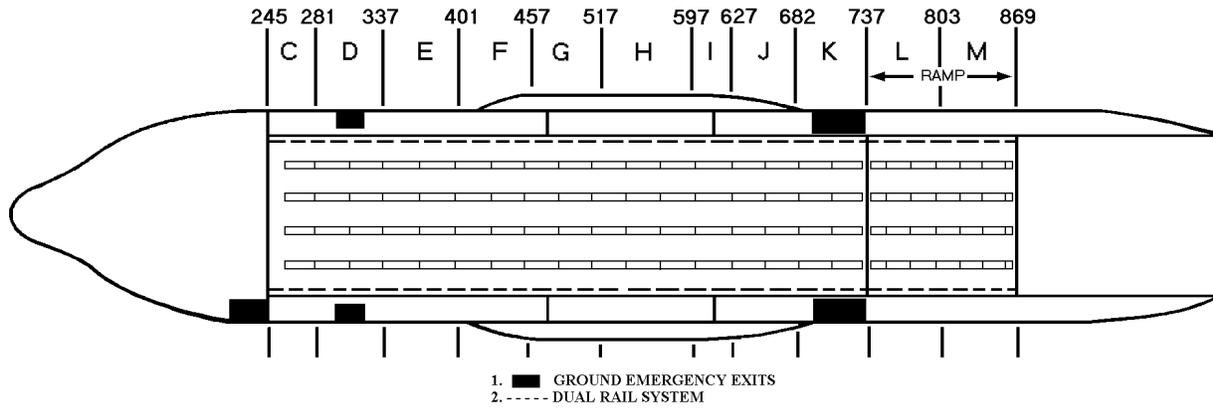


Table 3.53. Configuration STAC-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
Additional Parachutes	2	60	A/R
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

- NOTES:**
1. All cargo handling system rail sections and roller conveyors installed.
 2. Number of platforms governs seat availability.
 3. Install 1 anchor cable on each side in the outboard position IAW TO 1C-130J-9 (as required).
 4. Time to configure is 1 person, 1 hour.

Figure 3.59. CONFIGURATION STAC-2.

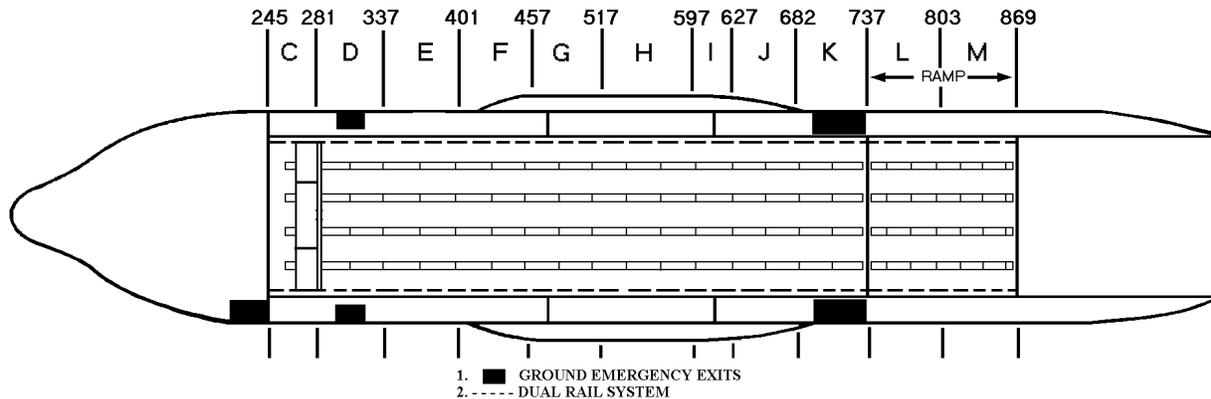
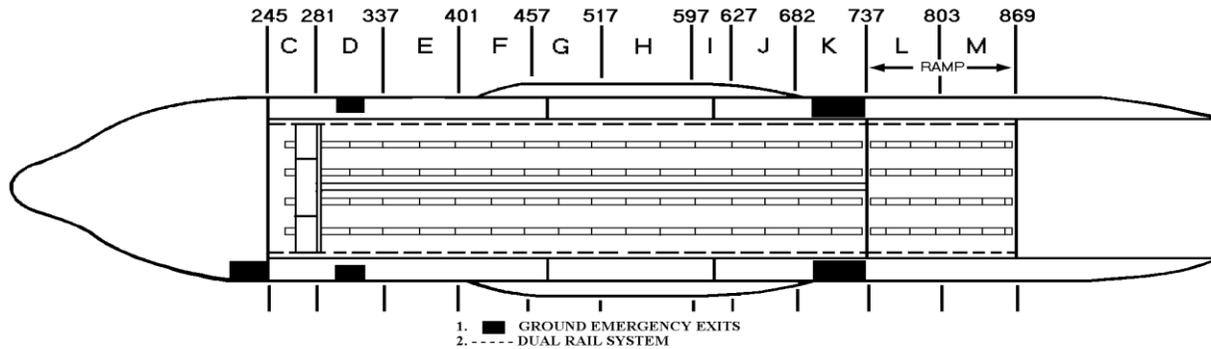


Table 3.54. Configuration STAC-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support*	1	85	A/R
CDS Buffer Stop Assembly*	1	585	A/R
CDS Rigging Kit	1	A/R	A/R
*As required by mission directive or required due to total weight			

NOTES:

- Individual A-22 containers, single stick up to 8 (48x48 inch) containers (even or odd number) may be airdropped utilizing this configuration. A maximum of 10 A-7A or A-21 containers may be dropped over the ramp using this configuration.
- Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:
 - The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (IAW TO 1C-130J-9) system may be used in lieu of the BSA.
- Number of containers governs seat availability.
- Combination drop is limited to single stick. Single stick weight cannot exceed 5,000 pounds. A maximum of 20 paratroopers may be tailgated depending on seats available and number of CDS containers.
- Time to configure is two persons, one hour.

Figure 3.60. CONFIGURATION STAC-3.**Table 3.55. Configuration STAC-3.**

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
Passenger Service Kit	1	10	A/R
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support*	1	85	A/R
CDS Buffer Stop Assembly*	1	585	A/R
CDS Rigging Kit	1	A/R	A/R
*As required by mission directive			

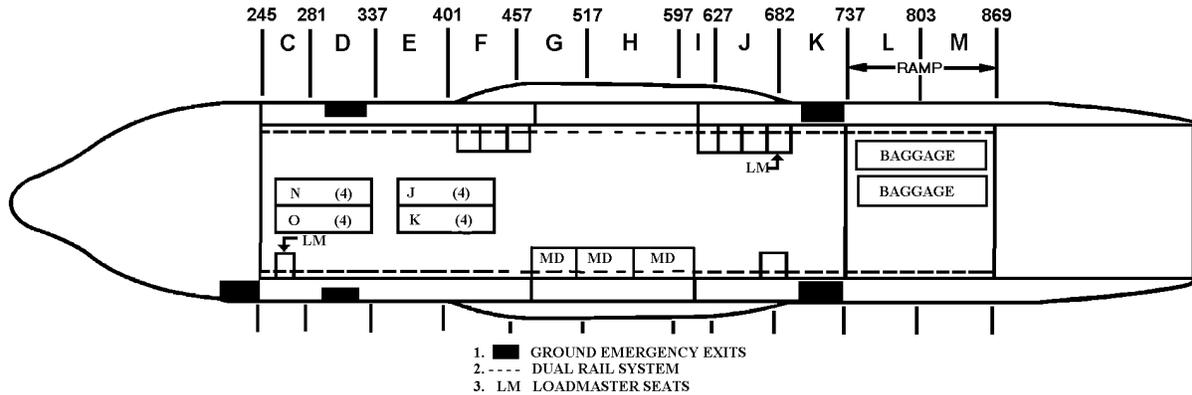
NOTES:

1. Individual A-22 containers, single stick up to 8 (48x48 inch) containers (even or odd number) or double stick up to 16 (48x48 inch) containers (any even number) may be airdropped utilizing this configuration.
2. Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:
 - a. The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (IAW TO 1C-130J-9) system may be used in lieu of the BSA.
3. Centerline vertical restraint (CVR) must be rigged after BSA is loaded. CVR is installed from aft to fwd and will be installed as required for the number of bundles being dropped. See TO 1C-130J-9, Section VII C for installation procedures.
4. Position anchor cable stops IAW TO 1C-130J-9, Section VII.
5. Number of containers governs seat availability.
6. Combination drops may include with up to 8 containers dropped from one side of the CVR and up to 20 paratroopers dropped from the opposite side.
7. Time to configure is 2 persons, 1 hour.

Table 3.56. Configuration NASA-1, DD Form 365-4 Information.

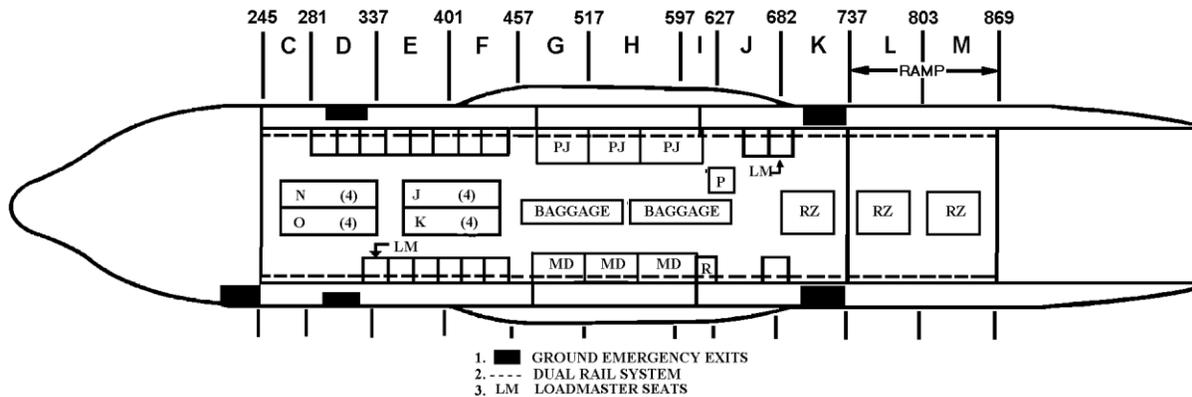
STEWARD EQUIPMENT		QTY	WT	STA
Liquid/Water Containers		A/R		
Passenger Service Kit		1	10	A/R
EMERGENCY EQUIPMENT		QTY	WT	STA
Refer to Table 1.1.		A/R		
PBE		5	25	A/R
Oxygen bottle		5	30	A/R
EXTRA EQUIPMENT		QTY	WT	STA
Ramp Support		1	85	A/R
Additional Legend Information				
MD	Medical equipment storage bins			
PJ	Pararescue equipment storage bins			
R	Medical refrigerator			
P	Pyrotechnics (Flares for search and rescue)			
RZ	Rigging Alternate Method Zodiac (RAMZ)			
NOTES:				
1. This configuration supports search and rescue/medical evacuation missions in support of Transoceanic Abort Landing (TAL) sites for space shuttle launches. It supports the medical evacuation of astronauts from the TAL sites to a regional medical center, search and rescue operations to include the airdrop of pararescue personnel and their support equipment, and pre-staging of medical, pararescue, and fire response personnel to TAL sites.				
2. Configuration provides total of 16 litter spaces and 17 ACM/MEP sidewall seats.				
3. Prior to seat installation, stow floor roller conveyors.				
4. For tailgate operations stow ramp conveyors and install anchor cables IAW TO 1C-130J-9.				
5. Time to configure is 2 persons, 1 hour.				
6. The following are the configuration floor plans for each stage of the NASA mission:				

Figure 3.61. NASA Home Departure.



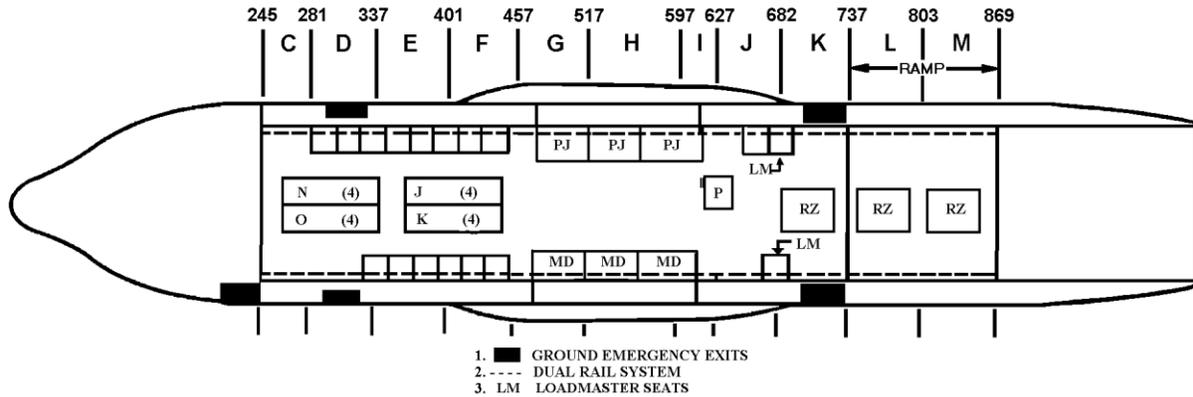
3.5.5. Home station departure supporting deployment of medical and fire fighting personnel to the pre-staging base.

Figure 3.62. NASA Pre-Stage Base Departure.



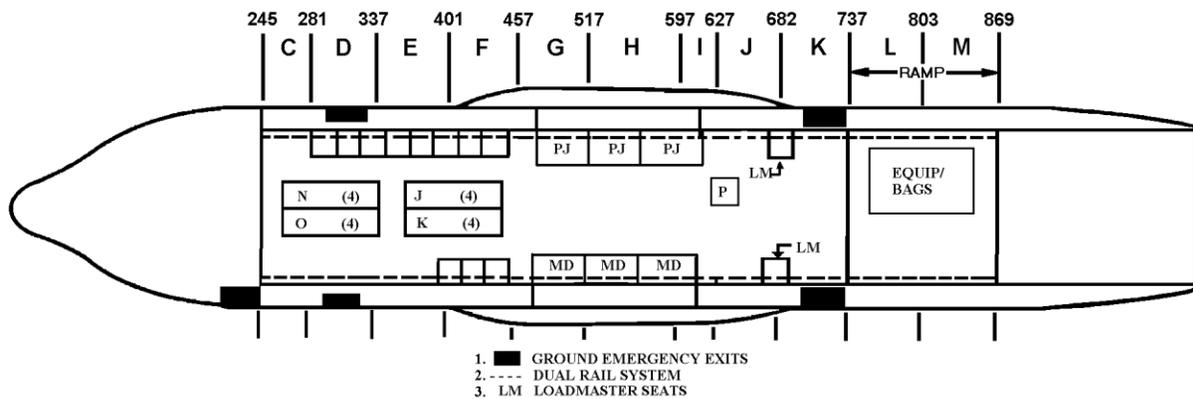
3.5.6. . Pre-staging base departure to staging base deploying medical, fire fighting, and pararescue personnel and equipment including onload of RAMZ's to support search and rescue operations.

Figure 3.63. NASA Search and Rescue Operations.



3.5.7. Configuration floor plan for the conduct of search and rescue operations, which will include RAMZ's and pararescue personnel airdrop.

Figure 3.64. NASA Medical Evacuation of Astronauts.



3.5.8. Configuration load plan to support medical evacuation of astronauts from the staging base to a regional medical center.

Chapter 4

REFERENCE DATA

4.1. General. This chapter contains reference data to assist personnel in load planning.

4.2. Emergency Exits and Safety Aisles. Load aircraft in such a manner that the following emergency exits and safety aisles are available:

4.2.1. Equipment will not be positioned in a manner that obstructs the side emergency escape hatches. An obstruction is any equipment that prevents the effective means of rapid evacuation. Litters and seats erected across an emergency exit are not considered to be an obstruction.

4.2.2. One unobstructed emergency exit will be available for each 20 passengers/troops. (This does not restrict overwater flights if the three overhead escape hatches are available for egress.)

4.2.3. When passengers are being airlifted, an unobstructed aisleway will be maintained in the wheel well (C-130J pallet positions 4 and 5) (C-130J(S) pallet positions 3 & 4) and ramp area (C-130J pallet position 8) (C-130J(S) pallet position 6) to provide access to emergency exits. In the wheel well area, the aisleway will be a minimum of 14 inches wide between the outer edge of the cargo and the aircraft and will begin at the cargo floor or cargo handling system (CHS) outboard frame. Tiedown equipment (463L nets, straps, chains, and devices) shall not normally be considered an obstruction. The CHS outboard frame provides 8 inches of the 14-inch requirement on the main cargo floor (**Figure 4.1.**). In the ramp area, the aisleway will be a minimum of 8 inches beginning at the outboard edge of the CHS outboard frame. The aisleway should normally be on the left side of the aircraft. If the aisleway is placed on the right side of the aircraft, then clearance to the right side of the aircraft must be maintained. Additionally, access to aft latrine facilities requires a 20-inch clear area on the forward right side of cargo loaded on the ramp. The clear area must be on the right side of the pallet.

4.2.4. If the aisleway requirement in paragraph **4.2.3.** cannot be achieved on missions carrying crew only or MEPs authorized by operations order/plan or DIRMOBFOR, then an aisleway will be maintained in the wheel well area that provides a minimum of 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform or a minimum of 30 inches between the outer edge of cargo and the aircraft beginning no higher than 60 inches above the floor/pallet/platform. The CHS outboard frame provides 8 inches of this requirement on the main cargo floor (**Figure 4.1.**). MAJCOM/A3/DO is authorized to waive this requirement based on MAJCOM/A3V evaluation and recommendation.

4.2.5. During airdrop missions loadmasters shall have access to the rear of the aircraft to accomplish tactical checklists.

4.2.6. On all missions, cargo will be loaded in such a way that the crew will have access to the rear of the aircraft. Loads in Section VI of TO 1C-130J-9 are specific and do not require a waiver.

Figure 4.1. Safety Aisles (Wheel Well Area W/Passengers).

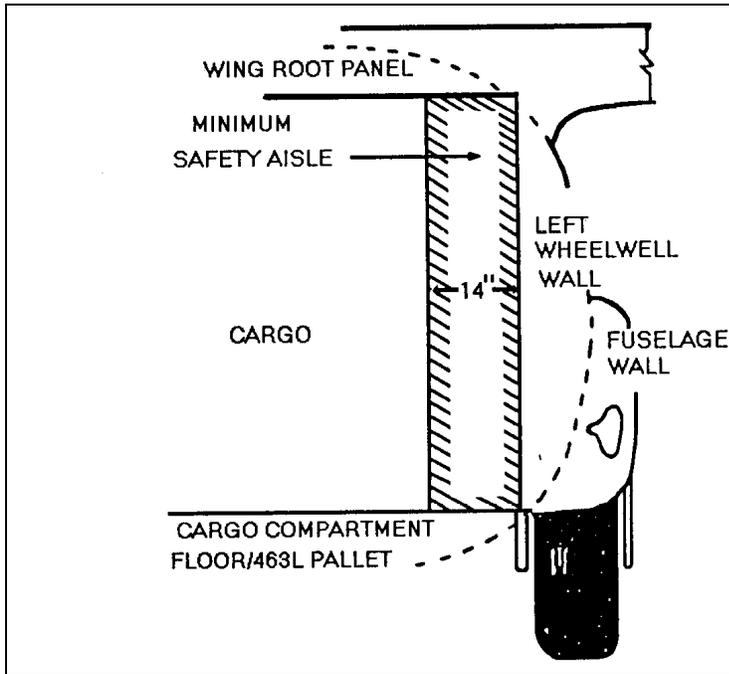


Figure 4.2. Safety Aisles (Wheel Well Area, Crew Only or Mission Essential Personnel).

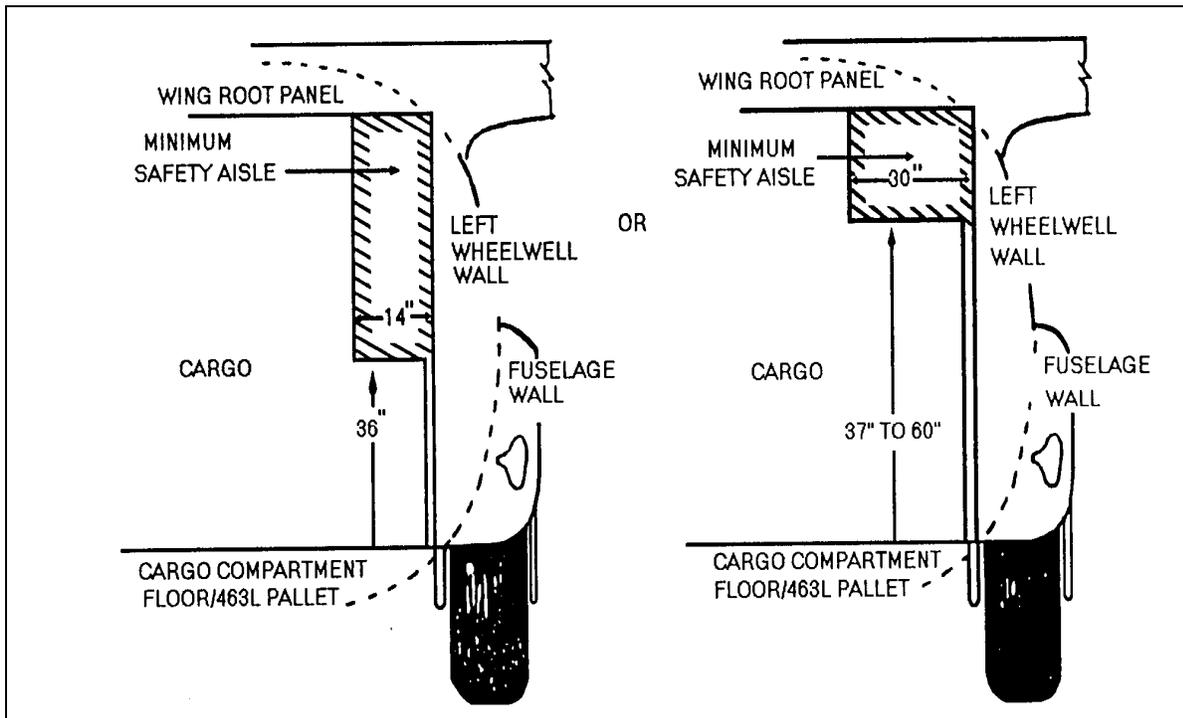


Table 4.1. Standard Weights.

Item	Weight/lbs.	
Crewmember (with professional gear)	200	
Passenger (without baggage)	175	
Patient, litter (without baggage)	195	
Patient, ambulatory (without baggage)	175	
	Training	Combat
Ground trooper with web gear and weapon	210	210
Ground trooper with carry-on baggage	210	210
Ground trooper with web gear, weapon, and rucksack	250	300
Ground trooper with combat equipment/tools	250	300
Ground trooper with web gear, weapon, rucksack, duffel bag	350	400
Ground trooper with combat equipment/tools and duffel bag	350	400
Parachutist with web gear, weapon, and rucksack	300	350
Parachutist, Hollywood--no equipment or weapon	220	---
Parachutist, ramp and door (tailgate) operations	325	325
Rucksack	40	80
NOTE: Maximum weight for paratroopers (tailgate operations) is 325 pounds. All other personnel standard weights shown above are for planning purposes only. Actual weights will be used if known. Maximum weight for paratroopers (paratroop doors) is 400 pounds. It is up to the user to ensure weight limit compliance.		
Equipment	Weight/lbs.	
Aircrew body armor	7	
Anti-exposure suit CWU-16/P	6	
Air Transportation Galley/Lavatory (ATGL) Serviced	3620	
ATGL Unserviced	3200	
Buffer stop assembly	585	
Emergency passenger oxygen system (EPOS)	2	
Extraction Parachute Jettison System Kit (Kit bag, 1 power cable, 1 Control Box, 2 Y-connectors, 2 interconnect cables, 1 main cable)	26	
Extraction Parachute Jettison System Control Box	1.5	
Extraction Parachute Jettison System Power Cable	1	
Extraction Parachute Jettison System Main Cable	3	
Extraction Parachute Jettison Y-Connector	3	
Extraction Parachute Jettison Interconnect Cable	.5	
Joint Precision Aerial Delivery System (JPADS) Equipment (Roll on/off)	70	
Life Raft, 46 Man	95	
Life sustaining equipment demonstration kit	5	
Litter (air evac)	14	
LPU, Adult/Child (AC) life preserver	1.5	
LPU-10/P life preserver	4	
LPU-6/P life preserver (infant cot)	4	
Liquid container w/contents	25	
Liquid container w/o contents	9	
Mobile Oxygen Storage Tank (MOST)	200	
Net Set, (Pallet HCU-6/E)	65	
Net, side 463L (HCU-7/E)	22	
Net, top 463L (HCU-15C)	21	
Oxygen bottle, portable	6	
Oxygen mask, 358-1506 Quick Don	3	
Pallet (HCU-6/E)	290	

Pallet with nets (HCU-6/E; HCU-7/E; HCU-15/C)	355
Palletized Seats	741
Parachute (back) (With/Without high pressure bottle and PLD)	32/27
Passenger service kit	10
Personnel restraint harness, PCU 17/P	9
Portable Lavatory Assembly	400
Portable therapeutic liquid oxygen (PTLOX) (Full/Empty)	80/55
Protective Breathing Equipment (PBE)	5
Protective clothing kit	40
Pry bar	49
Ramp support (wooden)	85
Shoring, planking 2" x 12" x 12'	75
Shoring, plywood 1/2" x 4' x 8'	43
Shoring, plywood 3/4" x 4' x 8'	64
Single/double lavatory on pallet	600/1,200
Snatch block (PN 7320110-3)	8
Survival kit, ML-4 (with LRU-16/P life raft)	19.5
Survival vest	13
Tiedown, chain, MB-1/CGU-4/E (10,000 lb)	7
Tiedown, chain, MB-2/CGU-3/E (25,000 lb)	20
Tiedown, device, MB-1/CGU-4/E (10,000 lb)	3.5
Tiedown, device, MB-2/CGU-3/E (25,000 lb)	6
Tiedown, strap, CGU-1/B (5,000 lb)	4
Tiedown, strap, CGU-1/B (10,000 lb)	4
Towed Paratroop Retrieval System	13
Water, container (2-gallon, Igloo (w/contents))	25
Water, container (5-gallon, Igloo (w/contents))	50
Water, drinking, per gallon	8
Wheel chock (20-inch)	14
Winch, cargo, HCU-9/A	290
Winch, cargo, Hoover	249
Winch, cargo, Bulldog 41B	196
Winch, cargo, Bulldog 41BG	175
Winch, control pendant electrical cable (Lucas) 24/60	5/10
Winch, power cable (Bulldog, Hoover/HCU-9/A)	48/25

Table 4.2. Protective Armor.

Location	Weight	Station	Moments
Flight Station	1180 LBS	LS 263 FS 186	310 219
Nose Wheel Well and LOX Bottle	202 LBS	LS 246 FS 133	50 27
Cargo Compartment (Paratroop Doors)	252 LBS	LS 917 FS 720	231 181
Loadmaster Station/Crew Door	187 LBS	LS 330 FS 220	62 41
NOTE: Add armor to Line 7 (Extra Equipment) of the DD Form 365-4 when armor is installed on the aircraft.			

Table 4.3. Aircraft Defensive System Equipment.

Location	Weight	Station	Moments
Nose Dispensers (2 Flares and 2 Chaff)	82	LS 321	26
		FS 221	18
Mid Dispensers (4 Flares and 4 Chaff)	164	LS 780	128
		FS 600	98
Tail Dispensers (1 Flare and 1 Chaff)	41	LS 1361	56
		FS 1080	44
Flare Canister	21 lbs.		
Chaff Canister	20 lbs.		
NOTE: Some units add chaff and flares into the basic weight. Re-adjustments need not be made as individual flares/chaff are dispensed. Adjustments must be made if the weight has been added and then the dispensers subsequently removed.			

Table 4.4. C-130J Cargo Handling System Locks And Seat Stanchion Locations.

Lock Number	LS Location
1	383
2	423
3	463
4	503
5	543
6	583
7	623
8	663
9	703
10	743
11	783
12	823
13	863
14	903
15	923
16	963
Ramp	1083
Seat Stanchion #	LS Location
1	357
2	381
3	432
4	461
5	532
6	592
7	652
8	712
9	772
Ladder	832-852
10	892
11	932
12	972
13	1012
NOTES: 1. Seat bottom extension adds 9 ¾ inches when installed. 2. Seat back extension adds 7 inches when installed.	

Table 4.5. C-130J (Short) Cargo Handling System Lock And Seat Stanchion Locations.

Lock Number	FS Location
1	303
2	343
3	383
4	423
5	463
6	503
7	543
8	583
9	623
10	663
11	683
Seat Stanchion #	FS Location
1	262
2	333
3	393
4	453
5	513
6	573
Ladder	633-653
7	693
8	733
NOTES: 1. Seat bottom extension adds 9 $\frac{3}{4}$ inches when installed. 2. Seat back extension adds 7 inches when installed.	

Chapter 5

WEIGHT & BALANCE INPUTS AND DD FORM 365-4 INSTRUCTIONS

5.1. Introduction. The loadmaster is responsible for entering weight and balance data into the CNI-MU Wt. and Bal. pages, and transferring that information onto the DD Form 365-4 Form-F. This can either be accomplished manually, or electronically utilizing the Automated Form F (AFF) program and printer. Instructions for use of the AFF program can be found in the C-130 AFF training guide.

5.2. Load Planning. The cargo load must be planned so the center of gravity of the loaded aircraft will be within the specified forward and aft limits for any given operating condition. Consideration must also be given to offload sequence, aircraft limitations, and emergency jettisoning. Math charts contained in TOs 1C-130(C)J-5-1, 1C-130J-5-1, 1C-130(C)J-5-2, and 1C-130J-5-2 are tools, which may be used for load planning. When the fuel load is unknown, load plan for a 20-22 percent of MAC zero fuel.

5.3. General Instructions. These instructions apply to Transport Forms F using simplified moments. Copy the information the CNI-MU weight and balance pages onto the Form F, plus the heading information. A copy of the completed DD Form 365-4 Form F shall be attached to the flight plan, or given to the controlling ground agency, quality assurance, transient alert, maintenance, etc.

5.3.1. DD Form 365-4 Heading. Enter date, mission number, aircraft type, serial number, departure and destination station (name or ICAO identifier), home station of aircraft, and pilot's rank and last name.

5.3.2. Limitations Column. Enter the appropriate weight and CG limits for the planned mission using the following criteria: the maximum gross weight and center of gravity limits specified in TO 1C-130J-1 will not be exceeded. Gross weights may also be limited by operating conditions; i.e., obstacle clearance, rate of climb, weather conditions, altitude, runway/taxiway bearing capacity, or any other published restrictions. The pilot will inform the loadmaster of any gross weight restrictions prior to mission planning so an accurate ACL may be obtained.

5.3.2.1. Takeoff. Unless other restrictions are imposed, use 164,000 pounds for the C-130J and 155,000 pounds for the C-130J (S).

5.3.2.2. Landing. Unless other landing restrictions such as assault landings are imposed, use 164,000 pounds for the C-130J and 155,000 pounds for the C-130J (S). Subtract operating weight plus estimated landing fuel (references 9 and 23). Refer to the T.O. 1C-130J-1 *C-130J Flight Manual* for assault landing limitations.

5.3.2.3. Limiting Wing Fuel. The CNI-MU is the primary method to compute Limiting Wing Fuel. The limiting wing fuel chart in TO 1C-130J-1 is based on a 2.5 G maneuver load factor with indicated airspeed restrictions outlined in area "C" of the flight manual limitation charts. Specific mission requirements exceeding area "C" limitations must be computed using the appropriate flight manual weight limitation charts

5.3.3. Permissible C.G. Takeoff and Landing. Compute the forward and aft center of gravity limitations using the center of gravity table in the appropriate TO 1C-130(C)J-5-2 or 1C-130J-5-2. Leave the block entitled "Permissible CG Zero Fuel Wt" blank.

5.3.4. Signature Blocks:

5.3.4.1. Computed by: Signature, rank, and organization on original and duplicate.

5.3.4.2. Weight and Balance Authority: Leave blank

5.3.4.3. Pilot: Signature, rank, and organization on original and duplicate.

5.4. Instructions for Form F. Copy the information from data entered in the CNI-MU Weight and Balance pages and handwrite, type, or computer generate a copy of the DD Form 365-4. **NOTE:** In the remarks section, enter a breakdown of takeoff fuel weight for each tank to the nearest 100 pounds and moments using the CNI-MU. **NOTE:** During engine running onloads or when planned ground times require, a combined load C/B may be used if a validated load plan is presented, and the aircraft is loaded per the load plan.

5.4.1. Compute and enter zero fuel weight and zero fuel moment by zeroing out the Take-Off and Landing fuels on the Fuel page. Return to the main weight and balance page to calculate the Take-off and Landing Zero Fuel Weight. After calculations have been entered return to the fuel page and return the fuel to its original state. Zero fuel percent of MAC is not required, but may be helpful when targeting a 20-22 zero fuel percent of MAC.

5.4.2. Reference 22. If required, subtract airdrop load weight and moment from reference 21 or changes in corrections column and enter as adjusted zero fuel weight/moment on first blank line in reference 22. First blank line title will read, "ADJ ZFW/M".

5.4.3. Use the following criteria to compute fuel burn off when flight plan fuel weights are not available. (PPH = pounds per hour.)

5.4.3.1. 4,000 PPH - normal flight at altitude

5.4.3.2. 5,000 PPH - first hour of flight (climb out) or low level.

Table 5.1. C-130J Paratrooper Loading Tables.

STAP-1 CONFIGURATION							
ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	4	880	231	1200	316	1400	368
D 309	9	1980	612	2700	834	3150	973
E 369	11	2420	893	3300	1218	3850	1421
F 429	9	1980	849	2700	1158	3150	1351
G 487	9	1980	964	2700	1315	3150	1534
H 557	6	1320	735	1800	1003	2100	1170
I 612	2	440	269	600	367	700	428
J 655	10	2200	1441	3000	1965	3500	2293
K 710	4	880	625	1200	852	1400	994
Total	64	14080	6619	19200	9028	22400	10532

NOTES:

1. Load C/B for a full load is FS 470.
2. Two loadmasters (1 in C and 1 in K compartments) not included in this table.
3. Two safeties in G compartment (single seats).
4. Seatbelts on 24-inch configuration.

SA*TAP-1 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
D 309	6	1320	408	1800	556	2100	649
E 369	10	2200	812	3000	1107	3500	1292
F 429	9	1980	849	2700	1158	3150	1351
G 487	9	1980	964	2700	1315	3150	1534
H 557	6	1320	735	1800	1003	2100	1170
I 612	2	440	269	600	367	700	428
J 655	10	2200	1441	3000	1965	3500	2293
K 710	4	880	625	1200	852	1400	994
Total	56	12320	6103	16800	7767	19600	9711

NOTES:

1. Load C/B for a full load is FS 495.
2. Two loadmasters (1 in D and 1 in K compartments) not included in this table.
3. Two safeties in G compartment (single seats).
4. Seatbelts on 24-inch configuration.

TAP-1 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 364	4	880	320	1200	437	1400	510
D 428	15	3300	1412	4500	1926	5250	2247
E 517	13	2860	1479	3900	2016	4550	2352
F 607	15	3300	2003	4500	2732	5250	3187
G 697	10	2200	1533	3000	2091	3500	2440
H 787	8	1760	1385	2400	1889	2800	2204
I 877	12	2640	2315	3600	3157	4200	3683
J 967	13	2860	2766	3900	3771	4550	4400
Total	90	19800	13214	27000	18019	31500	21022

NOTES:

1. Load C/B for a full load is LS 667
2. Two loadmasters (1 in C and 1 in J compartments) not included in this table.
3. Two safeties in F compartment (single seats).
4. Seatbelts on 24-inch configuration.

A*TAP-1 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 364	0	0	0	0	0	0	0
D 428	11	2420	1036	3300	1412	3850	1648
E 517	13	2860	1479	3900	2016	4550	2352
F 607	15	3300	2003	4500	2732	5250	3187
G 697	10	2200	1533	3000	2091	3500	2440
H 787	8	1760	1385	2400	1889	2800	2204
I 877	12	2640	2315	3600	3157	4200	3683
J 967	13	2860	2766	3900	3771	4550	4400
Total	82	18040	12517	24600	17069	28700	19913

NOTES:

1. Load C/B for a full load is LS 694.
2. Two loadmasters (1 in C and 1 in J compartments) not included in this table.
3. Two safeties in F compartment (single seats).
4. Seatbelts on 24-inch configuration.

STAP-2 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	4	880	231	1200	316	1400	368
D 309	12	2640	816	3600	1112	4200	1298
E 369	10	2200	812	3000	1107	3500	1292
F 429	6	1320	566	1800	772	2100	901
G 487	5	1100	536	1500	731	1750	852
H 557	8	1760	980	2400	1337	2800	1560
I 612	2	440	269	600	367	700	428
J 655	6	1320	865	1800	1179	2100	1376
K 710	1	220	156	300	213	350	249
Total	54	11880	5231	16200	7134	18900	8324

NOTES:

1. Load C/B for a full load is FS 440.
2. Two loadmasters (one in C and one in K compartments) not included in this table.
3. Two safeties in G compartment (single seats).

SA*TAP-2 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	2	440	116	600	158	700	184
D 309	6	1320	408	1800	556	2100	649
E 369	9	1980	731	2700	996	3150	1162
F 429	6	1320	566	1800	772	2100	901
G 487	4	880	429	1200	584	1400	682
H 557	8	1760	980	2400	1337	2800	1560

I 612	2	440	269	600	367	700	428
J 655	5	1100	721	1500	983	1750	1146
Total	42	9240	4220	12600	5753	14700	6712

NOTES:

1. Load C/B for a full load is FS 457.
2. Two loadmasters (1 in C and 1 in K compartments) not included in this table.

TAP-2 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 364	5	1100	400	1500	546	1750	637
D 428	18	3960	1695	5400	2311	6300	2696
E 517	18	3960	2047	5400	2792	6300	3257
F 607	10	2200	1335	3000	1821	3500	2125
G 697	10	2200	1533	3000	2091	3500	2440
H 787	6	1320	1039	1800	1417	2100	1653
I 877	6	1320	1158	1800	1579	2100	1842
J 967	7	1540	1489	2100	2031	2450	2369
Total	80	17600	10697	24000	14587	28000	17018

NOTES:

1. Load C/B for a full load is LS 608.
2. Two loadmasters (one in C and one in J compartments) not included in this table.
3. Two safeties in F compartment (single seats).
4. Seatbelts on 20 inch configuration

A*TAP-2 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 364	0	0	0	0	0	0	0
D 428	13	2860	1224	3900	1669	4550	1947
E 517	18	3960	2047	5400	2792	6300	3257
F 607	10	2200	1335	3000	1821	3500	2125
G 697	10	2200	1533	3000	2091	3500	2440
H 787	6	1320	1039	1800	1417	2100	1653
I 877	6	1320	1158	1800	1579	2100	1842
J 967	7	1540	1489	2100	2031	2450	2369
Total	70	15400	9826	21000	13399	24500	15632

NOTES:

1. Load C/B for a full load is LS 638
2. Two loadmasters (1 in C and 1 in J compartments) not included in this table.
3. Two Safeties in F Compartment (single seats).
4. Seatbelts on 20 inch configuration.

STAP-3 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	2	440	116	600	158	700	184
D 309	6	1320	408	1800	556	2100	649
E 369	6	1320	487	1800	664	2100	775
F 429	6	1320	566	1800	772	2100	901
G 487	5	1100	536	1500	731	1750	852
H 557	8	1760	980	2400	1337	2800	1560
I 612	2	440	269	600	367	700	428
J 655	6	1320	865	1800	1179	2100	1376
K 710	1	220	156	300	213	350	249
Total	42	9240	4383	12600	5977	14700	6974

NOTES:

1. Load C/B for a full load is FS 474.
2. Two loadmasters (one in C and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

SA*TAP-3 CONFIGURATION

Arm	Pax	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
E 369	6	1320	487	1800	664	2100	775
F 429	6	1320	566	1800	772	2100	901
G 487	5	1100	536	1500	731	1750	852
H 557	8	1760	980	2400	1337	2800	1560
I 612	2	440	269	600	367	700	428
J 655	6	1320	865	1800	1179	2100	1376
K 710	1	220	156	300	213	350	249
Total	34	7480	3859	10200	5263	11900	6141

NOTES:

1. Load C/B for a full load is FS 516.
2. Two loadmasters (1 in C and 1 in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

TAP-3 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 364	3	660	240	900	328	1050	382
D 428	8	1760	753	2400	1027	2800	1198
E 517	10	2200	1137	3000	1551	3500	1810
F 607	10	2200	1335	3000	1821	3500	2125
G 697	10	2200	1533	3000	2091	3500	2440
H 787	6	1320	1039	1800	1417	2100	1653
I 877	6	1320	1158	1800	1579	2100	1842
J 967	7	1540	1489	2100	2031	2450	2369

Total	60	13200	8685	18000	11844	21000	13818
NOTES:							
1. Load C/B for a full load is LS 658.							
2. Two loadmasters (one in C and one in J compartments) not included in this table.							
3. Two Safeties in F compartment (single seats).							
4. Seatbelts on 20-inch configuration.							
A*TAP-3 CONFIGURATION							
Arm	Pax	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 364	0	0	0	0	0	0	0
D 428	1	220	94	300	128	350	150
E 517	10	2200	1137	3000	1551	3500	1810
F 607	10	2200	1335	3000	1821	3500	2125
G 697	10	2200	1533	3000	2091	2500	2440
H 787	6	1320	1039	1800	1417	2100	1653
I 877	6	1320	1158	1800	1579	2100	1842
J 967	7	1540	1489	2100	2031	2450	2369
Total	50	11000	7786	15000	10617	17500	12387
NOTES:							
1. Load C/B for a full load is LS 708.							
2. Two loadmasters (1 in C and 1 in J compartments) not included in this table.							
3. Two safeties in F compartment (single seats).							
4. Seatbelts on 20-inch configuration							

Table 5.2. C-130J Passenger Loading Tables.

P-1 CONFIGURATION							
ARM	PAX	175 LBS	MOM	300 LBS	MOM		
C 364	5	875	319	1500	546		
D 428	20	3500	1498	6000	2568		
E 517	16	2800	1448	4800	2482		
F 607	20	3500	2125	6000	3642		
G 697	20	3500	2440	6000	4182		
H 787	14	2450	1928	4200	3305		
I 877	16	2800	2456	4800	4210		
J 967	15	2625	2538	4500	4352		
Total	126	22050	14752	37800	25287		
NOTES:							
1. Load C/B for a full load is LS 669							
2. Two loadmasters (1 in D and 1 in J compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							

A*P-1 CONFIGURATION							
ARM	PAX	175 LBS	MOM	300 LBS	MOM		
D 428	14	2450	1049	4200	1798		
E 517	16	2800	1448	4800	2481		
F 607	20	3500	2125	6000	3642		
G 697	20	3500	2440	6000	4182		
H 787	14	2450	1928	4200	3305		
I 877	16	2800	2456	4800	4210		
J 967	15	2625	2538	4500	4352		
Total	115	20125	13984	34500	23970		
NOTES:							
1. Load C/B for a full load is LS 695.							
2. Two loadmasters (1 in D and 1 in J compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							
SP-1 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 Lbs	MOM	250 LBS	Mom
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	11	1925	937	2310	1125	2750	1339
H 557	16	2800	1560	3360	1872	4000	2228
I 612	8	1400	857	1680	1028	2000	1224
J 655	8	1400	917	1680	1100	2000	1310
K 710	7	1275	870	1470	1044	1750	1243
Total	90	1570	7650	19320	9180	22500	10928
SP-1 CONFIGURATION (Continued)							
ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	1200	316	1400	368	1600	421
D 309	12	3600	1112	4200	1298	4800	1483
E 369	12	3600	1328	4200	1550	4800	1771
F 429	12	3600	1544	4200	1802	4800	2059
G 487	11	3300	1607	3850	1875	4400	2143
H 557	16	4800	2674	5600	3119	6400	3565
I 612	8	2400	1469	2800	1714	3200	1958
J 655	8	2400	1572	2800	1834	3200	2096
K 710	7	2100	1491	2450	1740	2800	1988

Total	90	27000	13113	31500	15300	36000	17484
NOTES:							
1. Load C/B for a full load is FS 486							
2. Two loadmasters (1 in C and 1 in K compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							
SA*P-1 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
D 309	8	1400	433	1680	519	2000	618
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	11	1925	937	2310	1125	2750	1339
H 557	16	2800	1560	3360	1872	4000	2228
I 612	4	700	428	840	514	1000	612
J 655	12	2100	1376	2520	1651	3000	1965
K 710	7	1225	870	1470	1044	1750	1243
Total	82	14350	7280	17220	8736	20500	10399
A*P-1 CONFIGURATION (Continued)							
ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
D 309	8	2400	742	2800	865	3200	989
E 369	12	3600	1328	4200	1550	4800	1771
F 429	12	3600	1544	4200	1802	4800	2059
G 487	11	3300	1607	3850	1875	4400	2143
H 557	16	4800	2674	5600	3119	6400	3565
I 612	4	1200	734	1400	857	1600	979
J 655	12	3600	2358	4200	2751	4800	3144
K 710	7	2100	1491	2450	1740	2800	1988
Total	82	24600	12478	28700	14559	32800	16638
NOTES:							
1. Load C/B for a full load is FS 507							
2. Two loadmasters (1 in D and 1 in K compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							
SCP-2 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	11	1925	595	2310	714	2750	850
Total	15	2625	779	3150	935	3750	1113
SCP-2 CONFIGURATION (Continued)							
ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM

C 263	4	1200	316	1400	368	1600	421
D 309	11	3300	1020	3850	1190	4400	1360
Total	15	4500	1336	5250	1558	6000	1781

NOTES:

1. Passenger load C/B for full load is FS 297.
2. One loadmaster in C compartment not included in this table.
3. Seatbelts on 20-inch configuration.

SCP-3 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 400	3	525	210	630	252	750	300
Total	31	5425	1818	6510	2182	7750	2597

SCP-3 CONFIGURATION (Continued)

ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	1200	316	1400	368	1600	421
D 309	12	3600	1112	4200	1298	4800	1483
E 369	12	3600	1328	4200	1550	4800	1771
F 400	3	900	360	1050	420	1200	480
Total	31	9300	3116	10850	3636	12400	4155

NOTES:

1. Passenger load C/B for full load is FS 335.
2. One loadmaster in C compartment not included in this table.
3. Seatbelts on 20-inch configuration.

SCP-4 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	8	1400	682	1680	818	2000	974
Total	48	8400	3191	10080	3829	12000	4558

SCP-4 CONFIGURATION (Continued)

ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	1200	316	1400	368	1600	421
D 309	12	3600	1112	4200	1298	4800	1483
E 369	12	3600	1328	4200	1550	4800	1771
F 429	12	3600	1544	4200	1802	4800	2059
G 487	8	2400	1169	2800	1364	3200	1558
Total	48	14400	5469	16800	6382	19200	7292

NOTES:							
1. Passenger load C/B for full load is FS 380.							
2. Two loadmasters (1 in C and 1 in G compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							
SCP-5 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	11	1925	937	2310	1125	2750	1339
H 557	14	2450	1365	2940	1638	3500	1950
I 612	1	175	107	210	129	250	153
Total	66	11550	4918	13860	5903	16500	7026
SCP-5 CONFIGURATION (Continued)							
ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	1200	316	1400	368	1600	421
D 309	12	3600	1112	4200	1298	4800	1483
E 369	12	3600	1328	4200	1550	4800	1771
F 429	12	3600	1544	4200	1802	4800	2059
G 487	11	3300	1607	3850	1875	4400	2143
H 557	14	4200	2339	4900	2729	5600	3119
I 612	1	300	184	350	214	400	245
Total	66	19800	8430	23100	9836	26400	11241
NOTES:							
1. Passenger load C/B for full load is FS 426.							
2. Two loadmasters (1 in C and 1 in I compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							
SA*CP-5 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	2	350	92	420	110	500	132
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	11	1925	937	2310	1125	2750	1339
H 557	12	2100	1170	2520	1404	3000	1671
I 612	1	175	107	210	129	250	153
Total	62	10850	4631	13020	5558	15500	6616
SA*CP-5 CONFIGURATION (Continued)							
ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM

C 263	2	600	158	700	184	800	210
D 309	12	3600	1112	4200	1298	4800	1483
E 369	12	3600	1328	4200	1550	4800	1771
F 429	12	3600	1544	4200	1802	4800	2059
G 487	11	3300	1607	3850	1875	4400	2143
H 557	12	3600	2005	4200	2339	4800	2674
I 612	1	300	184	350	214	400	245
Total	62	18600	7938	21700	9262	24800	10585

NOTES:

1. Passenger load C/B for full load is FS 477.
2. Two loadmasters (1 in D and 1 in I compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

Table 5.3. Minimum Passenger Drinking Water Quantities (Gallons) By Flight Time.

NUMBER OF PERSONNEL	SIX HOURS OR LESS	SIX TO NINE HOURS	NINE TO 12 HOURS
20	3	4	5
25	4	5	7
30	4	6	8
35	5	7	9
40	5	8	10
45	6	9	12
50	7	10	13
55	7	11	14
60	8	12	15
65	9	13	17
70	9	14	18
75	10	14	19
80	10	15	20
85	11	16	22
90	12	17	23
95	12	18	25
100	14	18	25
105	14	19	25
110	15	19	27
115	15	20	27
120	16	20	30
125	16	22	30
130	18	25	35
135	18	25	35

5.5. Forms Adopted. DD Form 365-4, *Weight and Balance Clearance Form F - Transport/Tactical*. AF Form 847, *Recommendation for Change of Publication*. AFTO Form 781A, *Maintenance Discrepancy and Work Document*.

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DCS, Operations, Plans and Requirements

Attachment 1**GLOSSARY OF REFERENCES, ABBREVIATIONS, ACRONYMS, AND TERMS*****References***

TO 1C-130J-1, *Flight Manual*, 1 January 2009

TO 1C-130(C)J-5-1, *Basic Weight Checklist*, 1 July 2008

TO 1C-130(C)J-5-2, *Loading Data Manual*, 1 July 2008

TO 1C-130J-5-1, *Basic Weight Checklist*, 1 July 2008

TO 1C-130J-5-2, *Loading Data Manual*, 1 July 2008

TO 1C-130J-9, *Cargo Loading Manual*, 1 January 2009

TO 1C-130J-21, *Equipment Inventory List, C-130 Airplanes*, 1 July 2008

TO 1-1B-50, *Basic Technical Order for USAF Aircraft Weight and Balance*, 1 March 2005

TO 1C-1-71, *Listing of Cargo Tiedown Equipment Authorized for all Series Cargo Aircraft*, 1 August 2000

AFPD 11-2, *Aircraft Rules and Procedures*, 14 January 2005

AFI 11-301, *Aircrew Life Support (ALS) Program*, 25 February 2009

AFI 11-2C-130J, Volume 3, *C-130J Operations Procedures (Or Equivalent)*, 1 September 2006

Abbreviations and Acronyms

A/R— As Required

ABA— Aircrew Body Armor

ACL— Allowable Cabin Load

ACM— Additional Crewmember

AE— Aeromedical Evacuation

AECM— Aeromedical Evacuation Crewmember

AET— Aeromedical Evacuation Technician

AFE— Aircrew Flight Equipment

AFF— Automated Form F

AFI— Air Force Instruction

ALSE— Aircrew Life Sustaining Equipment

ARC— Air Reserve Component

BSA— Buffer Stop Assembly

C/B— Center of Balance

CDS— Container Delivery System

CG— Center of Gravity
CMT— Charge Medical Technician
CNI—MU – Communications/Navigations/Identification-Management Unit
CRRC— Combat Rubber Raiding Craft
CVR— Center Vertical Restraint
DIRMOBFOR— Director, Mobility Forces
DO— Director of Operations
DV— Distinguisher Visitor
ECHS— Enhanced Cargo Handling System
EPJS— Extraction Parachute Jettison System
EPOS— Emergency Passenger Oxygen System
F.S.— Fuselage Station
FN— Flight Nurse
HAHO—High Altitude High Opening
HALO—High Altitude Low Opening
IAW— In Accordance With
IB— Inboard Fuel Tanks
JPADS— Joint Precision Aerial Delivery System
LPU—Life Preserver Unit
L.S— Load Station
MAC— Mean Aerodynamic Chord
MAJCOM—Major Command (for the purposes of this AFI, includes ANG)
MCD—Medical Crew Director
MEP—Mission Essential Personnel
MFCD— Multi Function Control Display
MOST— Mobile Oxygen Storage Tank
NASA—National Aeronautics and Space Administration
OB— Outboard Fuel Tanks
PAA— Primary Aircraft Authorized
PBE—Protective Breathing Equipment
PCK—Protective Clothing Kit
PDM—Periodic Depot Maintenance

PPH— Pounds Per Hour

PTLOX—Portable Therapeutic Liquid Oxygen

RAMZ—Rigging Alternate Method Zodiac

VIP—Very Important Person

Terms

Additional Crewmember (ACM)— Aircrew members not required for a particular mission being flown, but who are required for follow-on missions.

Aeromedical Evacuation— Movement of patients under medical supervision between medical treatment facilities by air transportation.

Aeromedical Evacuation Crew Member— Qualified Flight Nurses (FN), Aeromedical Evacuation Technicians (AET), performing AE crew duties.

Air Reserve Component (ARC)— Refers to Air National Guard and AFRC forces, both Associate and Unit Equipped.

Allowable Cabin Load (ACL)— The maximum payload that can be carried on an individual sortie.

Director, Mobility Forces (DIRMOBFOR)— In overseas theaters, the DIRMOBFOR is normally responsible for theater mobility force management. The Air Force component commander exercises operational control of assigned or attached mobility forces through the DIRMOBFOR. The DIRMOBFOR monitors and manages assigned mobility forces operating in theater.

Distinguished Visitor (DV)— Passengers, including those of friendly nations, of star or flag rank or equivalent status to include diplomats, cabinet members, members of Congress, and other individuals designated by the DoD due to their mission or position (includes BLUE BARK and COIN ASSIST).

Joint Airborne/Air Transportability Training (JA/ATT)— Continuation and proficiency combat airlift training conducted in support of DOD agencies. Includes aircraft load training and service school support. HQ AMC publishes JA/ATT tasking in AMC OPOD 17-76, annex C, appendix 1.

Local Training Mission— A mission scheduled to originate and terminate at home station (or an off-station training mission), generated for training or evaluation and executed at the local level.

Medical Crew Director (MCD)— A qualified Flight Nurse (FN) responsible for supervising patient care and AECMs assigned to AE missions. On missions where an FN is not onboard, the senior AET will function as MCD.

Operational Missions— Missions executed at or above TACC level. Operational missions termed "CLOSE WATCH" include CORONET missions and priority 1, 2, and 3 missions tasked by TACC. Other operational missions such as deployment, re-deployment, reconnaissance operations, operational readiness inspections (ORI), AMC-directed channel or SAAM, and JA/ATT missions may be designated "CLOSE WATCH" as necessary.

Pounds Per Hour (PPH)— The amount of fuel, in pounds, that is used per hour of flight.

Special Assignment Airlift Mission (SAAM)— Funded airlift that cannot be supported by channel missions because of the unusual nature, sensitivity, or urgency of the cargo, or that requires operations to points other than established channel structure.