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SECRETARY OF THE AIR FORCE**

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



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**Flying Operations**

**C-130 OPERATIONS  
CONFIGURATIONS/MISSION PLANNING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This volume implements AFPD 11-2, *Aircraft Rules and Procedures*, and is incomplete without AFI 11-2C-130 Volume 3, *C-130 Operations Procedures*. It establishes policy for the configuration of the C-130 aircraft to safely and successfully accomplish their worldwide mobility missions. This instruction applies to all commanders, operations supervisors, and aircrew assigned or attached to all flying activities of commands operating C-130 aircraft. This publication is applicable to Air Mobility Command (AMC), Air Force Reserve Command (AFRC), Air National Guard (ANG), Pacific Air Forces (PACAF), United States Air Forces Europe (USAFE), Air Combat Command (ACC) (Units with ACC Oversight), and Air Education and Training Command (AETC) units. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. The authorities to collect and or maintain the records prescribed in this publication are Title 10 *United States Code*, Chapter 857 and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, 30 Nov 1943. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO, *Aviation Resource Management System (ARMS)* (December 26, 2002, 67 FR 78777) applies. To recommend changes, conflicts, suggestions, or recommendations use the AF Form 847 and route it through the publishing channels to the OPR for the publication. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

**SUMMARY OF CHANGES**

This document is substantially revised and must be completely reviewed. Major changes include: changed paragraph 1.1. to Sound Judgment and renumbered subsequent paragraphs, added weight reduction guidance in paragraph 1.2., clarified responsibilities in paragraph 1.3., deleted DV code from Standard Configuration Codes, clarified weight and balance requirements in paragraph 1.6., deleted Distribution paragraph and renumbered subsequent paragraphs, changed paragraph 1.8. to include configuration waivers and updated guidance, revised paragraph 1.9. with new Life Support equipment terminology, added new Table 2.3. Aircraft Installed Aircrew Flight Equipment Configuration, revised paragraph 2.1., added paragraph 2.1.1., revised and changed titles of tables 2.1. and 2.2. to Required Equipment and Mission Specific Equipment, added new paragraph 3.2.1.1., clarified spacing requirements in paragraph 3.2.2., added AMP safety aisle requirements in paragraph 3.2.8., changed paragraph 3.2.9. to reflect weight reduction guidance, changed paragraph 3.2.13. note to reflect proper oxygen requirements for AE personnel, added note after paragraph 3.3., added AMP exception to paragraph 3.3.2., updated P-2 configuration paragraph 3.3.10., deleted DV-1 and renamed paragraph 3.3.26. to WX-1 and 3.3.27. to NASA-1, updated paragraph 3.5. to include new note for potable water, added armor not after paragraph 3.6., revised figures/tables 3.1. – 3.30., clarified paragraph 4.2. Emergency Exits and Safety Aisles, added AMP aisleway requirements into paragraphs 4.2.3. and 4.2.4. and figures 4.1. and 4.2., revised tables 4.1. and 4.2., deleted figure 4.3., added distribution requirements in paragraph 5.3., revised paragraph 5.4. and 5.5., changed figures 5.1., 5.3., and 5.4., revised table 5.1. and 5.2., added notes for table 5.3., added note to table 5.5., updated/added to Attachment 1, changed all references referring to MEGP/ACM to MEP, changed note 7 in Table 2.3 to reflect all contingency missions with hostilities.

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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 cannot 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 location of such equipment aboard the C-130E(H)/H/(K)H/(L)H and WC-130H aircraft. In order to meet HQ AF guidance toward conserving fuel, equipment will be removed to reduce the aircraft weight In Accordance With (IAW) Tables 2.1., 2.2., and 2.3. Aircraft will not have tool boxes larger than the standard crew chief tool box, nor large garbage cans onboard the aircraft. Some C-130 aircraft have additional approved 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, to reconfigure from a P-1 configuration, 92 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.

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 the C-130 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 the stowage/installation of the equipment IAW the configuration and equipment tables. Maintenance personnel will ensure all required and mission specific equipment is positioned on the aircraft to meet mission requirements according to Tables 2.1 and 2.2. Some equipment listed in Table 2.2 is roll on/roll off equipment controlled by unit designated personnel (i.e. CDS/EPJS kits, etc.). Aircrew Flight Equipment (AFE) personnel will ensure all life sustaining equipment is positioned on the aircraft to meet mission requirements according to Table 2.3. Before home station departure, maintenance personnel are responsible for configuring the aircraft (including modifications) to meet mission requirements in accordance with Figures 3-1 thru 3-30. For the CP-2 through CP-5 configurations, the sidewall seats will be stowed to facilitate preflight of the dual 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. Aircrew personnel, during preflight, 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-130 cargo compartment configurations. The number that identifies the configuration capability will follow

the letter code (i.e., TAC-2). Standard codes for items listed in Table 2.2., Mission Specific Equipment, are listed in Attachment 2. Use the codes when equipment is required for a specific mission type.

- 1.4.1. A\* - Armor Equipped Aircraft
- 1.4.2. AE - Aeromedical Evacuation
- 1.4.3. C - Cargo
- 1.4.4. CP - Cargo and Passengers
- 1.4.5. P - Passengers
- 1.4.6. TAP - Tactical Airdrop Paratroop
- 1.4.7. TAC - Tactical Airdrop Cargo
- 1.4.8. WX - Weather
- 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 compatibility with aircraft equipment. Each mission directive will identify the basic configuration by code and the modification, if necessary, to satisfy the mission requirement. For example, an aeromedical evacuation mission may require more litters than available in configuration AE-1. Consult the appropriate configuration charts to determine at what location 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 to be deleted and (by alphabetical position) the litter tier provisions to be installed; i.e., 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 and the location of the equipment, items shown in Table 2.1 will be included in the basic weight of the aircraft and remain on the aircraft except for maintenance and inspection. Equipment listed in Tables 2.2 and 2.3 will be added as necessary and entered in references 5, 6, or 7 of DD Form 365-4, Weight and Balance Clearance Form F-Transport/Tactical. DD Form 365-4 will be completed IAW instructions in Chapter 5. When the fuel load is unknown, load plan for a 20-22 percent of Mean Aerodynamic Chord (MAC) zero fuel. **NOTE:** The addition of aircraft defensive systems, armor, and other modifications produces an extreme forward CG which must be countered by adjusting the load center of balance within the range of F.S. 550 to F.S. 575.

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-130, Volume 3. MAJCOMs forward approved requests to HQ AMC/A3V.

## Chapter 2

### CONSOLIDATED EQUIPMENT TABLES

2.1. **General** . Configure all models of C-130 aircraft with the equipment listed in Table 2.1., Required Equipment. Items listed in Table 2.2., Mission Specific Equipment, are added, as necessary, to attain a specific configuration/comply with mission directives. Configure with standard quantities of aircrew flight equipment (AFE) IAW Table 2.3., Aircraft Installed Aircrew Flight Equipment Configuration.

2.1.1. During aircraft contingency/deployment generations, it is imperative aircraft deploy with the full complement of AFE. This equipment must be at forward operating locations to allow maximum mission flexibility when aircraft are away from home station. In the event installed AFE inspection dates expire while the aircraft is on alert status or away from operating location, place these items in the AF 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.

2.2. **Aircrew Flight Equipment Aircraft Transfer Requirements.** When transferring aircraft; position life sustaining equipment IAW permanent transfer configuration. Losing unit will contact the gaining organization's AFE section and initiate transfer of required aircraft-installed AFE 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.

2.3. **Aircrew Flight Equipment Life Sustaining Equipment Overhead Racks.** Handle AFE with care to avoid damage to this life sustaining equipment. AFE life sustaining equipment will always be placed in the overhead racks, unless stowed elsewhere for airplane CG limitations for all airplanes. The primary purpose of all overhead racks is for AFE life sustaining equipment. Other items of equipment placed in the overhead racks must not interfere with AFE life sustaining equipment and be easily secured. Oil, hydraulic fluid or other liquids will not be placed on the rack when AFE life sustaining equipment is installed.

2.4. **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. Upon return from off station operations, AFE personnel will ensure the aircraft is returned to local training configuration at earliest opportunity not to exceed five work days. 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. **EXCEPTION:** 109 OG/CC with concurrence of theater commander may tailor the equipment onboard LC-130 aircraft for polar missions. **EXCEPTION:** OG/CCs with aircraft considered "Restricted" due to center wing box cracks may remove equipment onboard to maximize local training requirements. Any removed equipment must be placed back onboard the aircraft before departing home station for a scheduled mission that may require the equipment.

**Table 2.1. Required Equipment.**

Item	Equipment	Quantity	Location
1	AC generator pad	1	FS 275
2	ADS pendulum arm cover (Not installed on WC-130 airplanes)	1	Stowed on pivot arm.
3	Air conditioning plugs	2	Secured A/R when not installed.
4	Anchor cables with reels (Not installed on WC-130 airplanes)	4	Two cables installed in cargo compartment and two cables with four reels are stowed on the rack at FS 891 left/right side.
5	Anchor cable support braces (Not installed on LC/WC-130 airplanes)	4	Stowed immediately aft of right paratroop door (E and early H). Aft of left paratroop door (H models AC 83-0486 and up).
6	ATM air intake plug	1	Secured A/R when not installed.
7	Auxiliary ground loading ramps	2	Stowed in bin in the cargo door. WC-130, as required. Tied down flat on cargo ramp.
8	Avfuels identiplate	1	Stowed in single point refueling door.
9	Axe, hand emergency	2	As prescribed by applicable flight manual.
10	Belt sets, seat safety	92	Installed/stowed with each seat aboard the aircraft. Two sets per two-man seat, one set per one-man seat.
11	Black out curtains (Not installed on WC-130 airplanes)	14	One in each pocket in soundproofing near the windows.
12	Chain, tiedown 10,000 LB	34	Stowed in bins aft of left and right paratroop doors. For local training missions, ensure sufficient tiedowns are available for the mission and for emergency gear tiedown. For all other missions, 20 tiedown chains will be positioned on the aircraft. The remaining 14 may be a combination of 10,000 lbs. chains and 10,000 lbs. straps. 14 for WC-130 not configured for cargo missions. WC-130 aircraft configured as WX-1 require 20 10,000-pound chains and devices.
13	Chain, tiedown 25,000 LB (Not installed on WC-130 airplanes)	6	Stowed in container at FS 840 right side. Four for LC-130.
14	Crew rest facilities, bunk with mattress and ladder (WC-130 airplanes only)	3	One at right scanner seat and two at left wheel well.
15	Device, tiedown 10,000 LB	34	Stowed in bracket FS 245,790 left side,

Item	Equipment	Quantity	Location
			and FS 925 right side. For local training missions, ensure sufficient tiedowns are available for the mission and for emergency gear tiedown. For all other missions, 34 tiedown devices will be positioned on the aircraft. 14 for WC-130 not configured for cargo missions. WC-130 aircraft configured as WX-1 require 20 10,000-pound chains and devices.
16	Device, tiedown, 25,000 LB (Not installed on WC-130 airplanes)	4	Stowed in rack at FS 800 right side.
17	Dual rail kit A/A32H-4/A (Not installed on WC-130 airplanes except 64-4866, 65-0977, 65-0967, and 65-0985)	1	
18	Ear plugs, box	1	Stowed in galley container.
19	Engine intake & exhaust plugs, each	4	Left sidewall or overhead racks/"N" compartment or as required.
20	Extinguisher, fire	4	As prescribed by applicable flight manual.
21	Fluid, Hydraulic, quarts	21	Stowed in cargo net box on left side of cargo ramp.
22	Fuel tank drain tube	1	Stowed in overhead bracket at FS 970(E/H).
23	Ground wires	2	Stowed/secured, as required.
24	Guard assembly, ramp/aft cargo door actuator	2/1 or 2	Stowed in aft cargo door.
25	Hand crank, landing gear	2	FS 495 left and right side.
26	Interphone cord, two 75 foot and one 50-foot cord	3 or 4	One installed at each compartment interphone receptacle. Airplanes modified IAW T.O. 1C-130E-560 are equipped with three intercom connections. (K)H aircraft have four cargo compartment receptacles. WC-130 have one each.
27	Jack and tow fittings	2	Stowed in container immediately aft of right paratroop door.
28	Jack pads, Set	1	Stowed on bulkhead at FS 245 right side.
29	Jump Platforms, Paratroop, Set (Not installed on LC/WC-130 airplanes)	1	Stowed on round structural bars left and right side at FS 747.
30	Kit, First aid aeronautical	6	Two in cockpit and four on cargo compartment sidewalls. WC-130s have 10. Two on flight deck, two in "C" compartment, four in "E"

Item	Equipment	Quantity	Location
			compartment, and one forward of each troop door.
31	Ladder, emergency escape	1	Stowed on left side forward of wheel well. LC-130 aircraft, as required
32	Ladder, maintenance	1	Stowed on left side forward of wheel well or as required.
33	Lamp, ALDIS w/lens kit	1	Stowed in box on navigator's table.
34	Latrine curtains	1-3	Configured for use or stowed in cargo door left side stowage bins.
35	Life support equipment box (WC-130 only)	1	Stowed on aft side of FS 245.
36	Life support equipment stowage rack (Not installed on WC-130 airplanes except 64-4866, 65-0977, 65-0967, and 65-0985)	1-4	Installed forward left and/or right side in the cargo compartment.
37	Light, emergency exit	7 or 8	Adjacent to each emergency exit as prescribed by applicable flight manual. (C-130H models A/C 83-0486 and up WC-130 airplanes have eight emergency exit lights)
38	Litter support brackets	296	Five installed on each side of center seat and litter stanchion and litter strap. Four installed on each outboard litter track and support strap. As required on WC-130 airplanes.
39	Litter track (paratroop door)	2	Stowed left/right side FS 870. As required on WC-130 airplanes.
40	Litter straps (outboard)	12	Attached to overhead supports and stowed in bags along side wall. As required on WC-130 airplanes.
41	Litter straps (inboard)	20	Eight will always be installed to overhead supports at FS 627-737. Attached to overhead supports and stowed in overhead bins. (As required on WC-130 airplanes)
42	Lock assembly, main landing gear	2	Misc. stowage box, R/H side aft of troop door.
43	Locking kit, ground security	1	Stowed as required.
44	Main landing gear emergency tiedown fixture (Some airplanes)	2	Stowed on right sidewall FS 803. (WC-130 has one. Stowed in aft cargo door)
45	Microphone, handheld	3	One left side pilot seat, one right side copilot seat. One left bulkhead, FS 245.
46	Oil, Engine, quart	21	Stowed in cargo net box on right side of cargo ramp. (Left side on C-130H)

Item	Equipment	Quantity	Location
			airplanes 78-0806 and up)
47	Oven	1	Galley
48	Oxygen bottle, walk around (Type MA-1)	4	Two stowed in cockpit, one stowed on the forward bulkhead and one stowed aft of right wheel well. (WC-130 have seven or as required)
49	Pitot covers	2	Stowage box FS 245 bulkhead or overhead rack. (WC-130 have four)
50	Pry Bar	2	(LC-130 only)
51	Rack, parachute	1	Stowed in forward cargo compartment left and/or right side. (Not installed on WC-130 airplanes)
52	Ramp support	1	Stowed as required.
53	Rings, tiedown 25,000 lb.	2	Stowed in box aft of right paratroop door/waste container. (Installed on WC-130 airplanes 64-4866, 65-0977, 65-0967, and 65-0985)
54	Rope, emergency escape	3	One installed aft of each overhead exit in accordance with applicable flight manual.
55	Seat support brackets, wheel well	16	Stowed on racks aft of wheel well. (WC-130 have eight. Stowed aft of left wheel well)
56	Seat support, wheel well (upper)	2	Installed left and right wheel well area.
57	Seat back support beams, center aisle (upper)	8	Stowed in forward cargo compartment FS 290.
58	Seat back support beams, center aisle (lower)	8	Stowed forward of each troop door in racks at FS 655.
59	Seat back/beam support (extensions)	2	Stowed aft of the left wheel well bulkhead.
60	Stanchions (litter/seat)	8	Stowed in forward cargo compartment at FS 260. (WC-130 have five)
61	Starter pad	1	Stowed at FS 245.
62	Straps, tiedown 5,000 LB	40	Stowed in the racks at FS 370-420 left, remainder in cargo door. Straps removed for local training missions will not fall below levels required for restraint of loose equipment.
63	Sun visors	2	Stowed above pilot/copilot side windows.
64	Tool box	1	(ANG ONLY) Tool box will be secured per T.O. 1C-130-9 in a standardized location designated by the NGB. The tool box may be secured for flight by an

Item	Equipment	Quantity	Location
			alternate method following 550 ACSS engineering approval. Maximum dimensions will not exceed 26 inches in width, 16 inches deep, 25 inches high. Maximum weight is 140 pounds.
65	Tank, fuselage fuel	1	In accordance with flight manual. (WC-130 airplanes only)
66	Technical publications, Set (G-file)	1	Stowed in cabinet at crew entrance door. (Stowed aft of left or right scanners seats on WC-130 airplanes)
67	Towed Parachutist Retrieval System (TPRS) Kit	1	Stowed in Cargo door. (Not installed on WC-130/LC-130 airplanes)
68	Troop seats, one-man	4	Two seats installed forward of wheel well left and right side. Two stowed under installed seats. (Stowed aft of left or right scanners seats on WC-130 airplanes)
69	Troop seats, two-man	44	10 seats installed forward of the wheel well, four seats installed aft of wheel well. 16 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. AC 83-0846 and up: One two-man seat approximately FS 370 and 400 right side behind the seat webbing. (WC-130 have 13. Stowed on left side of cargo compartment)
70	Wheel chocks	4	Secured as required when not in use. (sand bags for LC-130 aircraft)
71	Winch, static line retriever	2	Installed on aft bulkhead at FS 245. (not installed on WC-130 airplanes)
72	War readiness spare kit (WRSK)	1	Secured as required in cargo compartment. (WC-130 airplanes only)
73	Wrench, main landing gear, emergency extension	1	FS 470, left side. (Stowed at FS 437 on WC-130 airplanes).
74	Y-Cable assembly, static line	2	Stowed in cargo door. (Not installed on LC/WC-130 airplanes)

**Table 2.2. Mission Specific Equipment.**

<b>Equipment</b>	<b>Quantity</b>	<b>Location/Remarks</b>
Aircraft Protective Armor Kit	1	Required on combat/contingency missions. Stowed IAW Table 4.2.
Auxiliary Truck Loading Ramps	2	Units will remove from the aircraft and retain 10% (based on PAA) of the total sets. 90% will be permanently removed from the aircraft. 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-130A-9. (Not applicable to WC-130 airplanes)
Center Vertical Restraint (CVR), Kit.	1	As required on CDS airdrop missions IAW TO 1C-130A-9. (Not applicable to WC-130 airplanes)
CDS Kit	1	Required on CDS missions.
Extraction Parachute Jettison System (EPJS) Kit	1	As required on heavy equipment airdrop missions IAW TO 1C-130A-9. (Not applicable to WC-130 airplanes)
HALO Kit	1	As required on high altitude airdrop missions IAW AFI 11-2C-130, Volume 3.
Joint Precision Aerial Delivery System (JPADS) Kit	1	Required on JPADS airdrop missions.
Snatch block, portable winching, 13,000 LB capacity	2	Required on combat/contingency missions. Only carried on operational/training missions when tasked. Box right side FS 245. (LC-130 stowed in cargo door) (WC-130 airplanes with dual rails, as required)
Winch, cargo handling	1	Required on combat/contingency missions. Only carried on operational/training missions when tasked.
Winch power cable	1	Required on combat/contingency missions. Only carried on operational/training missions when tasked.

**Table 2.3. Aircraft Installed Aircrew Flight Equipment Configuration.**

<b>Minimum Equipment Required</b>	<b>Local Training</b>	<b>Operational/ Contingency/ Permanent Transfer</b>	<b>PDM Input</b>
Emergency Passenger Oxygen System (EPOS) (see note 1)	0	80	0
Harness, Restraint, PCU-17/P with safety strap, HBU-6/P (see note 2)	3	3	2
Kit, Passenger Demonstration	0	1	0
Kit, Protective Clothing (PCK)	0	1	0
Kit Survival, ML-4 (see note 7)	0	6	0
Life Raft, 20 Person, F-2B	4	4	1
Life Preserver, Adult-Child (A/C) (see note 3)	0	80	0
Life Preserver, LPU-6/P (Infant Cot) (see note 3)	0	4	0
Life Preserver, LPU-10/P (see note 3)	0	6	5
Mask, 358-series w/goggles	6	6	6
Parachute, BA-22 (see note 7)	0	6	0
Protective Breathing Equipment (PBE) (see note 4)	6	6	6
Suit, Anti-exposure, CWU-16/P (see note 6)	0	6	0
Vest, Aircrew Body Armor (ABA) (see note 5)	0	6	0
Vest, Survival (see note 5)	0	6	0

**NOTES:**

1. One EPOS per passenger/patient will be available regardless of planned flight altitude. EPOS do not have to be stationed at each seat, they may be placed throughout the cabin/cargo area so that any passenger/patient has quick access to oxygen regardless of where they are should loss of pressurization occur.
2. One attached to the inboard seat belt mount of flight deck lower bunk and two stowed on parachute rack.
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. Four PBEs will be placed on the flight deck and two in the cargo compartment.
5. Only required on contingency missions.
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 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.
7. Preposition parachutes during contingency missions with hostilities and hazardous functional/acceptance check flights. 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.

## 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 modifications to the basic configurations are authorized to meet special requirements, the following factors should be considered.

3.2.1. Single sidewall seats shall not be used unless connected to a double sidewall seat (except for specific configurations). 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. To allow unrestricted access to the flight deck and/or crew entrance door, seats 1-left and 2-left, will be stowed when they are not needed to accomplish a specific mission.

3.2.2. Passengers/ambulatory patients may not be seated closer than 30 inches in front of palletized, netted cargo. This does not apply to palletized, netted cargo supplemented with chains or chain bridle assemblies. When palletized or non-palletized cargo is secured with aircraft tie down chains, the 30-inch spacing is not required. **EXCEPTION:** When carrying litters, 30-inch spacing will always be maintained regardless of cargo type or restraint used.

3.2.3. The 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. The height of cargo in pallet position one may be restricted if overhead equipment racks are installed which protrude into the cargo area. This restriction will be 76 inches and will begin at the inboard side of the dual rails and extend inboard for 12 inches. This restriction could be on either or both sides of the aircraft.

3.2.5. For flight, the weight limit on the aircraft ramp is limited to 4,664 pounds of palletized cargo in pallet position six, including the weight of pallet and nets, or 4,824 pounds floor loaded cargo (ramp intermediate conveyors removed and stowed forward of ramp). See T.O. 1C-130A-9, *Cargo Loading Manual*, for other restrictions.

3.2.6. Changes in configuration may affect the overall aircraft center of gravity (CG). **NOTE:** The addition of aircraft defensive systems, armor, and other modifications produces an extreme forward CG which must be countered by adjusting the load center of balance within the range of F.S. 550 to F.S. 575.

3.2.7. To allow access to aft latrine facilities, a 20-inch clear area is required on the forward left or right side of a pallet in position six (C-130H, 83-0486 and up have the latrine facilities on the right side). A safety aisle is required in pallet positions one (AMP only), three, four, and six. (**Para 4.2.3** and **Figure 4.1**)

3.2.8. Parachutes will be carried as required IAW **Table 2.3**. When passengers/troops are carried with parachutes onboard, up to four seats will not be available in the cargo compartment.

3.2.9. Portable cargo winches will only be carried on combat/contingency missions unless tasked by mission requirements. Trashcans, other than the integral refuse containers, will not be carried (except on WC-130 airplanes).

3.2.10. Location of dual rail locks and seat stanchions is provided in **Table 4.4** for load planning information.

3.2.11. For aeromedical evacuation (AE) configurations, the final litter equipment configuration and aeromedical evacuation crewmember (AECM) seating will be determined by the Medical Crew Director (MCD) and Charge Medical Technician (CMT). AECM seat locations may vary in the cargo compartment based on patient/cabin observation requirements. Overhead equipment racks, missile defense system modifications, AMP mission processors, and secure voice communications system will decrease litter capacity in the litter tiers adjacent to their installation. Six seats are required for AECMs/loadmaster. For all AE configurations, the seats are numbered for identification from the front to the 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 the lowest (1) to the highest (5). On litter tier configuration illustrations, the number in parentheses indicates the total litters per tier. For AE configurations, roller conveyers will be removed from the area where litters and seats are rigged. They will be stowed on top of restraint rail assemblies, (and/or under center aisle seats for some configurations) and forward of the troop doors, except for those required for the baggage pallet. **EXCEPTION:** If no other option is available but to stow conveyors in the troop door area, stack them no more than two high. Available seating may be limited by AE equipment, which may be secured in unused seats if floor space is limited. Portable therapeutic liquid oxygen (PTLOX) must be stowed so as not to come into contact with fuels or hydraulic fluids. **NOTE:** Five oxygen walk around bottles/PBEs will be available for AE personnel on AE configurations.

### 3.3. Legend of Configurations:

3.3.1. 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. **EXAMPLE:** Sidewall litter spaces may not be available due to installation of aircraft equipment.

3.3.2. Consideration should be given to cargo size to allow adequate legroom for passengers when loading rolling stock next to passengers. For cargo width up to 76 inches, passengers can be seated on both sides of the cargo; for cargo widths 77-96 inches, passengers can be seated on one side of the cargo if the cargo is offset to one side; and for cargo widths 97 inches or greater, no passengers can be seated next to the cargo. For pallet positions three and four (wheel well): for cargo width up to 52 inches, passengers can be seated on both sides; for cargo widths 53-72 inches, passengers can be seated on one side of the cargo if the cargo is offset; and for cargo widths 73 inches and greater, no passengers can be seated next to the cargo.

3.3.3. Drawings in this chapter are not drawn precisely to scale with respect to actual aircraft locations. Clear space depicted forward of center aisle seat number one and aft of seat number 20 on TAP-1 configuration is unusable.

3.3.4. Seat totals listed in the various configurations include those seats designated for aircrew loadmasters.

3.4. **Troop Life Preserver** . When paratroopers are configured to jump near or over large bodies of water; the service being airdropped will furnish required life preservers. Life preservers indicated in the applicable configurations will only be provided for emergency ditching operations when paratroopers are not configured with their own.

3.5. **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 IAW with **Table 5.5**, additional containers are available. **Table 5.5** is provided to assist in determining minimum water quantities. The gallon amounts are based off of 16 oz per person up to six hours and 8 oz every three hours thereafter. 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.

3.6. **Configuration Floor Plans**. Configuration floor plans are depicted on **Figure 3.1** through **Figure 3.30**

Figure 3.1. Configuration AE-1.

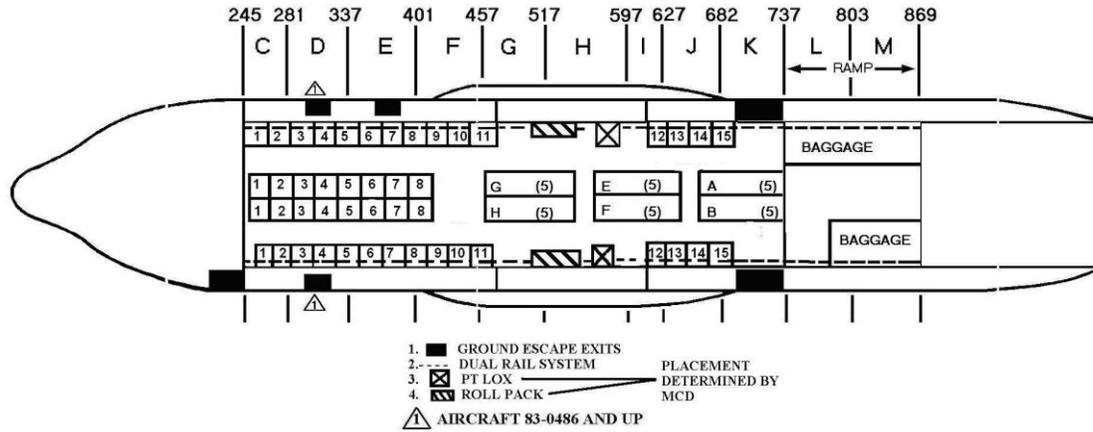


Table 3.1. Configuration AE-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
PBE/Oxygen bottle, Portable	5	25/30	A/R	
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. Provides 30 litter spaces, 39 patient/passengers seats, and seven crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available. Seats 1 and 2-left will be stowed when they are not specifically requested for the mission.
2. Cargo floor rollers conveyors are stowed under installed seats (no more than two high under wheel well seats). Stow ramp rollers in the same location or on the ramp, opposite of the latrine facility. Ensure rollers stowed on ramp do not present a tripping hazard during patient on/offloading.
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.
4. Time to configure is two persons, one and one-half hours.

Figure 3.2. Configuration AE-2.

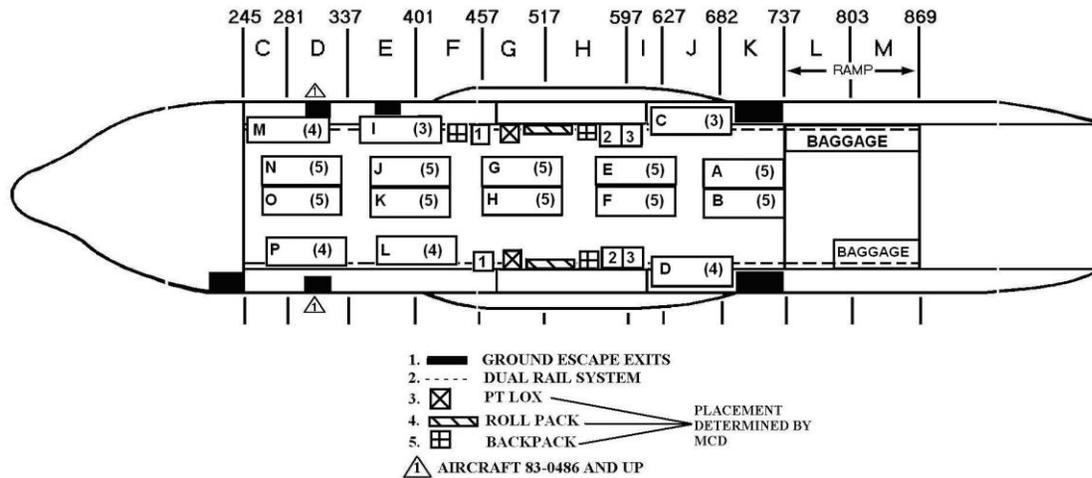


Table 3.2. Configuration AE-2, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
PBE/Oxygen bottle, Portable	5	25/30	A/R	
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. Provides 72 litter spaces and six crew seats. The number of aeromedical evacuation crewmembers governs the number of litters available. **EXCEPTION:** AMP modified aircraft only provide 68 litter spaces and six crew seats. Litters 3 and 4 in tiers M and P are not accessible.
2. Cargo floor roller conveyors are stowed on top of outboard rails (no more than two high). Ramp rollers are stowed on the ramp, opposite of the latrine facility. Ensure rollers stowed on ramp do not present a tripping hazard during patient on/offloading.
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.
5. Time to configure is two persons, two hours.

Figure 3.3. Configuration AE-3.

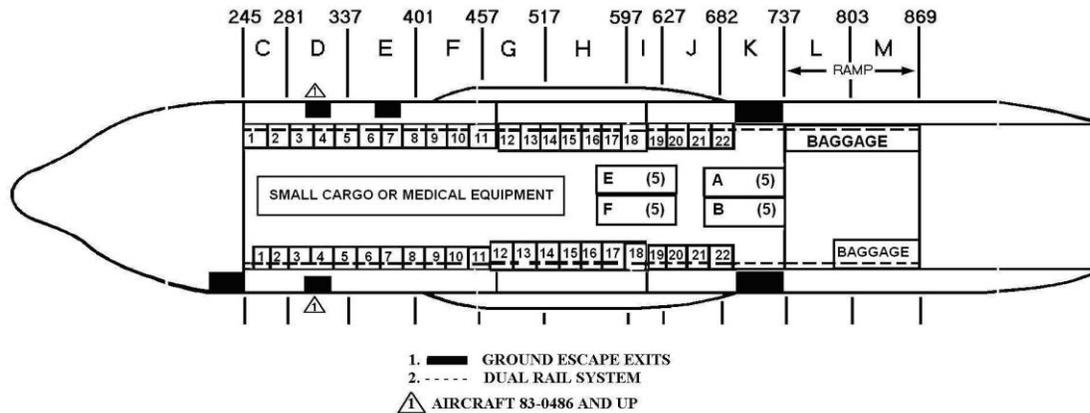


Table 3.3. Configuration AE-3, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
PBE/Oxygen bottle, Portable	5	25/30	A/R	
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. Provides 20 litter spaces, 38 patient/passenger seats, and six crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available.
2. Cargo floor roller conveyors are stowed on top of outboard rails (no more than two high). Ramp rollers are stowed on the ramp, opposite of the latrine facility. Ensure rollers stowed on ramp do not present a tripping hazard during patient on/offloading.
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.
4. Time to configure is two persons, one and one-half hours.

Figure 3.4. Configuration AE-4.

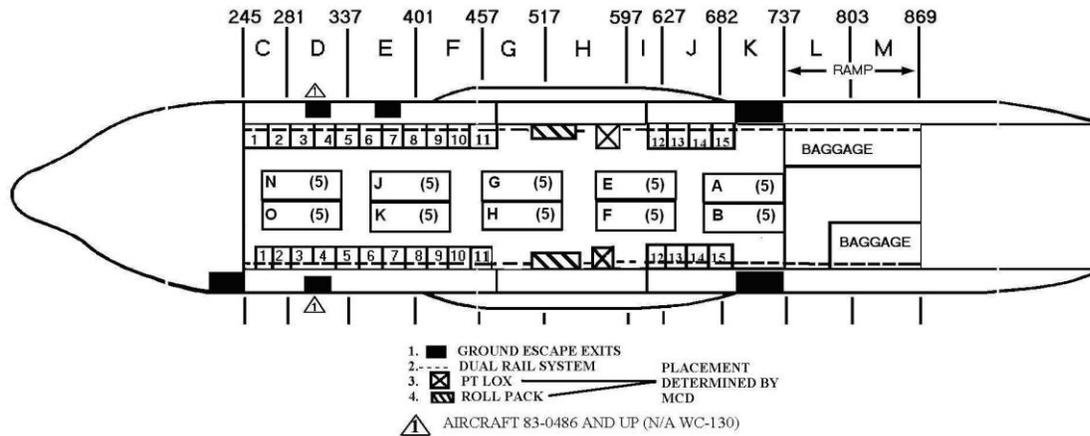


Table 3.4. Configuration AE-4, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
PBE/Oxygen bottle, Portable	5	25/30	A/R	
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. Combat/contingency configuration provides 50 litter spaces, 24 patient/passenger, and six crew seats. The number of aeromedical evacuation crewmembers governs the number of seats available.
2. Cargo floor roller conveyors are stowed on top of outboard rails (no more than two high). Ramp rollers are stowed on the ramp, opposite of the latrine facility. Ensure rollers stowed on ramp do not present a tripping hazard during patient on/offloading.
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.
4. Time to configure is two persons, two hours.

Figure 3.5. Configuration AE-5.

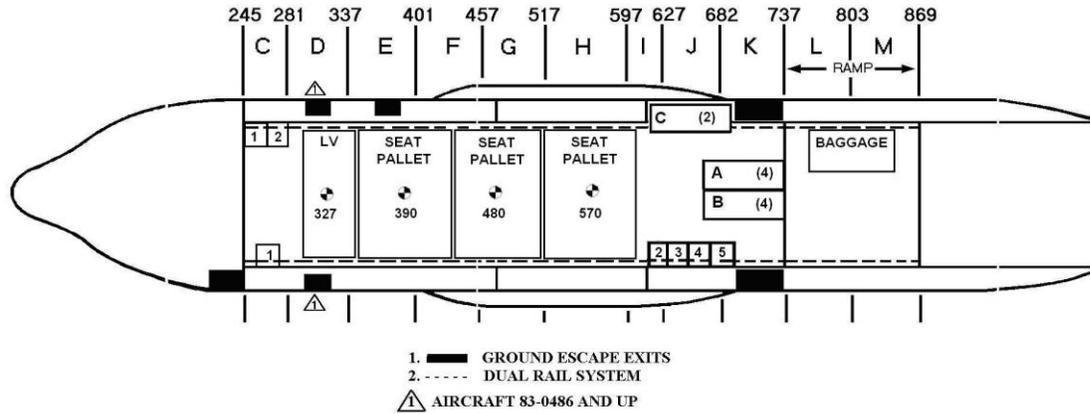


Table 3.5. Configuration AE-5, DD Form 365-4 Information

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
PBE/Oxygen bottle, Portable	5	25/30	A/R	
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Variation to the AE-4 combat/contingency configuration provides 10 litter spaces, 24 palletized seats, and seven sidewall seats. The number of aeromedical evacuation crewmembers governs the number of seats available.				
2. Cargo floor roller conveyors not used and ramp roller conveyors are stowed on top of outboard rails forward of FS 617 (not more than two high).				
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.				
4. Time to configure is one person, one hour.				

Figure 3.6. Configuration C-1.

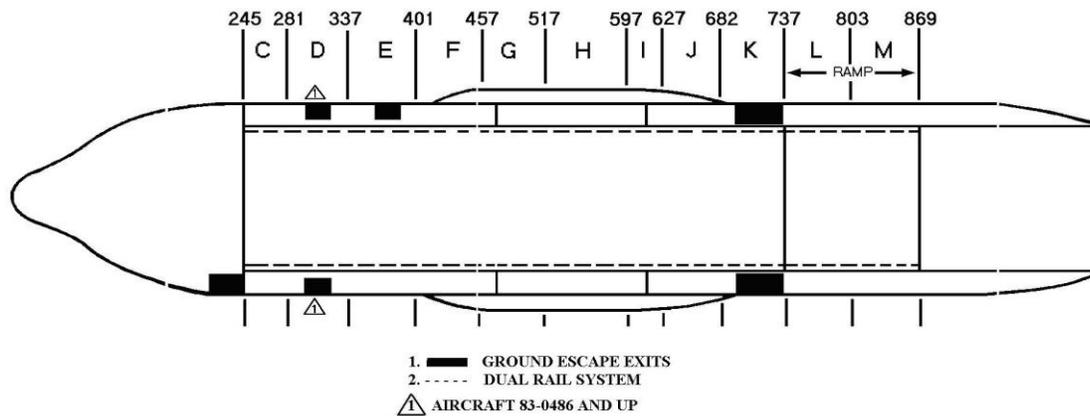


Table 3.6. Configuration C-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Provides a clear cargo floor (except for restraint rails) for loading of general cargo and/or vehicles. A total of 30 sidewall seats (29 seats offered) may be utilized providing passenger space (legroom) and additional tiedown restraint requirements are met.				
2. Cargo floor roller conveyors stowed on top of outboard rails.				
3. Seating is as required depending on amount and type of cargo being airlifted.				
4. Time to configure is one person, one-half hour.				

Figure 3.7. Configuration C-2.

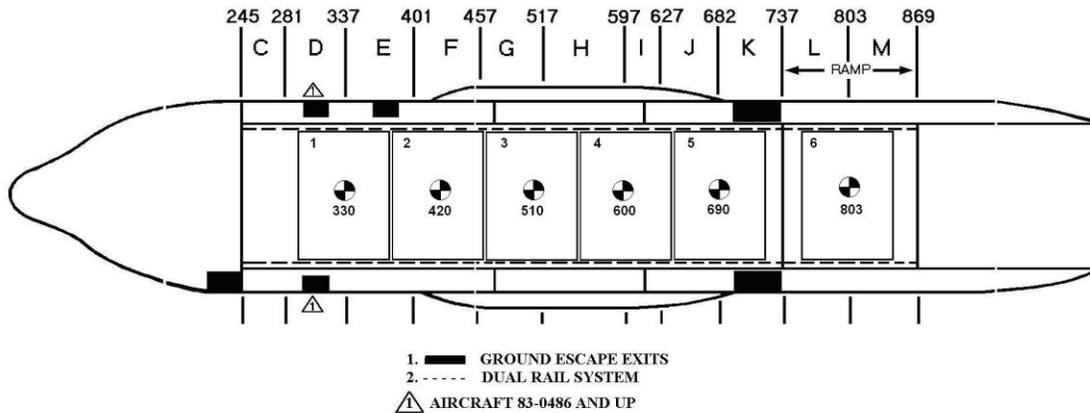


Table 3.7. Configuration C-2, DD Form 365-4 Information

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Provides for the maximum aircraft load of six HCU-6/E pallets. If cargo permits, seats may be available on the left/right sides.				
2. If cargo permits, sidewall seats may be available.				
3. Time to configure is one person, one-half hour.				

Figure 3.8. Configuration P-1.

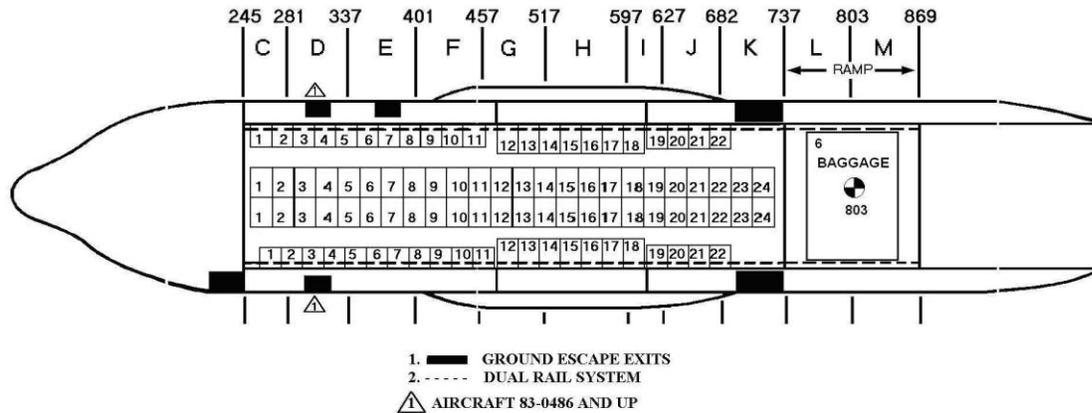


Table 3.8. Configuration P-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Provides 92 sidewall and center aisle seats with seat belts on 20-inch centers. 90 seats offered with a baggage pallet in pallet position six. Overwater flights are limited to a maximum of 80 total personnel including crew (WC-130 airplanes are limited to 40 total personnel on overwater flights). For overwater flights eliminate outboard wheel well seats as required.				
2. Cargo floor roller conveyors are removed and stowed under installed seats (no more than two high in wheel well).				
3. Time to configure is two persons, two hours.				

Figure 3.9. Configuration A\*P-1.

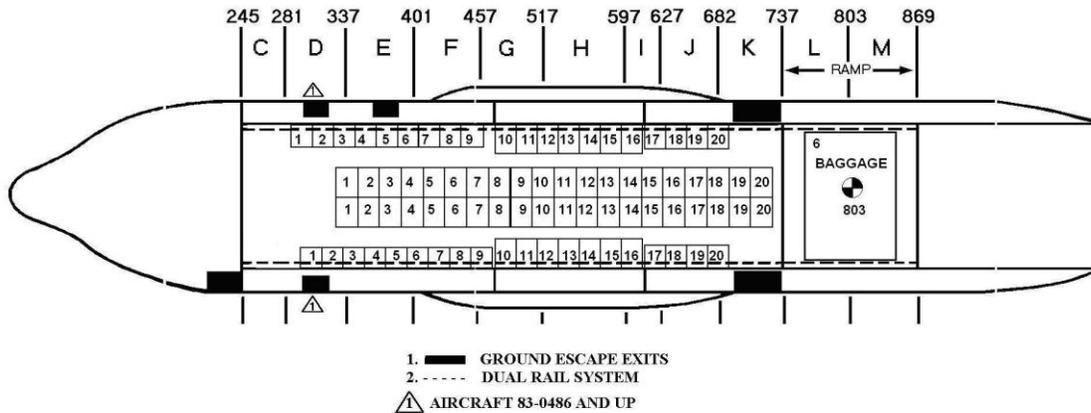


Table 3.9. Configuration A\*P-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. (Protective Armor installed) Provides 80 sidewall and center aisle seats with seat belts on 20-inch centers. 78 seats offered with a baggage pallet in pallet position six. Overwater flights are limited to a maximum of 80 total personnel including crew (WC-130 airplanes are limited to 40 total personnel on overwater flights unless additional liferafts are installed). For overwater flights eliminate outboard wheel well seats as required.				
2. Cargo floor roller conveyors are removed and stowed under installed seats (no more than two high in wheel well).				
3. Time to configure is two persons, two hours.				

Figure 3.10. Configuration P-2.

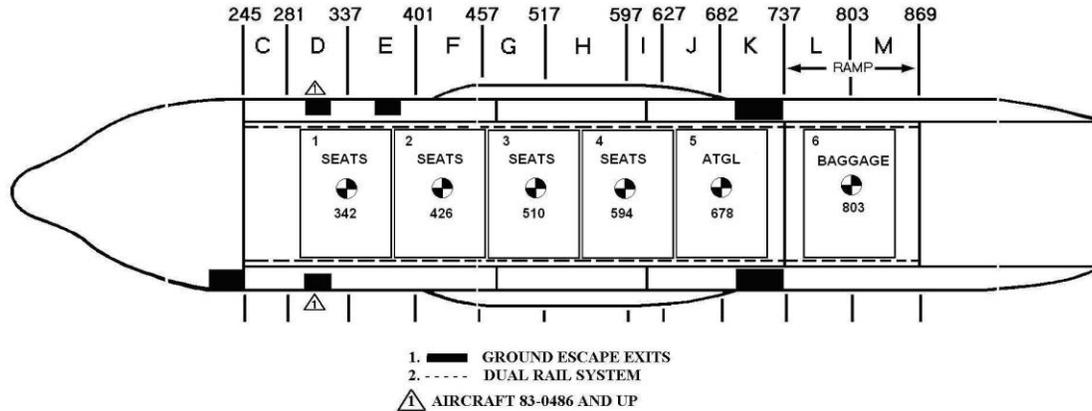


Table 3.10. Configuration P-2, DD Form 365-4 Information

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
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. ATGL pallets may be transported in any pallet position.				
3. Time to configure is one person, one-half hour.				

Figure 3.11. Configuration CP-1.

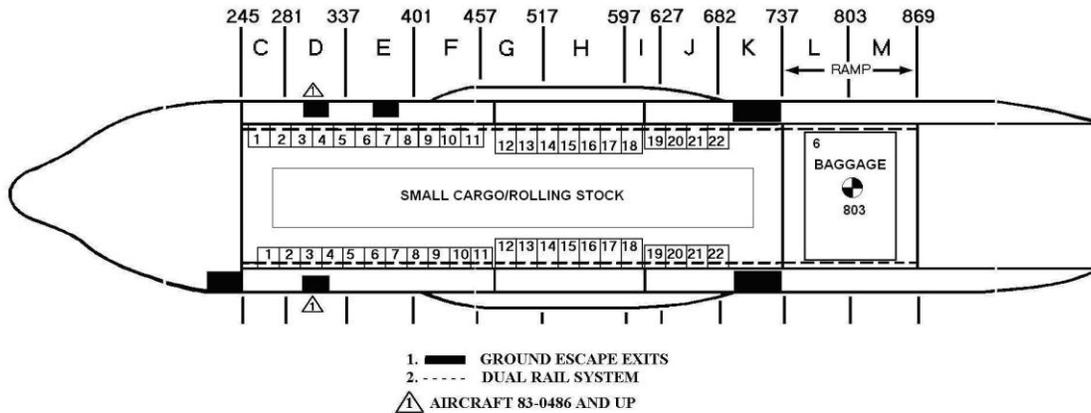


Table 3.11. Configuration CP-1, DD Form 365-4 Information.

Reference 5, Steward’s Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Provides 44 sidewall seats with seat belts on 20-inch centers. Center aisle seats may be installed as required. 42 seats offered with a pallet in pallet position six. Limited cargo space is available and is restricted to floor loaded items loaded along centerline of the aircraft. Cargo space limited to small cargo or rolling stock.				
2. Cargo floor roller conveyors will be removed and secured under installed seats (no more than two high in wheel well).				
3. Time to configure is two persons, one hour.				

Figure 3.12. Configuration CP-2.

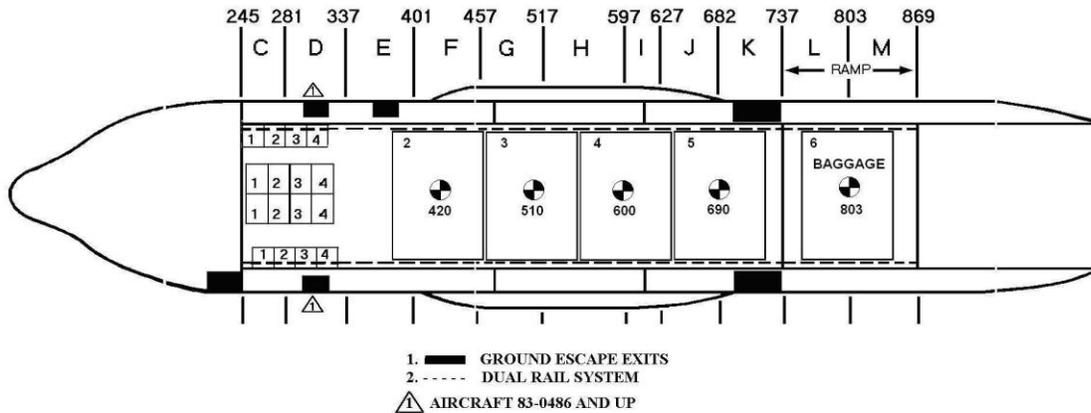


Table 3.12. Configuration CP-2, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Provides 16 sidewall and center aisle seats with seat belts on 20-inch centers. 15 seats are offered with five HCU-6/E pallet positions for cargo and baggage.				
2. Cargo floor roller conveyors not required will be removed and secured under the outboard seats.				
3. Time to configure is one person, one-half hour.				

Figure 3.13. Configuration CP-3.

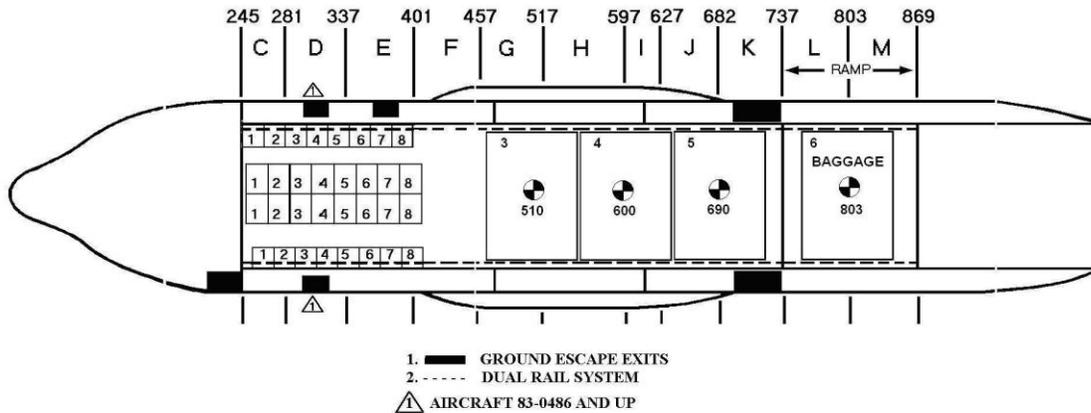


Table 3.13. Configuration CP-3, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Provides 32 sidewall and center aisle seats with seat belts on 20-inch centers. 31 seats are offered with four HCU-6/E pallet positions for cargo and baggage.				
2. Cargo floor roller conveyors not required will be removed and secured under the outboard seats.				
3. Time to configure is one person, one-half hour.				

Figure 3.14. Configuration CP-4.

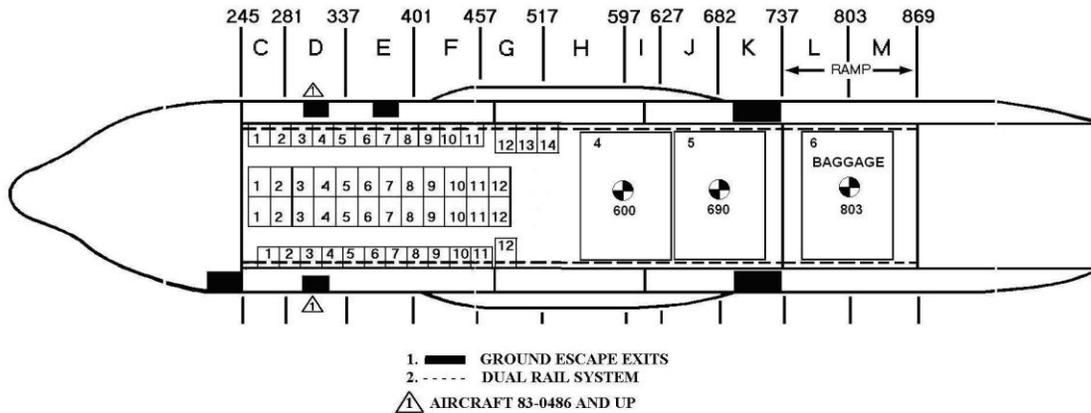


Table 3.14. Configuration CP-4, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Provides 50 sidewall and center aisle seats with seat belts on 20-inch centers. 48 seats are offered with three HCU-6/E pallet positions for cargo and baggage.				
2. Cargo floor roller conveyors not required will be removed and secured under the outboard seats.				
3. Time to configure is two persons, one and one-half hours.				

Figure 3.15. Configuration CP-5.

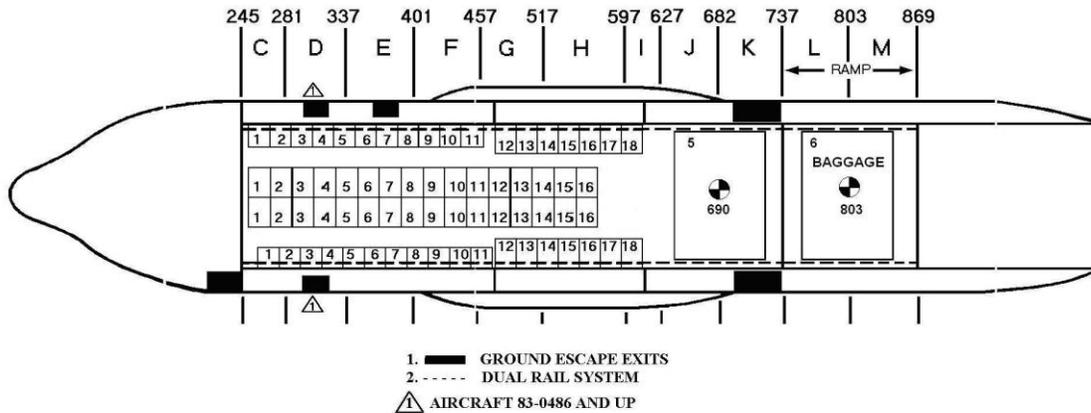


Table 3.15. Configuration CP-5, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Provides 68 sidewall and center aisle seats with seat belts on 20-inch centers. 66 seats are offered with two HCU-6/E pallet positions for cargo and baggage.				
2. Cargo floor roller conveyors not required will be removed and secured under installed seats (no more than two high in wheel well).				
3. Time to configure is two persons, two hours.				

Figure 3.16. Configuration A\*CP-5.

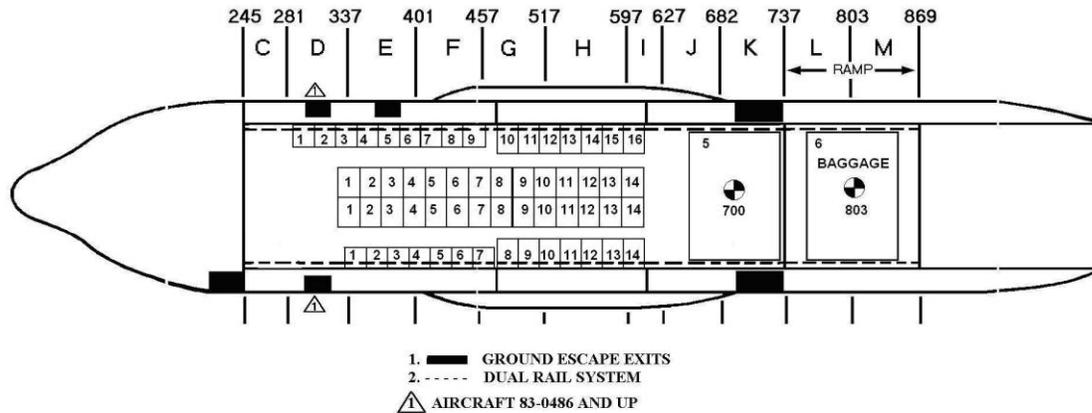


Table 3.16. Configuration A\*CP-5, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service Kit (If available)	1	10	A/R	
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. (Protective Armor installed) Provides 58 sidewall and center aisle seats with seat belts on 20-inch centers. 56 seats are offered with two HCU-6/E pallet positions for cargo and baggage.				
2. Pallet in position five is placed ten inches aft of pallet centroid. Pallet weights for positions five and six should be at least 3,400 pounds. The pallet(s) need to be heavy enough to ensure that the aircraft CG is within limits for flight.				
3. Cargo floor roller conveyors not required will be removed and secured under installed seats (no more than two high in wheel well).				
4. Time to configure is two persons, two hours.				

Figure 3.17. Configuration TAP-1.

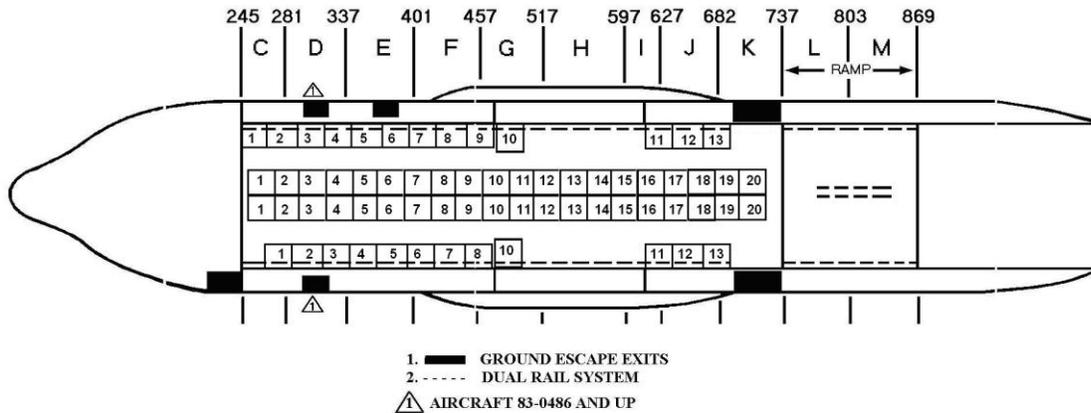


Table 3.17. Configuration TAP-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. Provides the maximum paratroop carrying capability; 66 seats, on 24-inch centers (20-inch centers on sidewall seats aft of the wheel well), with 64 seats offered.
2. Prior to seat installations, remove main floor intermediate conveyor sections and stow as follows:
  - a. Dual rail sections 5B and 6B are stowed on cargo ramp after moving ramp conveyors to inboard position.
  - b. Cargo floor roller conveyors are stowed as follows:
    - (1) Stack the left forward conveyors (section 14) on top of left side rails. Stow as far forward as possible.
    - (2) Stack the second group of left conveyors (sections 13 and 14) on top of left side rails immediately aft of stack 1.
    - (3) Stack the remaining left conveyors (4 sections) on top of side rail in the wheel well area. Ensure the shortest section is placed on top and positioned to the aft end of stack to allow for one-man seat installation.
    - (4) Secure each stack of conveyors to rail tiedown rings with tiedown straps prior to positioning seats over conveyors.
    - (5) Remove and secure right roller conveyors and stack on top of right rails in the same manner as stated for the left side.
3. Install center anchor cable supports, jump platforms, and two anchor cables each side to inboard and center position IAW T.O. 1C-130A-9, Chapter 3. A maximum of 20 paratroopers may be attached to a single cable.
4. Time to configure is 2 persons, 2 hours.

Figure 3.18. Configuration A\*TAP-1.

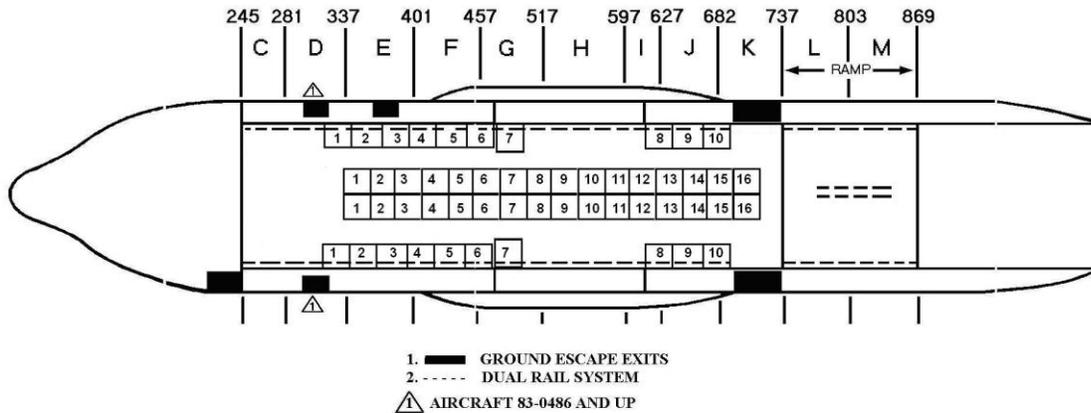


Table 3.18. Configuration A\*TAP-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. (Protective Armor installed) Provides the maximum paratroop carrying capability; 52 seats, on 24-inch centers (20-inch centers on sidewall seats aft of the wheel well), with 50 seats offered.
2. Prior to seat installations, remove main floor intermediate conveyor sections and stow as follows:
  - a. Dual rail sections 5B and 6B are stowed on the cargo ramp after moving ramp conveyors to inboard position.
  - b. Cargo floor roller conveyors are stowed as follows:
    - 1) Stack the left forward conveyors (section 14) on top of left side rails. Stow as far forward as possible.
    - 2) Stack the second group of left conveyors (sections 13 and 14) on top of left side immediately aft of stack 1.
    - 3) Stack the remaining left conveyors (4 sections) on top of side rail in the wheel well area. Ensure the shortest section is placed on top and positioned to the aft end of stack to allow for one-man seat installation.
    - 4) Secure each stack of conveyors to rail tiedown rings with tiedown straps prior to positioning seats over conveyors.
    - 5) Remove and secure right roller conveyors and stack on top of right rails in the same manner as stated for the left side.
3. Install center anchor cable supports, jump platforms, and two anchor cables each side to inboard and center position IAW T.O. 1C-130A-9, Chapter 3. A maximum of 20 paratroopers may be attached to a single cable.
4. Time to configure is two persons, two hours.

Figure 3.19. Configuration TAP-2.

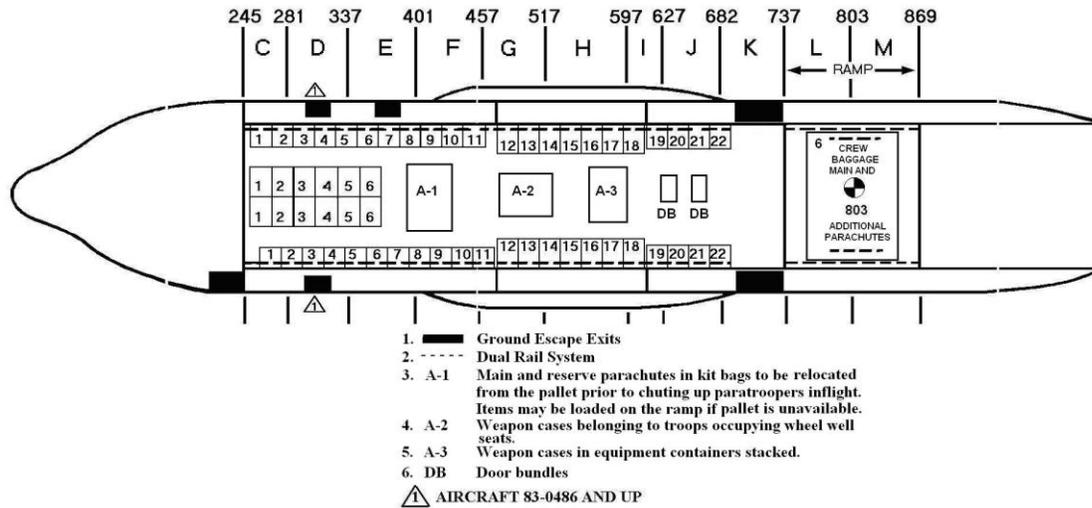


Table 3.19. Configuration TAP-2, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MO
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MO
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MO
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. Provides the maximum inflight parachutist rigging capability; 56 seats, on 20-inch centers, with 54 seats offered (long-range mission).
2. Prior to seat installation, remove cargo floor roller conveyors and secure under installed seats. Remove dual rail sections 5B and 6B and stow on ramp or ramp pallet.
3. Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, Chapter 3. 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 20 paratroopers may be attached to a single cable.
4. Time to configure is two persons, two hours.

Figure 3.20. Configuration A\*TAP-2.

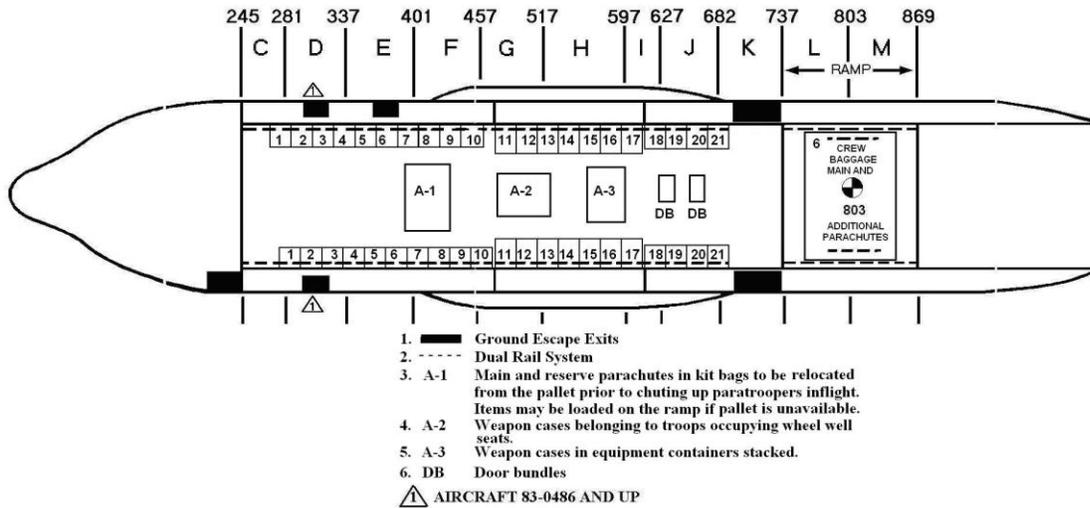


Table 3.20. Configuration A\*TAP-2, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. (Protective Armor Installed) Provides the maximum inflight parachutist rigging capability; 42 seats, on 20-inch centers, with 40 seats offered (long-range mission).
2. Prior to seat installation, remove cargo floor roller conveyors and secure under installed seats. Remove dual rail sections 5B and 6B and stow on ramp or ramp pallet.
3. Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, Chapter 3. When only one 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 20 paratroopers may be attached to a single cable.
4. Time to configure is two persons, two hours.

Figure 3.21. Configuration TAP-3.

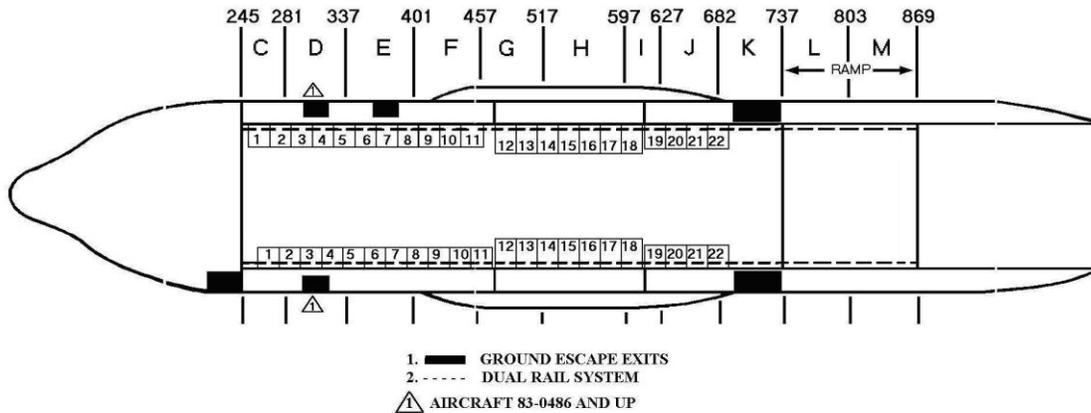


Table 3.21. Configuration TAP-3, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
Oxygen Console, as required by mission directive	1	A/R		

**NOTES:**

1. Provides 44 seats on 20-inch centers with 42 seats offered. Normally used for HALO, HAHO and tailgating missions.
2. For paratroop door operations, remove dual rail sections 5B and 6B and stow on ramp.
3. Prior to seat installation, remove cargo floor roller conveyors and secure under installed seats.
4. For troop door operations, install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, Chapter 3. 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 20 paratroopers may be attached to a single cable.
5. For tailgate operations remove ramp roller conveyors and install anchor cables IAW T.O. 1C-130A-9, Chapter 3.
6. For HALO/HAHO operations the oxygen console will be positioned as required.
7. Time to configure is two persons, one hour.

Figure 3.22. Configuration A\*TAP-3.

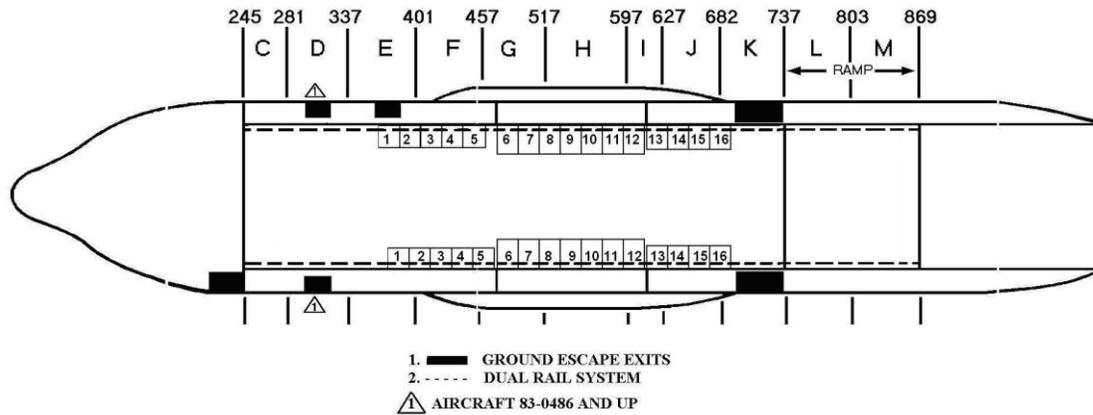


Table 3.22. Configuration A\*TAP-3, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
Oxygen Console, as required by mission directive	1	A/R		

**NOTES:**

1. (Protective Armor Installed) Provides 32 seats on 20-inch centers with 30 seats offered. Normally used for HALO, HAHO and tailgating missions.
2. For paratroop door operations, remove dual rail sections 5B and 6B and stow on ramp.
3. Prior to seat installation, remove cargo floor roller conveyors and secure under installed seats.
4. For troop door operations, install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, Chapter 3. 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 20 paratroopers may be attached to a single cable.
5. For tailgate operations, remove ramp roller conveyors and install anchor cables IAW T.O. 1C-130A-9, Chapter 3.
6. For HALO/HAHO operations the oxygen console will be positioned as required.
7. Time to configure is two persons, one hour.

Figure 3.23. Configuration TAC-1.

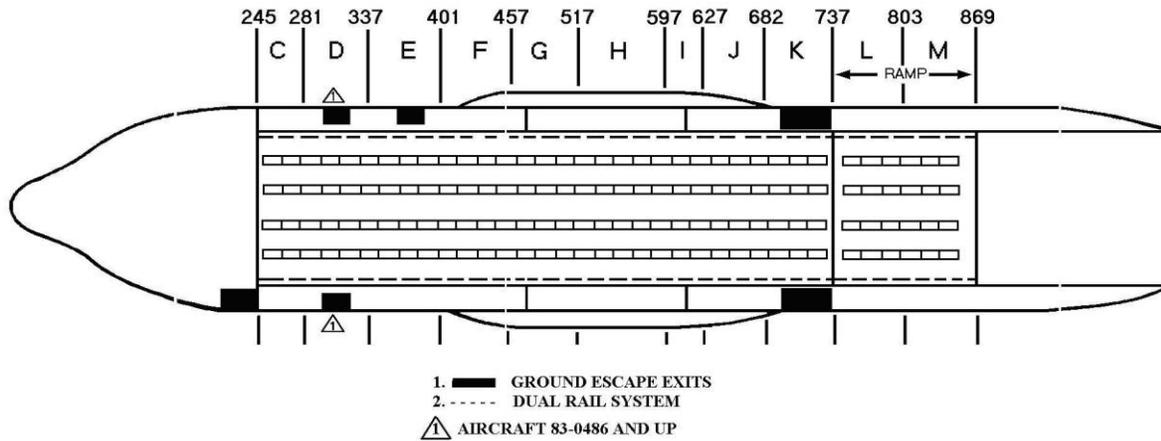


Table 3.23. Configuration TAC-1, DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	
<b>NOTES:</b>				
1. Provides for airdrop of platform loads. Available seating depends on the number of platforms.				
2. All restraint rails down and cargo floor/ramp roller conveyors installed.				
3. Install one anchor cable on each side IAW T.O. 1C-130A-9 (as required for combination drops).				
4. Time to configure is one person, one hour.				

Figure 3.24. Configuration TAC-2 (Non-CVR CDS).

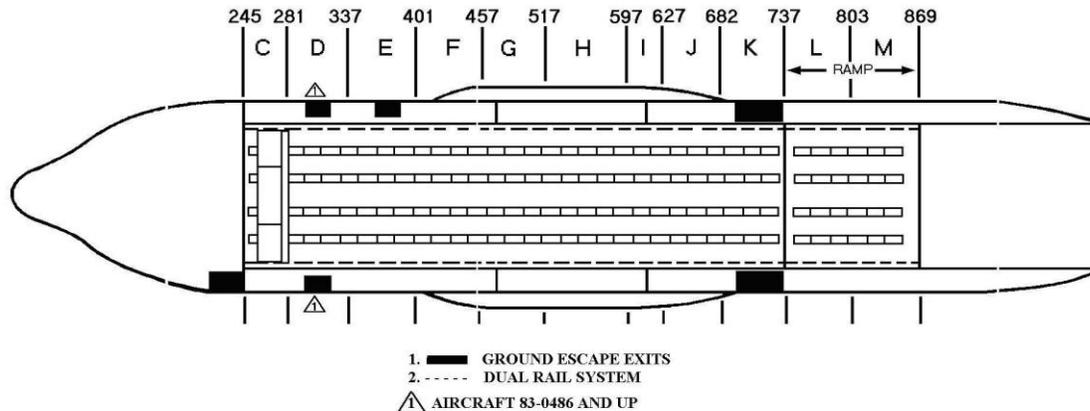


Table 3.24. Configuration TAC-2 (Non-CVR CDS), DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. Provides for airdrop of various combinations up to eight CDS A-22 containers or 10 A-7A or A-21 containers without the use of the CVR. Available seating depends on the number of containers. Mission tasking units will use the following criteria to schedule the 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 on a single pass, an alternate forward barrier (IAW T.O. 1C-130A-9, Chapter 7, Section IIA) system may be used in lieu of the BSA.
  - b. When the weights of the containers exceed 26,000 pounds, additional restraint will be installed on the BSA IAW T.O. 1C-130A-9, Chapter 7, Section IIA.
2. Position anchor cables/stops IAW T.O. 1C-130A-9.
3. Combination drop is limited to single stick. A maximum of 20 paratroopers may be tailgated depending on seats available.
4. Time to configure is two persons, one hour.

Figure 3.25. Configuration TAC-3 (CVR CDS).

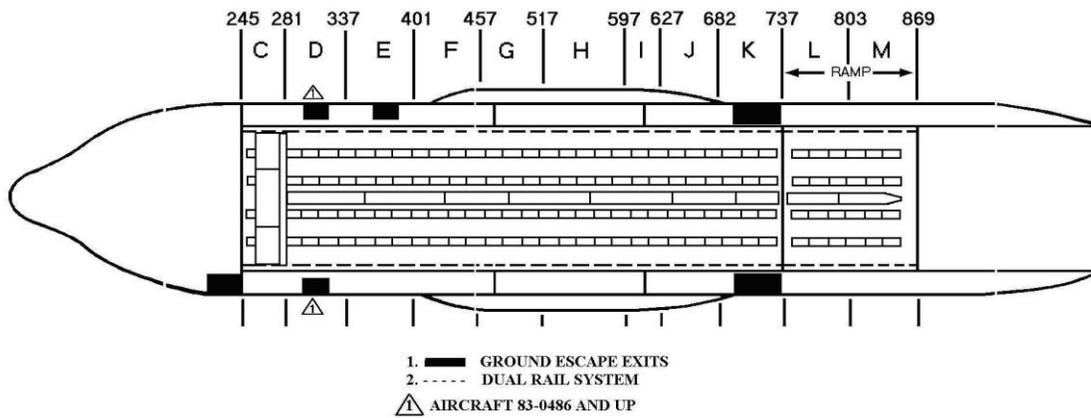


Table 3.25. Configuration TAC-3 (CVR CDS), DD Form 365-4 Information.

Reference 5, Steward's Equipment	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, Emergency Equipment	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, Extra Equipment	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R		A/R	

**NOTES:**

1. Provides for airdrop of various combinations up to 16 CDS A-22 containers, utilizing the CVR. Available seating depends on the number of containers. Mission tasking units will use the following criteria to schedule the 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 on a single pass, an alternate forward barrier (IAW T.O. 1C-130A-9, Chapter 7, Section IIA) system may be used in lieu of the BSA.
  - b. When the weights of the containers exceed 26,000 pounds, additional restraint will be installed on the BSA IAW T.O. 1C-130A-9, Chapter 7, Section IIA.
2. CVR will be installed aft to fwd IAW T.O. 1C-130A-9, Chapter 7, Section IIA after BSA is loaded. Minimum configuration requires at least section 3.
3. Position anchor cables/stops IAW T.O. 1C-130A-9.
4. Combination drops may be made with up to eight bundles dropped from one side of the CVR and up to 20 paratroopers dropped from the opposite side.
5. Time to configure is two persons, one hour.

Figure 3.26. Configuration WX-1.

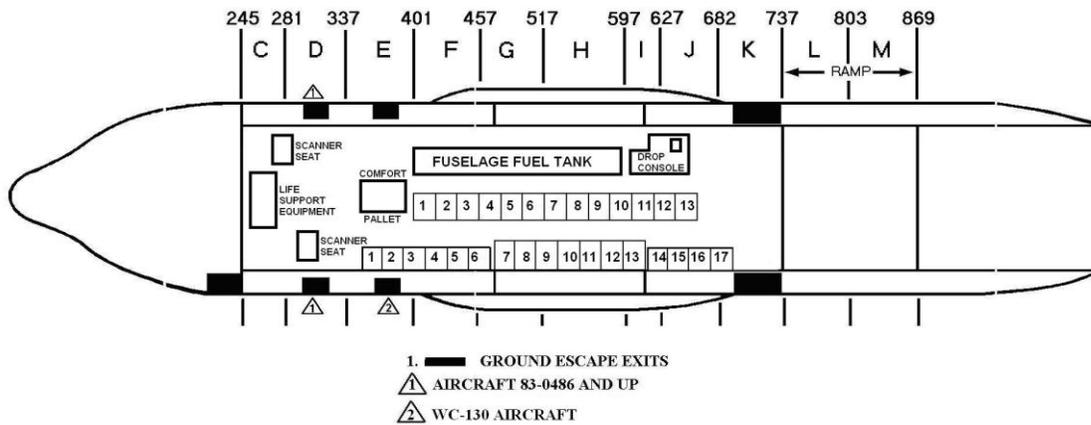


Table 3.26. Configuration WX-1, DD Form 365-4 Information.

Reference 5, DD Form 365-4 (Steward's Equipment)	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Reference 6, DD Form 365-4 (Emergency Equipment)	QTY	WT	STA	MOM
Refer to Table 2.3.	A/R			
Reference 7, DD Form 365-4 (Extra Equipment)	QTY	WT	STA	MOM
Refer to Table 2.2.	A/R			
Dropwindsonde	A/R			
<b>NOTE:</b>				
1. Provides 30 seats for WC-130 weather configurations.				
2. Seats 5-L and 6-L are unusable on some airplanes.				

Table 3.27. Configuration NASA-1, DD Form 365-4 Information.

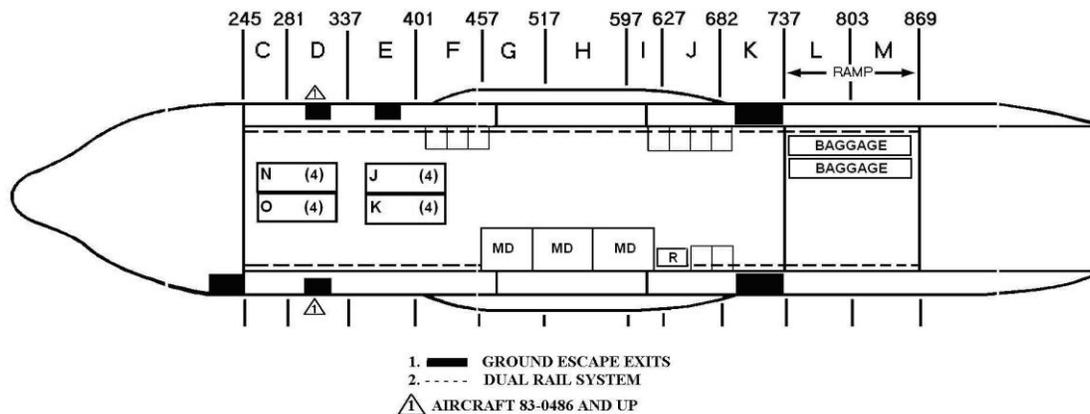
Reference 5, DD Form 365-4 (Steward's Equipment)	QTY	WT	STA	MOM
Liquid/Water Containers	A/R			
Passenger Service kit (If available)	A/R			
Reference 6, DD Form 365-4 (Emergency Equipment)	QTY	WT	STA	MOM
Refer to Table 2.3.				
EEBD	5	25	A/R	
Oxygen Bottle, Portable	5	30	A/R	
Reference 7, DD Form 365-4 (Extra Equipment)	QTY	WT	STA	MOM

Refer to Table 2.2.		A/R		
<b>Additional Legend Information</b>				
MD	Medical equipment storage bins	P	Pyrotechnics (Flares for search and rescue)	
PJ	Pararescue equipment storage bins	R	Medical refrigerator	
RZ	Rigging Alternate Method Zodiac (RAMZ)			

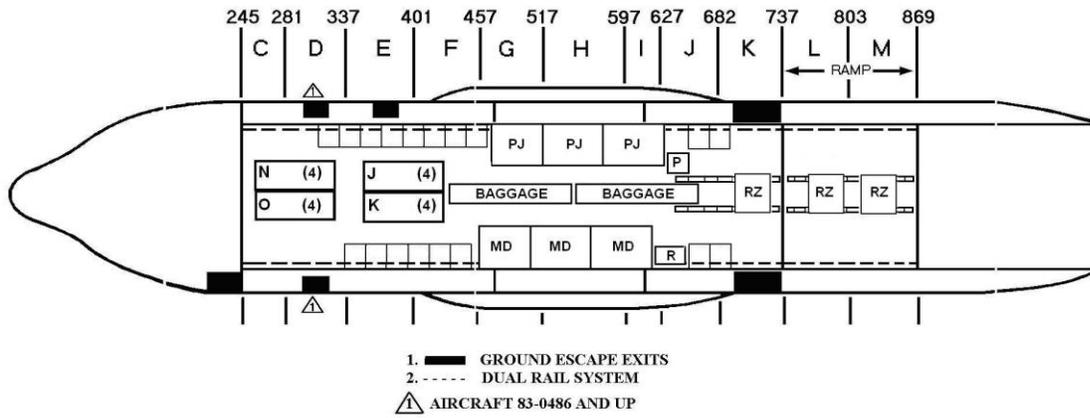
**NOTES:**

1. This configuration supports search and rescue/medical evacuation missions in support of Transoceanic Abort Landing Sites (TAL) 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 17 MEP sidewall seats.
3. Prior to seat installation, remove main floor intermediate conveyor sections and secured under installed seats and litters.
4. For tailgate operations move outboard ramp roller conveyors to the inboard position and install anchor cables IAW T.O. 1C-130A-9.
5. Home Departure (Figure 3.27.), Pre-Stage Base Departure (Figure 3.28.), Search and Rescue Operations (Figure 3.29.) and Medical Evacuation of Astronauts (Figure 3.30.) are the configuration floor plans for each stage of the NASA mission.
6. Time to configure is two persons, one hour

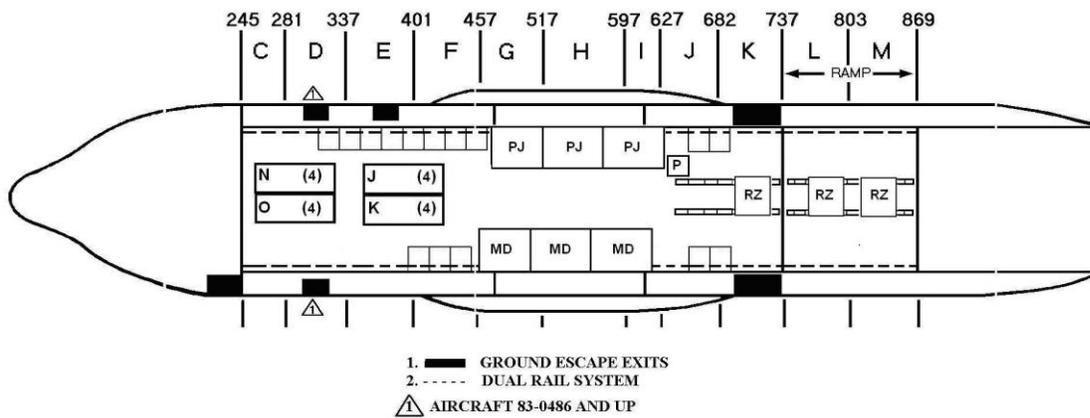
**Figure 3.27. NASA Home Departure. Home station departure supporting deployment of medical and fire fighting personnel to the pre-staging base.**



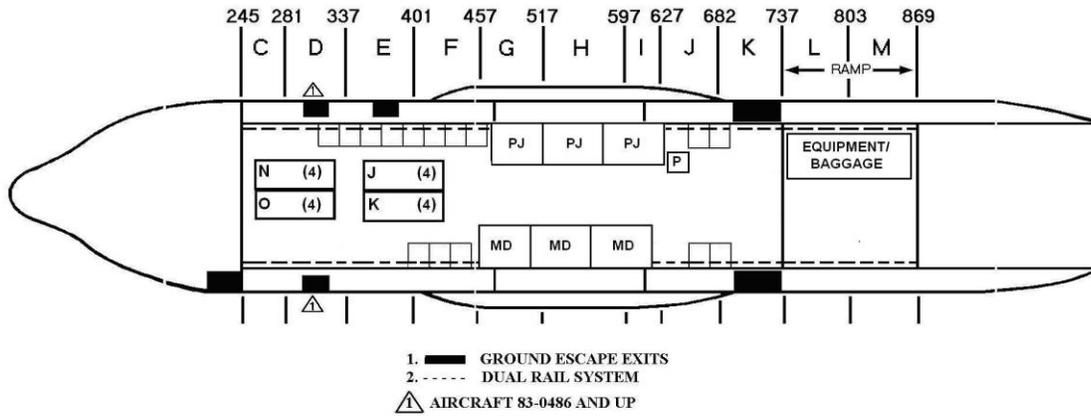
**Figure 3.28. NASA Pre-Stage Base Departure.** Pre-staging base departure to staging base deploying medical, fire fighting, and pararescue personnel and equipment including the onload of RAMZs to support search and rescue operations.



**Figure 3.29. NASA Search and Rescue Operations.** Configuration floor plan for the conduct of search and rescue operations which will include the airdrop of RAMZs and pararescue personnel.



**Figure 3.30. NASA Medical Evacuation of Astronauts. 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 information to assist personnel in load planning.

4.2. **Emergency Exits and Safety Aisles.** Load aircraft in such a manner that ensures 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 pallet positions one (C-130 AMP only) three, four (wheel well) and six (ramp area) to provide access to emergency exits. In pallet positions one, three and four, 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 dual rail outboard frame. The dual rail outboard frame provides eight inches of the 14-inch requirement on the main cargo floor (Figure 4.1.). Tiedown equipment (463L nets, straps, chains, and devices) shall not normally be considered an obstruction. In pallet position six (ramp area) the aisleway will be a minimum of eight inches beginning at the outboard edge of the dual rail 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, 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 left or right side of cargo loaded on the ramp. On C-130 E(H), and H (prior to 83-0486) the clear area must be on the left side of the pallet. On C-130H (83-0486 and up) 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 mission-essential personnel (MEP) authorized by operations order/plan or DIRMOBFOR, then an aisleway will be maintained in pallet positions one (C-130 AMP only), three and four (wheel well) 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 (Figure 4.2). MAJCOM A3/DO is authorized to waive this requirement based on MAJCOM Stan/Eval evaluation and recommendation.

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

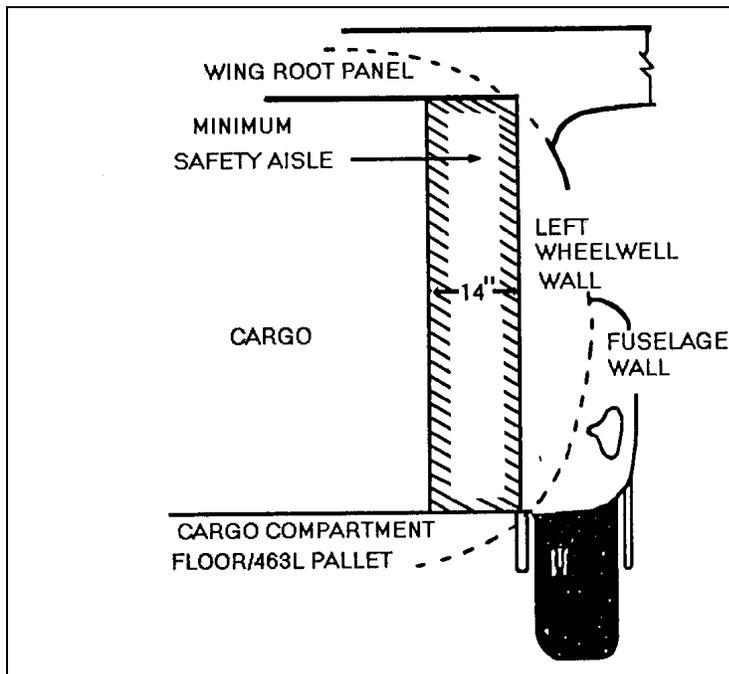
4.2.6. On all missions, cargo will be loaded in such a way that the crew will have access to the rear of the aircraft. Cargo in Chapter 6 of T.O. 1C-130A-9 are specific and do not require a waiver.

4.3. **Miscellaneous Data** . The following figures and tables are provided to aid in configuration planning, and weight and balance:

4.3.1. Figures 4.1. and 4.2. Safety Aisles.

4.3.2. Table 4.1. Standard Weights.

**Figure 4.1. Safety Aisles (Pallet Positions 1 (C-130 AMP Only), 3 and 4 (wheel well W/Passengers)).**



**Figure 4.2. Safety Aisles (Pallet Positions 1 (C-130 AMP Only), 3 and 4 (wheel well), Crew Only or Mission Essential Personnel).**

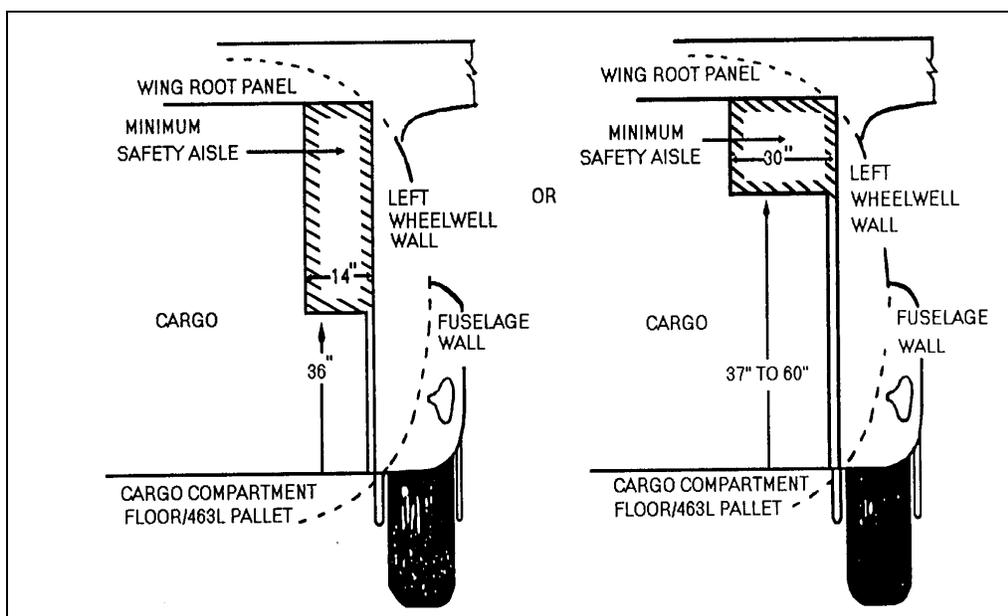


Table 4.1. Standard Weights.

Item	Weight/lbs.	
Crewmember (with professional gear)	200	
Passenger (without baggage)	175	
Patient, litter (without baggage)	195	
Patient, ambulatory (without baggage)	175	
	<b>Training</b>	<b>Combat</b>
Ground trooper with web gear, body armor and weapon	210	210
Ground trooper with carry-on baggage, body armor	210	210
Ground trooper with web gear, weapon, body armor and rucksack	250	300
Ground trooper with body armor and combat equipment/tools	250	300
Ground trooper with web gear, body armor, weapon, rucksack, and duffel bag	350	400
Ground trooper with body armor, 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
<b>NOTE:</b> 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.		
<b>Equipment</b>	<b>Weight/lbs.</b>	
Aircrew body armor	7	
Anti-exposure suit CWU-16/P	6	
ATGL (serviced/unserviced)	3620/3200	
Buffer stop assembly	585	
Centerline vertical restraint (9-piece set)	397	
Emergency passenger oxygen system (EPOS)	2	
Extraction Parachute Jettison System Kit (Kit bag, power cable, 2 Y-connectors w/mounting boxes, control box, 2 interconnect cables, 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 System Y-Connector	3	
Extraction Parachute Jettison System Interconnect Cable	.5	
Hot cup	3	
Joint Precision Airdrop Delivery System (JPADS) equip (computer/cable/etc)	70	
Life support equipment demonstration kit	5	
Litter (air evac)	14	
<b>Equipment</b>	<b>Weight/lbs.</b>	

LPU, Adult/Child (AC) life preserver	1.5
LPU-10/P life preserver	4
Liquid container w/contents ("M" compartment)	25
Liquid container w/o contents ("M" compartment)	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-15/C)	21
Oxygen bottle, portable	6
Oxygen mask, 358-1506 V1 Quick Don	3
Pallet (HCU-6/E)	290
Pallet w/nets (HCU-6/E; HCU-7/E; HCU-15/C)	355
Palletized Seats (Aft facing seats mounted to HCU-6/E)	741
Parachute (back) (With/Without high pressure bottle and personal lowering device)	32/27
Passenger service kit	10
Personnel restraint harness, PCU 17/P w/ safety strap, HBU-6/P	9
Portable therapeutic liquid oxygen (PTLOX) (Full/Empty)	80/55
Portable Lavatory Assembly	400
Protective breathing equipment (PBE)	5
Protective clothing kit	40
Pry bar	49
Ramp support (wooden)	85
Plywood 1/2" x 4' x 8'	43
3/4" x 4' x 8'	64
Planking 2" x 12" x 12'	72
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	7
Tiedown, chain, MB-2/CGU-3/E	20
Tiedown, device, MB-1/CGU-4/E	3.5
Tiedown, device, MB-2/CGU-3/E	6
Tiedown, strap, CGU-1/B	4
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, power cable (Bulldog, Hoover/HCU-9/A)	48/25

**Table 4.2. Aircraft Protective Armor.**

Location	Weight	Station	Moments
Flight Station	1140	FS 186	212
Nose Wheel Well and LOX Bottle	241	FS 133	32
Cargo Compartment (Paratroop Doors)	250	FS 720	180
<b>NOTE:</b> Add armor 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.			

**Table 4.3. Aircraft Defensive System Equipment.**

Location	Weight	Station	Moments
Nose Dispensers (2 Flares and 2 Chaff)	82	FS 229	19
Mid Dispensers (4 Flares and 4 Chaff)	164	FS 597	98
Pylon Dispensers (2 Flares and 2 Chaff)	82	FS 625	51
Tail Dispensers (1 Flare and 1 Chaff)	41	FS 1080	44
Flare Canister	21 lbs.		
Chaff Canister	20 lbs.		
<b>NOTE:</b> Some locations 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-130 E/H Dual Rail Lock And Seat Stanchion Location.**

LOCK NUMBER	FS LOCATION
1	310
2	350
3	390
4	430
5	470
6	510
7	550
8	590
9	630
10	670
11	710
STANCHION NUMBER	FS LOCATION
1	257
2	328
3	388
4	448
5	509
6	569
LADDER	629-649

7	689
8	729
<b>NOTES:</b> 1. Seat bottom extension adds 9 3/4" when installed 2. Seat back extension adds 7" when installed	

## Chapter 5

### DD FORM 365-4 INSTRUCTIONS C-130 SERIES AIRCRAFT

5.1. **Introduction** . This chapter provides instructions for computation and completion of DD Form 365-4 (Weight and Balance Clearance Form F). The DD Form 365-4 will be computed manually, or with the approved C-130 Automated Form F (AFF) program. All entries and signatures must be legible.

5.2. **Load Planning** . The cargo load must be planned so that 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 T.O. 1C-130E-5, *Basic Weight Checklist and Loading Data*, the C-130 AFF program and aircraft load adjuster (slipstick) are tools which may be used for load planning. When the fuel load is unknown, load plan for a 20-22 percent of Mean Aerodynamic Chord (MAC) zero fuel.

5.3. **General Instructions.** These instructions apply to Transport Forms F using simplified moments. Entries on the form may be either typed, handwritten, or computer entered (See C-130 AFF Training Guide for detailed instructions). After completing the DD Form 365-4 Form F, duplicate copies shall be attached to flight plan or given to controlling ground agency, quality assurance, transient alert, maintenance, etc.

5.4. **Instructions for Transport Aircraft DD Form 365-4.** Use applicable T.O. 1C-130X-5, Chart E.

5.4.1. 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.

5.4.2. Reference 1. Enter basic weight and moment from the last entry of the certified copy of DD Form 365-3 (Chart C) in the aircraft weight and balance handbook.

5.4.3. Reference 2. Leave blank.

5.4.4. Reference 3. Enter the number of crewmembers, locations, weight, and moment from crew/cargo compartment tables.

5.4.5. Reference 4. Enter crew baggage by location. Determine weight and moment.

5.4.6. References 5, 6, and 7. Determine amount of equipment on board and enter by location. Determine weight and moment.

5.4.7. Reference 8. Total weights and moments of aircraft defensive system equipment, as required.

5.4.8. Reference 9. Total weights and moments of references 1 through 8.

5.4.9. In the remarks section, enter a breakdown of takeoff fuel weight by tank rounded to the nearest 100 pounds (.10 digital). Readings of 100 lbs (.10 digital) or less or any gauge with a reading determined to be empty will not be recorded. Calculate moments for each tank using the fuel moment charts contained in the applicable T.O. 1C-130X-5. **NOTE:** An alternate method of computing fuel moments is accomplished by multiplying the total fuel by

.552. **NOTE:** On aircraft restricted due to center wing box cracks write “Restricted Aircraft” in the remarks section.

5.4.10. Reference 10. Enter total takeoff fuel and moments from the remarks section.

5.4.11. Reference 11. Leave blank.

5.4.12. Reference 12. Total of references 9 and 10.

5.4.13. Reference 13. Distribution of Allowable Load (Payload).

5.4.13.1. Enter weight of cargo pallets, vehicles, rolling stock, floor-loaded cargo, etc., by determining the fuselage station of the cargo center of balance. Large items will be listed separately. Items loaded side by side may be combined. General cargo may be compartment loaded. Determine moment.

5.4.13.2. Enter number and weight of passengers/troops/litters using either a compartment centroid or each individual’s weight by location centroid. Determine moment.

5.4.13.3. Enter weight of airdrop platform(s) by individual centroid location. CDS containers may be entered by compartment centroid or individual container centroid. Determine moment. **NOTE:** During Engine Running Onloads (ERO) or when planned ground times preclude use of procedures in paragraph 5.4.13.1 through 5.4.13.3, a combined load C/B may be used if a validated load plan is presented.

5.4.13.4. Compute the total load weight and moment of reference 13. Enter result in reference 15 as subtotals.

5.4.14. Reference 14. Compute and enter zero fuel weight and zero fuel moment by adding references 9 and 15. Zero fuel arm and zero fuel percent of MAC are not required, but may be helpful when targeting a 20-22 zero fuel percent of MAC.

5.4.15. Reference 15. Ensure “Subtotal” is entered on top line provided and the total load weight and moment of reference 13 are entered.

5.4.16. Reference 16. Compute and enter total weight and moment of references 12 and 15.

5.4.17. Reference 17. Enter takeoff CG in percent of MAC.

5.4.18. Reference 18. When applicable, enter correction from computations in corrections column. **NOTE:** Computations in the correction column may require correction of the zero fuel figures, but is not mandatory.

5.4.19. Reference 19. Adjustments after weight or moment from reference 18 is either added or subtracted to/from reference 16.

5.4.20. Reference 20. Enter corrected CG in percent of MAC, as required. **NOTE:** References 18, 19, and 20 will be left blank if corrections are not required.

5.4.21. Reference 21. Enter weight and moment from reference 14.

5.4.22. 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 a blank line in reference 22. The blank line title will read, “ADJ ZFW/ZFM” or “COR ZFW/ZFM”.

5.4.23. Using the fuel burn off numbers in para 5.4.25., calculate and enter a breakdown of estimated landing fuel weight by tank rounded to the nearest 100 pounds (.10 digital). in the remarks section. Calculate moments for each tank using the fuel moment charts contained in the applicable T.O. 1C-130X-5. **NOTE:** An alternate method of computing fuel moments is accomplished by multiplying the total fuel by .552.

5.4.24. Reference 23. Enter the total estimated landing fuel and moments from the remarks section.

5.4.25. When flight plan fuel weights are not available, use the following criteria to compute fuel burn off. (PPH = pounds per hour).

5.4.25.1. 4,500 PPH – normal flight at altitude.

5.4.25.2. 5,000 PPH – low level.

5.4.25.3. 6,000 PPH – first hour of flight (climb out).

5.4.26. Reference 24. Enter total weight and moment of references 21 and 23 or 22 and 23.

5.4.27. Reference 25. Enter the landing CG in percent of MAC.

5.4.28. Load adjuster number block. Leave blank.

5.4.29. 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 T.O. 1C-130X-1 *Flight Manual* 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/flight engineer will inform the loadmaster of any gross weight restrictions prior to mission planning so an accurate ACL may be obtained.

5.4.29.1. Takeoff. Unless other restrictions are imposed, enter 155,000 pounds for C-130E/H and LC-130 and subtract total aircraft weight (reference 12). **EXCEPTION:** On aircraft restricted due to center wing box cracks enter 139,000.

5.4.29.2. Landing. Unless other landing restrictions are imposed, enter 155,000 pounds for normal operations for C-130E/H and LC-130 and subtract operating weight plus estimated landing fuel (references 9 and 23). **EXCEPTION:** Enter 130,000 pounds for assault landings or 139,000 for aircraft restricted due to center wing box cracks (non-assault landings).

5.4.29.3. Limiting Wing Fuel. Computed IAW Limiting Wing Fuel Chart in this attachment, T.O. 1C-130X-1, section V, or MAJCOM guidance for restricted capability aircraft for takeoff and landing. The most restrictive weight will be used.

5.4.29.3.1. The limiting wing fuel chart in this attachment 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 by the aircrew using the appropriate flight manual weight limitations chart.

5.4.29.3.2. Enter the allowable gross weight for limiting wing fuel and subtract the operating weight (reference 9) to determine limiting wing fuel allowable load. For

WC-130 aircraft, after subtracting any fuselage tank fuel from the limiting wing fuel allowable load, enter the smallest of the three figures as ACL in the remarks section.

**EXCEPTION:** Enter 90,000 pounds for aircraft restricted due to center wing box cracks. **NOTE:** When using T.O. 1C-130X-1 to calculate limiting wing fuel, only the calculated allowable load will be entered in the “ALLOWABLE LOAD” block under the limiting wing fuel column.

5.4.29.4. Permissible CG Takeoff and Landing. Compute the forward and aft center of gravity limitations using the center of gravity table in the appropriate T.O. 1C-130X-5. Leave the block entitled “Permissible CG Zero Fuel Wt” blank.

5.4.29.5. Signature Blocks:

5.4.29.5.1. Computed by: Rank, signature, and organization.

5.4.29.5.2. Weight and Balance Authority: Leave blank or enter N/A.

5.4.29.5.3. Pilot: Signature on original and duplicate.



Figure 5.2. Weight and Balance Clearance Form F – Transport. (AFF Format).

WEIGHT AND BALANCE CLEARANCE FORM F					REMARKS																																																															
DATE	2004/09/10	AIRCRAFT	C-130H		<table border="1"> <thead> <tr> <th colspan="2">Takeoff Fuel</th> <th colspan="2">Est. Landing Fuel</th> </tr> <tr> <th>Wt.</th> <th>Mom.</th> <th>Wt.</th> <th>Mom.</th> </tr> </thead> <tbody> <tr> <td>Outboard</td> <td>16,000</td> <td>8,725</td> <td>Outboard</td> <td>9,750</td> <td>5,325</td> </tr> <tr> <td>Inboard</td> <td>14,000</td> <td>7,771</td> <td>Inboard</td> <td>7,750</td> <td>4,306</td> </tr> <tr> <td>Aux</td> <td>10,000</td> <td>5,569</td> <td>Aux</td> <td>0</td> <td>0</td> </tr> <tr> <td>Ext</td> <td>6,000</td> <td>3,311</td> <td>Ext</td> <td>0</td> <td>0</td> </tr> <tr> <td><b>Total:</b></td> <td><b>46,000</b></td> <td><b>25,376</b></td> <td><b>Total:</b></td> <td><b>17,500</b></td> <td><b>9,631</b></td> </tr> </tbody> </table>				Takeoff Fuel		Est. Landing Fuel		Wt.	Mom.	Wt.	Mom.	Outboard	16,000	8,725	Outboard	9,750	5,325	Inboard	14,000	7,771	Inboard	7,750	4,306	Aux	10,000	5,569	Aux	0	0	Ext	6,000	3,311	Ext	0	0	<b>Total:</b>	<b>46,000</b>	<b>25,376</b>	<b>Total:</b>	<b>17,500</b>	<b>9,631</b>																						
Takeoff Fuel		Est. Landing Fuel																																																																		
Wt.	Mom.	Wt.	Mom.																																																																	
Outboard	16,000	8,725	Outboard	9,750					5,325																																																											
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Aux	10,000	5,569	Aux	0	0																																																															
Ext	6,000	3,311	Ext	0	0																																																															
<b>Total:</b>	<b>46,000</b>	<b>25,376</b>	<b>Total:</b>	<b>17,500</b>	<b>9,631</b>																																																															
MISSION	QENAFFOOA291	SERIAL NO	96-1003																																																																	
FROM	KPOB-Pope AFB, NC	HOME STATION	KPOB-Pope AFB, NC																																																																	
TO	KHOP	PILOT	Maj Bond																																																																	
REF	ITEM	WEIGHT	MOMENT		<table border="1"> <thead> <tr> <th colspan="4">CORRECTIONS</th> </tr> <tr> <th rowspan="2">ARM</th> <th rowspan="2">ITEM</th> <th colspan="2">Changes (+ or -)</th> </tr> <tr> <th>WEIGHT</th> <th>MOMENT</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr> <td colspan="4">TOTAL CORRECTIONS (To Ref 18)</td> <td> </td><td> </td> </tr> </tbody> </table>				CORRECTIONS				ARM	ITEM	Changes (+ or -)		WEIGHT	MOMENT																																													TOTAL CORRECTIONS (To Ref 18)					
CORRECTIONS																																																																				
ARM	ITEM	Changes (+ or -)																																																																		
		WEIGHT	MOMENT																																																																	
TOTAL CORRECTIONS (To Ref 18)																																																																				
1	BASIC AIRCRAFT	80,595	42,668																																																																	
3	Crew (6B-2D)	1,600	344																																																																	
4	Crew Bags	560	147																																																																	
5	Steward's Equipment	50	13																																																																	
6	Emergency Equipment	791	243																																																																	
7	Extra Equipment	357	98																																																																	
8	Other	0	0																																																																	
9	OPERATING WEIGHT	83,953	43,513																																																																	
10	Takeoff Fuel	46,000	25,376																																																																	
12	TOTAL	129,953	68,889																																																																	
13	Distribution of Allowable Load (Payload)																																																																			
PASSENGER DISTRIBUTION																																																																				
COMPT OR ARM	TYPE	NO.	WEIGHT	MOMENT																																																																
TOTAL PASSENGERS			0	0																																																																
CARGO LOAD DISTRIBUTION																																																																				
LOCATION	ARM	WEIGHT	MOMENT																																																																	
H	540	8,000	4,320																																																																	
TOTAL CARGO LOAD		8,000	4,320																																																																	
15	CARGO/PAX SUBTOTAL	8,000	4,320																																																																	
16	TAKEOFF CONDITION	<b>137,953</b>	73,209																																																																	
17	TAKEOFF CG (%MAC)	<b>26.3%</b>	(530.7)																																																																	
18	CORRECTIONS (If required)																																																																			
19	TAKEOFF CONDITION (Corrected)																																																																			
20	TAKEOFF CG (%MAC)																																																																			
21	ZERO FUEL CONDITION	91,953	47,833																																																																	
	ZERO FUEL CG (%MAC)	<b>19.9%</b>	(520.2)																																																																	
22	LESS AIR DROP LOAD		0																																																																	
	CORRECTED ZERO FUEL	91,953	47,833																																																																	
	CORRECTED ZERO FUEL CG (%MAC)	<b>19.9%</b>	(520.2)																																																																	
23	ESTIMATED LANDING FUEL	17,500	9,631																																																																	
24	ESTIMATED LANDING WEIGHT	<b>109,453</b>	57,464																																																																	
25	ESTIMATED LANDING CG (%MAC)	<b>22.9%</b>	(525.0)																																																																	
LIMITATIONS																																																																				
CONDITION	TAKEOFF	LANDING	1 FUEL																																																																	
Allowable Gross Weight	155,000	155,000	109,000																																																																	
Total Aircraft Weight (Ref 12)	129,953																																																																			
(Ref. 9) + (Ref. 23)		101,453																																																																		
OPERATING WT. (Ref. 9)			83,953																																																																	
Allowable Load (Ref. 13)	<b>25,047</b>	53,547	25,047																																																																	
Remaining Allowable Load			17,047 lbs.																																																																	
1. Zero Fuel or Limiting Wing Fuel																																																																				
Takeoff Weight vs Limit	137,953 < 155,000		OK																																																																	
Landing Weight vs Limit	109,453 < 155,000		OK																																																																	
CG LIMITS																																																																				
	FWD	CURRENT	AFT																																																																	
Takeoff CG	22.1 < 26.3 < 29.1	OK																																																																		
Landing CG	16.8 < 22.9 < 29.5	OK																																																																		
COMPUTED BY SIGNATURE				SSgt Spock																																																																
WEIGHT AND BALANCE AUTHORITY SIGNATURE				<Edit>																																																																
PILOT SIGNATURE				Maj Bond																																																																

### 5.5. Instructions for Determining Allowable Cargo Load (ACL) from T.O. 1C-130X-1, Weight Limitations Charts.

5.5.1. The Weight Limitations Charts in T.O. 1C-130X-1 are used to determine the ACL for a given mission. It is necessary to use these charts anytime the aircraft is assigned a gross weight restriction or maneuver load factor limit; when authorized to operate above the recommended maximum gross weight of 155,000 lbs (area D/E); or when other operating condition limits exist.

5.5.2. Overload gross weight operations require MAJCOM approval.

5.5.2.1. Use maximum aircraft gross weight of 130,000 lbs for maximum effort landings.

5.5.2.2. Compute the Limiting Wing Fuel for both takeoff and landing. The most restrictive weight will be used.

5.5.2.3. Use appropriate Primary/Secondary Fuel Management Chart (With Foam or Without Foam).

5.5.2.4. Refer to the appropriate Charts in T.O. 1C-130X-1 for definitions of chart symbols.

#### Figure 5.3. Primary Fuel Management.

##### **Example: Primary Fuel Chart with Foam in Fuel Tanks**

Aircraft gross weight waived to 159,000 lbs

Operating Weight: 85,670 lbs

##### **Fuel Breakdown**

Outboard (OB) 16,620 lbs

Inboard (IB) 15,314 lbs

Auxiliary (AUX) 8,100 lbs

Total 40,034 lbs

1. Find 40,000 lbs. at the bottom of the chart.
2. Move up until you intersect 159,000 lbs. (4 lines above 155,000 lbs)
3. Slide left until you intersect the "Operating Weight Chart".
4. Slide down using one of the diagonal lines as a guide until you intersect an Operating Weight of 85,000 lbs.
5. Slide left to determine value. (34,000 lbs)
6. Subtract the remainder of the fuel load (34 lbs) and Operating Weight (670 lbs) from 34,000 lbs to obtain Allowable Cabin Load (ACL). Enter ACL on the Form F in the Limitations Block under Fuel; last block in bottom.

**Figure 5.4. Secondary Fuel Management.****Example: TO 1C-130E(H)-1, Secondary Fuel Chart with Foam in Fuel Tanks**

Max Effort Landing (130,000 lbs maximum aircraft gross weight)

Operating Weight: 87,750 lbs

**Fuel Breakdown**

Outboard (OB) 14,000 lbs

Inboard (IB) 13,000 lbs

Auxiliary (AUX) 6,000 lbs

Total 33,000 lbs

1. Enter on the Inboard Fuel Scale at the smaller of:

- a. Combined weight of fuel in tanks 2 and 3
- b. Weight of fuel in tanks 1 and 4 minus 1,430/1,300 lbs
  - TO 1C-130E(H)-1: 1,430 lbs
  - TO 1C-130(K)H-1: 1,300 lbs
  - TO 1C-130H-1: 1,300 lbs

OB:  $14,000 - 1,430 = 12,570$  lbs (This is less than the IB weight of 13,000 lbs 12,570 lbs rounded to 13,000 lbs on the IB scale. Round to the nearest thousandth.)

2. Move vertically up from 13,000 lbs on the IB scale until you intersect the OB scale of 14,000 lbs.

3. Follow the guideline diagonal to the right until you intersect the zero guideline.

4. Move vertically up the guideline until you intersect the 130,000 lbs line.

5. Slide right until you intersect 87,000 lbs. (Operating Weight – 750)

6. Slide down along the diagonal guideline to the right side of the chart to get your ACL + Fuel figure. (43,000 lbs = ACL + Fuel)

7. Subtract total fuel from 43,000 lbs ( $43,000 - 33,000 = 10,000$  lbs ACL).

8. Subtract the remainder of your Operating Weight (750 lbs) for the adjusted ACL. Enter on the Form F in Limitations Block under Fuel; last block in bottom.

**Table 5.1. C-130 E/H Limiting Wing Fuel Tables.**

1. This table may be used to determine the maximum limiting wing fuel ACL for a given fuel load when in primary or secondary fuel management. Table weights are expressed in thousands. When using this chart, round off takeoff and landing fuel to the lowest thousand pounds, subtract the remaining fuel from the charted base weight to arrive at the corrected base weight. The following example is provided: Takeoff fuel is 25,800 pounds, round off fuel to 25,000, at 25,000 pounds of fuel chart base weight is 130,000, subtract remaining fuel, 800 pounds, corrected base fuel weight is 129,200 pounds. Use this procedure for both takeoff and landing fuel. Enter the most restrictive weight in the fuel block in the limitations column.

2. Both takeoff and landing conditions must be calculated. The most restrictive will be used on the Form F.

**NOTE:** This chart may be used under normal operations. If for any reason the aircraft gross weight is restricted, operating at overload gross weights, or the fuel balance is not IAW the primary/secondary fuel charts, then the appropriate charts in T.O. 1C-130X-1, Section V, must be used to determine ACL.

**NOTE:** Refer to T.O. 1C-130X-1, Section V for the definitions of primary and secondary fuel management.

**C-130 E/H (PRIMARY FUEL)**

TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT
8	125	27	128	46	109
9	125.5	28	127	47	108
10	126	29	126	48	107
11	126.5	30	125	49	106
12	127	31	124	50	105
13	127.5	32	123	51	104
14	128	33	122	52	103
15	128	34	121	53	102
16	128.5	35	120	54	101
17	129	36	119	55	100
18	129	37	118	56	99
19	129.5	38	117	57	98
20	130	39	116	58	97
21	130	40	115	59	96
22	130	41	114	60	95
23	130	42	113	61	94
24	130	43	112		
25	130	44	111		
26	129	45	110		

**INSTRUCTIONS FOR PRIMARY:**

1. Determine total takeoff and landing fuel (excluding fuselage fuel).
2. Find weight in Table 5.1.
3. Enter base weight in DD Form 365-4 limitations column under Fuel.
4. Subtract operating weight to find ACL.

**C-130 E/H (SECONDARY FUEL)**

MAIN TANK FUEL (OB + IB)	BASE WEIGHT	MAIN TANK FUEL (OB + IB)	BASE WEIGHT
8	133	21	151
9	134.5	22	152
10	136	23	153
11	137.5	24	154
12	139	25	155
13	140.5	26	155
14	142	27	155
15	143	28	155
16	144.5	29	155
17	146	30	155
18	147.5	31	155
19	149	32	155
20	150	33	155

**INSTRUCTIONS FOR SECONDARY:**

1. Determine main tank (OB + IB) fuel for takeoff and landing.
2. Find base weight.
3. Subtract total fuel (excluding fuselage fuel) from base weight to find adjusted base weight.
4. Enter adjusted base weight on DD Form 365-4 limitations column under fuel.
5. Subtract operating weight to determine ACL.

**Table 5.2. LC-130H Limiting Wing Fuel Tables.**

1. This table may be used to determine the maximum limiting wing fuel ACL for a given fuel load when in primary or secondary fuel management. Table weights are expressed in thousands. When using this chart, round off takeoff and landing fuel to the lowest thousand pounds, subtract the remaining fuel from the charted base weight to arrive at the corrected base weight. The following example is provided: Takeoff fuel is 25,800 pounds, round off fuel to 25,000, at 25,000 pounds of fuel chart base weight is 130,000, subtract remaining fuel, 800 pounds, corrected base fuel weight is 129,200 pounds. Use this procedure for both takeoff and landing fuel. Enter the most restrictive weight in the fuel block in the limitations column.

2. Both takeoff and landing conditions must be calculated. The most restrictive will be used on the Form F.

**NOTE:** This chart may be used under normal operations. If for any reason the aircraft gross weight is restricted, operating at overload gross weights, or the fuel balance is not IAW the primary/secondary fuel charts, then the appropriate charts in T.O. 1C-130X-1, Section V, must be used to determine ACL.

**NOTE:** Refer to T.O. 1LC-130H-1, Section V for the definitions of primary and secondary fuel management.

**LC-130H (PRIMARY FUEL) Without Foam In Fuel Tanks (Wheel or Ski Operations)**

TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT
5	121	26	129	47	108
6	122.5	27	128	48	107
7	122.5	28	127	49	106
8	123.5	29	126	50	105
9	124	30	125	51	104
10	124.5	31	124	52	103
11	124.5	32	123	53	102
12	125	33	122	54	101
13	125.5	34	121	55	100
14	125.5	35	120	56	99
15	126	36	119	57	98
16	126.5	37	118	58	97
17	127	38	117	59	96
18	127.5	39	116	60	95
19	127.5	40	115	61	94
20	128	41	114	62	93
21	128.5	42	113	63	92
22	128.5	43	112	64	91
23	129	44	111	65	90
24	129.5	45	110		
25	130	46	109		

**INSTRUCTIONS FOR PRIMARY:**

1. Determine total takeoff and landing fuel (excluding fuselage fuel).
2. Find weight in Table 5.2.
3. Enter base weight in DD Form 365-4 limitations column under Fuel.
4. Subtract operating weight to find ACL.

<b>LC-130H (SECONDARY FUEL) Without Foam in Fuel Tanks (Wheel or Ski Operations)</b>			
MAIN TANK FUEL (OB + IB)	BASE WEIGHT	MAIN TANK FUEL (OB + IB)	BASE WEIGHT
5	128	21	150
6	129.5	22	151
7	131	23	152.5
8	132.5	24	153.5
9	134	25	155
10	135.5	26	155
11	136.5	27	155
12	138	28	155
13	139.5	29	155
14	140.5	30	155
15	142	31	155
16	143.5	32	155
17	144.5	33	155
18	146		
19	147		
20	148.5		

**INSTRUCTIONS FOR SECONDARY:**

1. Determine main tank (OB + IB) fuel for takeoff and landing.
2. Find base weight.
3. Subtract total fuel (excluding fuselage fuel) from base weight to find adjusted base weight.
4. Enter adjusted base weight on DD Form 365-4 limitations column under fuel.
5. Subtract operating weight to determine ACL.

**Table 5.3. Paratrooper Loading Tables.**

<b>TAP-1 CONFIGURATION</b>								
COMP	ARM	TROOP	220	MOM	300	MOM	350	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
<b>NOTES:</b>								
1. Load C/B for a full load is FS 470.								
2. Two loadmasters (one in C and one in K compartments) not included in this table.								
3. Two safeties in G compartment (single seats).								
4. Seatbelts on 24-inch configuration.								
<b>A*TAP-1 CONFIGURATION</b>								
COMP	ARM	TROOP	220	MOM	300	MOM	350	MOM
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		50	11000	5695	15000	7767	17500	9062
<b>NOTES:</b>								
1. Load C/B for a full load is FS 518.								
2. Two loadmasters (one in E and one in K compartments) not included in this table.								
3. Two safeties in G compartment (single seats).								
4. Seatbelts on 24-inch configuration.								
<b>TAP-2 CONFIGURATION</b>								
COMP	ARM	TROOP	220	MOM	300	MOM	350	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).

**A\*TAP-2 CONFIGURATION**

COMP	ARM	TROOP	220	MOM	300	MOM	350	MOM
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
<b>TOTAL</b>		40	8800	4267	12000	5819	14000	6790

**NOTES:**

1. Load C/B for a full load is FS 485.
2. Two loadmasters (one in D and one in K compartments) not included in this table.

**TAP-3 CONFIGURATION**

COMP	ARM	TROOP	220	MOM	300	MOM	350	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
<b>TOTAL</b>		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.

**A\*TAP-3 CONFIGURATION**

COMP	ARM	TROOP	220	MOM	300	MOM	350	MOM
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E	369	2	440	162	600	221	700	258
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		30	6600	3534	9000	4820	10500	5624

**NOTES:**

1. Load C/B for a full load is FS 536.
2. Two loadmasters (one in C and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

**Table 5.4. Passenger Loading Tables.**

<b>P-1 CONFIGURATION (175-250LB PAX)</b>								
COMP	ARM	PAX	175	MOM	210	MOM	250	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	1225	870	1470	1044	1750	1243
TOTAL		90	15750	7650	18900	9180	22500	10928
<b>P-1 CONFIGURATION (300-400LB PAX)</b>								
COMP	ARM	PAX	300	MOM	350	MOM	400	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 (one in C and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

**A\*P-1 CONFIGURATION (175-250LB PAX)**

COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
D	309	4	700	216	840	260	1000	309
E	369	12	2100	775	2520	930	3000	1107
F	429	13	2275	976	2730	1171	3250	1394
G	487	11	1925	937	2310	1125	2750	1339
H	557	16	2800	1560	3360	1872	4000	2228
I	612	5	875	536	1050	643	1250	765
J	655	12	2100	1376	2520	1651	3000	1965
K	710	7	1225	870	1470	1044	1750	1243
<b>TOTAL</b>		80	14000	7246	16800	8696	20000	10350

**A\*P-1 CONFIGURATION (300-400LB PAX)**

COMP	ARM	PAX	300	MOM	350	MOM	400	MOM
D	309	4	1200	371	1400	433	1600	494
E	369	12	3600	1328	4200	1550	4800	1771
F	429	13	3900	1673	4550	1952	5200	2231
G	487	11	3300	1607	3850	1875	4400	2143
H	557	16	4800	2674	5600	3119	6400	3565
I	612	5	1500	918	1750	1071	2000	1224
J	655	12	3600	2358	4200	2751	4800	3144
K	710	7	2100	1491	2450	1740	2800	1988
<b>TOTAL</b>		80	24000	12420	28000	14491	32000	16560

**NOTES:**

1. Load C/B for a full load is FS 518.
2. Two loadmasters (one in D and one in K compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

**CP-2 CONFIGURATION (175-250LB PAX)**

COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
C	263	4	700	184	840	221	1000	263
D	309	11	1925	595	2310	714	2750	850
<b>TOTAL</b>		15	2625	779	3150	935	3750	1113

**CP-2 CONFIGURATION (300-400LB PAX)**

COMP	ARM	PAX	300	MOM	350	MOM	400	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.

**CP-3 CONFIGURATION (175-250LB PAX)**

COMP	ARM	PAX	175	MOM	210	MOM	250	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	3	525	210	630	252	750	300
TOTAL		31	5425	1818	6510	2182	7750	2597

**CP-3 CONFIGURATION (300-400LB PAX)**

COMP	ARM	PAX	300	MOM	350	MOM	400	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	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.

**CP-4 CONFIGURATION (175-250LB PAX)**

COMP	ARM	PAX	175	MOM	210	MOM	250	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

**CP-4 CONFIGURATION (300-400LB PAX)**

COMP	ARM	PAX	300	MOM	350	MOM	400	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 (one in C and one in G compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

**CP-5 CONFIGURATION (175-250LB PAX)**

COMP	ARM	PAX	175	MOM	210	MOM	250	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

**CP-5 CONFIGURATION (300-400LB PAX)**

COMP	ARM	PAX	300	MOM	350	MOM	400	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 (one in C and one in I compartments) not included in this table.
3. Seatbelts on 20-inch configuration.

**A\*CP-5 CONFIGURATION (175-250LB PAX)**

COMP	ARM	PAX	175	MOM	210	MOM	250	MOM
D	309	1	175	54	210	65	250	77
E	369	11	1925	710	2310	852	2750	1015
F	429	12	2100	901	2520	1081	3000	1287
G	487	11	1925	937	2310	1125	2750	1339
H	557	18	3150	1755	3780	2105	4500	2507
I	612	3	525	321	630	386	750	459
TOTAL		56	9800	4678	11760	5614	14000	6684

<b>A*CP-5 CONFIGURATION (300-400LB PAX)</b>								
COMP	ARM	PAX	300	MOM	350	MOM	400	MOM
D	309	1	300	93	350	108	400	124
E	369	11	3300	1218	3850	1421	4400	1624
F	429	12	3600	1544	4200	1802	4800	2059
G	487	11	3300	1607	3850	1875	4400	2143
H	557	18	5400	3008	6300	3509	7200	4010
I	612	3	900	551	1050	643	1200	734
<b>TOTAL</b>		<b>56</b>	<b>16800</b>	<b>8021</b>	<b>19600</b>	<b>9358</b>	<b>22400</b>	<b>10694</b>
<b>NOTES:</b>								
1. Passenger load C/B for full load is FS 477.								
2. Two loadmasters (one in E and one in I compartments) not included in this table.								
3. Seatbelts on 20-inch configuration.								

**Table 5.5. Minimum Passenger Drinking Water Quantity (Gallons) By Flight Time (Hours).**

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

**NOTE:** 128 ounces = 1 gallon.

## 5.6. Prescribed and Adopted Forms.

### 5.6.1. Adopted Forms:

DD Form 365-3, *Weight and Balance Record, Chart C – Basic*

DD Form 365-4, *Weight and Balance Clearance Form F-Transport/Tanker*

AF Form 847, *Recommendation for Change of Publication*

DANIEL J. DARNELL, Lt Gen, USAF  
DCS, Air, Space and Information Operations, Plans and Requirements

## Attachment 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

*References*

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*Abbreviations and Acronyms*

**ACL**— Allowable Cabin Load

**AE**—Aeromedical Evacuation

**AET**— Aeromedical Evacuation Technician

**AECM**— Aeromedical Evacuation Crewmember

**AFI**— Air Force Instruction

**AFE**— Aircrew Flight Equipment

**ATGL**— Air Transport Galley/Lavatory

**AWADS**— All Weather Aerial Delivery System

**BSA**— Buffer Stop Assembly

**CDS**— Container Delivery System

**CMT**— Charge Medical Technician

**CG**— Center of Gravity

**CRRC**— Combat Rubber Raiding Craft  
**CVR**— Center Vertical Restraint  
**DIRMOBFOR**— Director, Mobility Forces  
**DO**— Director of Operations  
**DV**— Distinguisher Visitor  
**EPJS**— Extraction Parachute Jettison System  
**EPOS**— Emergency Passenger Oxygen System  
**F.S.**— Fuselage Station  
**HAHO**— High Altitude High Opening  
**HALO**— High Altitude Low Opening  
**IB**— Inboard Fuel Tanks  
**JPADS**— Joint Precision Aerial Delivery System  
**LPU**— Life Preserver Unit  
**MAC**— Mean Aerodynamic Chord  
**MAJCOM**— Major Command (for the purposes of this AFI, includes ANG)  
**MCD**— Medical Crew Director  
**MEP**— Mission Essential Personnel  
**MOST**— Mobile Oxygen Storage Tank  
**NASA**— National Aeronautics and Space Administration  
**OB**— Outboard Fuel Tanks  
**PBE**— Protective Breathing Equipment  
**PCK**— Protective Clothing Kit  
**POK**— Passenger Oxygen Kit  
**PPH**— Pounds Per Hour  
**PTLOX**— Portable Therapeutic Liquid Oxygen  
**RAMZ**— Rigging Alternate Method Zodiac  
**VIP**— Very Important Person

### *Terms*

**Aeromedical Evacuation**—Fixed-wing movement of patients requiring supervision by aeromedical evacuation crewmembers to locations offering appropriate levels of medical care.

**Aeromedical Evacuation Crew Member (AECM)**—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.

**Charge Medical Technician (CMT)**— A qualified AET responsible for supervision and completion of enlisted AE crew duties.

**Contingency Mission**—Mission operated in direct support of an OPORD, OPLAN, disaster, or emergency.

**Director, Mobility Forces (DIRMOBFOR)**—The DIRMOBFOR is the COMAFFOR's and/or JFACC's designated coordinating authority for air mobility with all commands and agencies internal and external to the joint force. The DIRMOBFOR is normally a senior officer with the extensive background in air mobility operations and is familiar with the area of responsibility (AOR). The DIRMOBFOR provides mobility direction and guidance to the Air Mobility Division in the theater air and space operations center (AOC).

**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 OPORD 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.

**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.

**Programmed Depot Maintenance (PDM)**—Inspection requiring skills, equipment, or facilities not normally possessed by operating locations.

**Pounds Per Hour (PPH)**—The amount of fuel, in pounds, 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.

## Attachment 2

## CONFIGURATION REFERENCE AND MISSION SPECIFIC EQUIPMENT CODES

Table A2.1. Configuration Reference and Mission Specific Equipment Codes.

	CONFIG	SEATS	LITTERS	CARGO	REMARKS	
MEDEVAC	AE-1	39	30		Figure 3.1	
	AE-2	0	72		Figure 3.2	
	AE-3	38	20		Figure 3.3	
	AE-4	24	50		Figure 3.4	
	AE-5	24	10		Figure 3.5	
CARGO	C-1	28		Rolling stock	Figure 3.6	
	C-2	*		6 Pallets	Figure 3.7 * If cargo permits, seats may be available	
PASSENGERS	P-1	90		1 Pallet	Figure 3.8	
	A*P-1	78		1 Pallet	Figure 3.9	
	P-2	*		*	Figure 3.10 * Variable cargo/seating based on palletized seats	
CARGO/PASSENGERS	CP-1	42		Rolling Stock 1 Pallet	Figure 3.11	
	CP-2	15		5 Pallets	Figure 3.12	
	CP-3	31		4 Pallets	Figure 3.13	
	CP-4	48		3 Pallets	Figure 3.14	
	CP-5	66		2 Pallets	Figure 3.15	
	A*CP-5	56		2 Pallets	Figure 3.16	
PARATROOPERS	TAP-1	64			Figure 3.17	
	A*TAP-1	50			Figure 3.18	
	TAP-2	54			Figure 3.19	
	A*TAP-2	40			Figure 3.20	
	TAP-3	42			Figure 3.21	
	A*TAP-3	30			Figure 3.22	
AIRDROP	TAC-1	*		Heavy Equipment	Figure 3.23 * Available seating based on number of platforms	
	TAC-2	*		CDS	Figure 3.24 * Available seating based on number of containers	
	TAC-3	*		CDS w/CVR	Figure 3.25 * Available seating based on number of containers	
	WX-1	30		Weather	Figure 3.26	
	NASA-1	*	16	NASA	Figure 3.27 * Up to 17 seats available for MEP	
<b>MISSION SPECIFIC EQUIPMENT CODES</b>						
<b>A</b>	Aircraft Protective Armor Kit		<b>CD</b>	CDS Kit	<b>J</b>	JPADS Kit
<b>B</b>	BSA		<b>E</b>	EPJS Kit	<b>T</b>	Auxiliary Truck Loading Ramps
<b>CV</b>	CVR Kit		<b>H</b>	HALO Kit	<b>W</b>	Winch, Power Cable, Snatch Blocks