

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

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



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Flying Operations

***RESCUE HC-130J
CONFIGURATION/MISSION PLANNING
GUIDE***

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This instruction implements AFI 11 200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-2HC-130J, Volume 3, *HC-130J Operations Procedures*. This instruction establishes basic cargo compartment configurations, standard equipment, and locations of such equipment aboard Rescue HC-130J aircraft. It applies to all active, guard, and reserve units and personnel operating HC-130J aircraft. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command. 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 the Air Force Records Disposition Schedule (RDS) maintained in the Air Force Records Information Management System (AFRIMS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>. This publication may be supplemented at any level, but all direct Supplements must be routed to the OPR of this publication for coordination prior to certification and approval.

NOTE: The terms direct reporting unit (DRU) and field operating agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*.

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Chapter 1

POLICY

1.1. General. Those who use this instruction should bear in mind that an infinite number of variations are available and that the cargo compartment configurations listed here are the most typical encountered day to day. If deviations are required, use sound judgment and operational risk management to meet mission demands. This instruction establishes basic cargo compartment configuration, standard equipment, and equipment locations aboard HC-130J aircraft. Some HC-130J aircraft have additional equipment installed that may affect configuring the aircraft as listed. For operational planning purposes, each configuration has an average time annotated and number of personnel to configure the airplane. The times quoted are approximate figures and are configuration times only. They do not include de-configuration times. For example, reconfiguring from a P-1 configuration, 84 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.

1.2. 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 HC-130J aircraft (i.e., maintenance, aerial port, and Aircrew Flight Equipment (AFE) are responsible for configuring the aircraft IAW this instruction and as outlined in mission directives, to include equipment stowage/installation IAW the configuration and equipment tables. AFE personnel will ensure all life sustaining equipment is positioned on the aircraft to meet mission requirements IAW **Table 1.1** Maintenance personnel will ensure all required and mission specific equipment is positioned aboard the aircraft to meet mission requirements IAW **Tables 2.1 and 2.2** Some equipment listed in **Table 2.2** is roll on/roll off equipment controlled by unit designated personnel. Before home station departure, maintenance personnel are responsible for configuring the aircraft (including modifications) to meet mission requirements IAW **Figures 3.1 thru 3.56.3** For the CP-2 through CP-5 configurations, the sidewall seats will be stowed to facilitate preflight of the Enhanced Cargo Handling System (ECHS) rails and then lowered by aircrew with maintenance assistance. After departure from home station, the aircrew will accomplish all configurations with assistance by maintenance/aerial port personnel if available. During preflight, aircrew will ensure required mission equipment has been provided and is properly installed. When the aircraft configuration is not completed prior to aircrew show time, the loadmaster (LM) will assist in the completion of the configuration, after accomplishing required pre-departure duties (i.e., preflight, loading, etc.). LMs have overall responsibility for configuration management and proper installation of equipment on the aircraft.

1.3. Standard Configuration Codes. Use the following codes when referring to HC-130J cargo compartment configurations.

- 1.3.1. AE - Aeromedical Evacuation
- 1.3.2. C - Cargo
- 1.3.3. CP - Cargo and Passengers
- 1.3.4. LP - PSYOPS

- 1.3.5. P - Passengers
- 1.3.6. RAPID – Infil/Exfil Equipment or Personnel
- 1.3.7. TAC - Tactical Airdrop Cargo
- 1.3.8. TAP - Tactical Airdrop Paratroop
- 1.3.9. RSQ – Rescue Configuration

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

1.5. Weight and Balance.

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

1.5.2. When a configuration change that removes items listed in **Table 2.1** is accomplished at a Forward Operating Location (FOL) and no Quality Assurance Branch (QA) weight and balance authority is deployed to the location, maintenance personnel will put an info note in the AFTO Form 781A, *Maintenance Discrepancy and Work Document* indicating the weight, fuselage station and moment of any equipment added or removed. The LM will add or subtract the listed weight and moment from the last entry in the DD Form 365-3, Chart C. Annotate the new weight and moment in Block 1 of DD 365-4, *Weight and Balance Clearance Form F*. Configuration changes accomplished at home station require a QA update to the DD Form 365-3, Chart C. **EXCEPTION:** Minor equipment changes after crew reporting may be annotated on the DD Form 365-4, by the LM.

1.6. Revisions. All revisions will consist of electronic interim change (IC) or new publication. Personnel at all echelons are encouraged to make recommendations to improve this instruction. Direct proposed changes to ACC/A3JO in accordance with AFI 11-202 Vol 2, *Aircrew*

Standardization/Evaluation Program, and AFI 11-215, USAF Flight Manual Program. Use AF Form 847, Recommendation for Change of Publication.

1.7. Supplements. Subordinate unit supplements to this instruction that change the basic policies, procedures, or formats prescribed herein are prohibited. **EXCEPTION:** Groups may supplement **Table 2.2** with additional items. They may also supplement **Chapter 3** with specified configuration modifications (MOD) to accommodate theater unique requirements. Forward supplements to HQ ACC/A3J for approval.

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

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

1.8.2. ALSE Stowage Bins. Handle ALSE with care to avoid damage to the equipment. ALSE will always be placed in the stowage bins, unless stowed elsewhere for aircraft CG limitations. The primary purpose of all life support stowage bins is for ALSE. Oil, hydraulic fluid or other liquids will not be placed in the stowage bins.

1.8.3. The unit or service being airdropped will furnish the required number of life preservers for airdrop of personnel over or near bodies of water. Wear of flotation devices will be in accordance with AFI and user service directives.

Table 1.1. Aircraft Installed Aircrew Life Sustaining Equipment Configuration (Note 8).

Minimum Required Equipment	Quantity	Location
Emergency Passenger Oxygen System (EPOS) NOTE 7	A/R	A/R
Flash blindness goggles	A/R	A/R
Harness, Restraint, PCU-17/P with safety strap, HBU-6/P	5	One on the flight deck, four in the cargo compartment
Kit, Protective Clothing (PCK)	A/R	A/R
Kit, Survival, ML-4 NOTE 2, 5	5	Life support bins

Minimum Required Equipment	Quantity	Location
LPU 10/P NOTE 1	5	Life support bins
20 Man Life Rafts	A/R	A/R
Adult/Child NOTE 1	A/R	Life support bins
Mask, 358-series w/goggles	5	Flight deck
Smoke Masks	2	Flight deck/Cargo compt.
Parachute, BA-22 NOTE 3	5	Life support bins
Passenger Demo kit	1	Life Support bins
Protective Breathing Equipment (PBE)	5	Three on the flight deck and two in the cargo compartment
Suit, Anti-exposure, CWU-16/P NOTE 6	A/R	A/R
Vest, Survival NOTE 4	5	A/R

NOTES:

1. Every person on board during over-water missions will have a suitable flotation device.
2. Aircraft will be equipped with one ML-4 kit for each aircrew member. See AFI 11-2HC-130J Volume 3, *HC-130J Operations Procedures*, for exception.
3. Aircraft will be equipped with one parachute for each aircrew member.
4. Not required for local training missions if ML-4 kits are onboard the aircraft.
5. Not required for local training missions if the mission will not fly over water and Survival vests are onboard.
6. Anti-Exposure suits are required when over water or beyond power off gliding distance from land and the water temperature is 60 degrees Fahrenheit (F) or below.
7. Each aircraft should have one EPOS per passenger regardless of altitude. EPOS have to be accessible, they do not have to be stationed at each seat.
8. For PDM Inputs & Factory Pickups use the PDM Input Column of Table 4, C-130 Aircraft ALSE Configuration, of AFI 11-301V2 for minimum equipment requirements.

Chapter 2

CONSOLIDATED EQUIPMENT TABLES

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

2.1.1. Maintenance personnel will ensure any added mission specific equipment is removed. The returning aircraft Loadmaster is responsible for ensuring the aircraft is returned to a clean, operable configuration according to this AFI. Deviations to this paragraph are authorized to facilitate follow-on mission profiles.

Table 2.1. Required Equipment.

Equipment	Quantity	Location
Aerial Delivery System pendulum pivot arm cover	1	Stowed on Pivot Arm
Air conditioning plugs	2	Secured A/R when not installed
Anchor cables with reels	4	Two cables installed in cargo compartment and two cables w/ four reels are stowed at FS 891 left/right side
Anchor cable support braces	4	Stowed aft of ramp control panel.
Auxiliary Power Unit exhaust plug	1	Secured A/R when not installed.
Auxiliary ground loading ramps(Gen IV modified)	2(Note 2)	Stowed in bin in cargo door.
AVFUELS Identaplate	1	Stowed in Single Point Refueling door.
Axe, hand emergency	2	As prescribed by the flight manual.
Belt, seat safety	92	Installed/stowed with each seat aboard the aircraft. 2 sets per two-man seat, 1 set per one-man seat.
Black out window covers	1 per window	Stowed near window or A/R
Broom	1	Stowed A/R
Cargo Door Downlocks	2	Stowed in overhead equipment rack or A/R.
Container Delivery System (CDS) safety clevis NOTE 6	4	Stowed in a pouch under the Multi Function Control Display (MFCDD)
CDS safety clevis shear pins NOTE 6	12	Stowed in a pouch under the MFCDD
Chain, tiedown 10,000 LB	34	Stowed in bins aft of ramp hinge on the left side.
Chain, tiedown 25,000 LB	6	Stowed in container aft of latrine.
Crank, main landing gear and flap emergency	2	Stowed forward of each wheel well

Equipment	Quantity	Location
Device, tiedown 10,000 LB	34	Stowed in brackets @ FS 245, 790 left side, and 925 right side.
Device, tiedown, 25,000 LB	6	Stowed in brackets aft of latrine
Ear plugs	1 (box)	Stowed A/R
Engine intake & exhaust plugs	4/4	Stowed A/R when not in use.
Extinguisher, fire	4	As prescribed in the flight manual
Fluid, hydraulic (Case)	1	Stowed in cargo net stowage box aft of the Auxiliary Hydraulic Pump
Oil, Engine (Case)	1	Stowed A/R
Fuel tank drain tube	1	Stowed in overhead bracket @ FS 970
Guard assembly, ramp actuator	2	Stowed on anchor cable center support braces aft of left paratroop door.
Ground wires	2	Stowed A/R when not in use
Interphone cord <u>Flight Deck</u> : 1 ea. at pilot, co-pilot, center console, CSO and additional crew member stations, <u>Cargo Compartment</u> : two 100-foot and two 75-foot cords	10	One at each interphone station
Jack and tow fittings	2	Stowed in cargo door
Jack pads	1	Stowed on bulkhead @ FS 245
Jugs, Coffee/Water	2	Galley
Jump platforms, paratroop (Set)	1	Stowed above ramp on round structural bars FS 747
Kit, First aid aeronautical	12	Two on flight deck, 10 stowed in cargo compartment
Ladder, emergency escape	1	Stowed on the left side forward of the wheel well when not in use.
Ladder, maintenance	1	Stowed A/R when not in use
Lamp, ALDIS w/lens kit	1	Stowed in box at Augmented Crew Station
Latrine curtains	1	Configured for use or stowed in cargo door storage bins
Life rafts	3(Note 3, 4)	Stowed as prescribed in flight manual
Onboard Life support equipment stowage rack	3	Forward of both wheel wells
Light, emergency exit with NVIS filter	8	Stowed as prescribed by the flight manual
Liquid container, emergency	8(Note 5)	Installed IAW flight manual
Litter support brackets	296	Four installed on each outboard litter track and support strap. Five installed on each side of center seat and litter stanchion and litter strap.
Litter track (paratroop door)	2	Stowed left/right side FS 870.
Litter straps (outboard)	12	Attached to overhead supports and stowed in bags along side wall.

Equipment	Quantity	Location
Litter straps (inboard)	20	Attached to overhead supports and stowed in bags along side wall, or in bins near ceiling.
Lock assembly, main landing gear	2	Stowed in the cargo door
Locking kit, ground security	4	1 for each side emergency escape hatch and 1 for each paratroop door stowed A/R
Main landing gear emergency tiedown fixture	4	Stowed in cargo door.
Oven, Microwave	1	Galley
Oxygen bottle, walk-around (Type MA-1)	4	Stowed as prescribed in the flight manual
Pallet restraint locking pins	6	Stowed in pouch under MFCD
Paratroop door scanner seats	2	Installed on each paratroop door
Paratroop retriever bar	1	Stowed behind litter stanchion aft of right wheel well
Pitot covers	2	Stowed A/R when not in use
Ramp air deflectors	2	Installed on cargo ramp NOTE 8
Ramp Support	1	Stowed A/R
Rings, tiedown 25,000 lb.	4	Stowed in the cargo door
Roller extensions (CDS)	4	Stowed in the cargo door
Rope, emergency escape	3	Stowed as prescribed in the flight manual
Seat support brackets, wheel well	16	Stowed on rack forward of right wheel well
Seat support, wheel well (upper)	2	Installed left and right wheel well area
Seat back support beams, center aisle (upper)	8	Stowed in forward cargo compartment FS 397 left and right side and; FS 380 right side
Seat back support beams, center aisle (lower)	8	Stowed forward of each troop door at FS 655 left/right side
Seat back/beam support (extensions)	2	Stowed aft of the left wheel well
Snatch block, portable winching, 13,000 LB capacity	2	Stowed in the cargo door.
Stanchions (litter/seat)	8	Stowed in forward cargo compartment at FS 260
Straps, tiedown 5,000 LB	40(Note 1)	Stowed in the racks at FS 370-420 left side, remainder in cargo door. Straps removed for local training missions will not fall below levels required for restraint of loose equipment.
Straps, tiedown 10,000 lb	24 (Note 1)	Stowed in Cargo Door when not in use.
Sun visors	2	Stowed above pilot/copilot side windows.
Technical publications (G-file)	1 Set	Stowed above MFCD remainder in lower galley door.
Tool Box	1	Tool box (if on the aircraft) will be secured per TO 1HC-130J-9. The tool box may be secured for flight by an alternate method following 516 AESW/657 AESS engineering approval for airworthiness.

Equipment	Quantity	Location
Towed Parachutist Retrieval System (TPRS)	1 Set	Stowed in cargo door. 1 set covers both doors.
Troop seats, one-man	4 (Note 7)	Stowed IAW Cargo Loading Manual
Troop seats, two-man	44 (Note 7)	Ten seats installed forward of the wheel well, four seats installed aft of wheel well, sixteen seats stowed forward of the wheel well under the installed seats. Eight seats stowed aft of the wheel well under the installed seats. (Six seats stowed behind the litter tracks on the right side at FS 350).
Wheel chocks	4	Secured A/R when not in use.
Winch assist beam	1	Stowed in cargo door
Winch, static line retriever	2	Installed at bulkhead 245 left and right side
Wrench, main landing gear, emergency extension	1	FS 430
"Y-Cable" assembly, static line	2	Stowed in cargo door
NOTES:		
<p>1. Minimum equipment required. Units may add more equipment to meet specific mission or theater requirements. At all times the amount of tiedown equipment required will include enough equipment to secure the landing gear in an emergency as well as secure all cargo and loose equipment. When additional equipment is added, QA will update the DD Form 365-3, Chart C, <i>Basic Weight and Balance Record</i>. (See exception in paragraph 1.5. of this AFI.)</p> <p>2. Minimum number of ground loading ramps required. More ramps will be added for RAPID configurations. Generation IV ramps are the only type authorized for RAPID configurations. A full set of Canary Slides may be used in lieu of ground loading ramps.</p> <p>3. Minimum life support equipment required IAW AFI 11-301, Vol 2</p> <p>4. The number of raft spaces dictates the total number of personnel (crew and passengers) that may be on the aircraft for over-water missions. In other words, if you have two 46 man rafts installed you can only have 92 personnel, including crew, on board for over-water missions.</p> <p>5. All two-gallon emergency water containers will be stored empty. If mission dictates, containers will be sanitized and filled with water by support personnel. Annotate in 781K emergency water containers are full. After the mission, sanitize and dry containers then reinstall. When the water containers are filled the DD Form 365-3, Chart C, <i>Basic Weight and Balance Record</i> will be updated to reflect the added weight. (See exception in paragraph 1.5. of this AFI.)</p> <p>6. These items may be removed and maintained in the CDS airdrop kit within the squadron.</p> <p>7. Number of seats required depends on mission requirements. Ensure there are enough seats onboard to complete mission.</p> <p>8. Aircraft 09-0108 is exempt from this requirement until it is modified for Ramp Air Deflectors</p>		
Aircraft Protective Armor Kit	1	Required on combat/contingency missions. Stowed IAW Table 4.2.
Binoculars (Pair)	2	IAW Local Directives
Blackout kit	1	Installed or stowed as loose equipment NOTE 1
Buffer Stop Assembly (BSA)	1	As required on CDS airdrop missions IAW TO 1HC-130J-9

Equipment	Quantity	Location
Canary slide ramps	1 set	As required
Container Delivery System (CDS) Kit	1	Required on CDS missions. NOTE 1
Extraction Parachute Jettison System	1	As required on heavy equipment airdrop missions IAW TO 1HC-130(H)J-9. NOTE 1
FARP equipment	A/R	As required
Flares, Parachute, LUU-4/B	IAW Local Directives	Stowed as loose equipment IAW Local Directives
Flares, Parachute, LUU-19NIR	IAW Local Directives	Stowed as loose equipment IAW Local Directives
HALO Kit (Oxygen console/hoses)	1	As required on high altitude airdrop missions IAW AFI 11-2HC-130J, Volume 3.
Hazardous Materials Spill Kit	1	IAW AFMAN 24-204(I). Stored as loose equipment
HERP tool kit	1	Stored IAW local directives NOTE 1
Joint Precision Aerial Delivery System (JPADS) Maintenance Kit	1	Required on JPADS/Improved Container Delivery System (I-CDS) airdrop missions. All aircraft equipment will be configured IAW Installation Manual for the JPADS Mission Planner Mission Support Equipment for the C-130J. A JPADS kit includes: GPS Re-Transmission Kit and UHF Drop Sonde Receiver Sub-System.
JPADS Aircrew Kit	1	Required on JPADS/I-CDS missions. The aircrew kit includes: the High Altitude Airdrop Mission Planning Kit and required additional oxygen equipment (i.e. O2 bottles and/or hoses). NOTE 1
LM tool kit	1	Stowed as loose equipment NOTE 1
Message Container	1	IAW Local Directives
Message Streamers	3	IAW Local Directives
Pry Bar	A/R	Stowed as loose equipment
Sea Dye, AN-M59	IAW Local Directives	Aft Cargo Door or Stowed as Loose Equipment Note 2
Sea Marker Lights	3 Minimum	IAW Local Directives

Equipment	Quantity	Location
Sea Rescue Kits, MA-1/2	1 Minimum	IAW Local Directives
Smokes, MK 6 Mod 3/5	IAW Local Directives	Aft Cargo Door or Stowed as Loose Equipment
Smokes, MK 25 Mod 3/5	IAW Local Directives	Aft Cargo Door or Stowed as Loose Equipment
Water Container(Igloo)	1	A/R NOTE 1
Weapon storage box	1	A/R NOTE 1

NOTES:

1. This equipment is roll on/roll off equipment controlled by unit designated personnel.
2. Record operational mission pyrotechnics and sea dye on AFTO Form 781E, *Accessory Replacement Document*. Keep in the AFTO Form 781 binder. Units will ensure proper documentation of pyro and timely dissemination of information on suspended lot numbers. Operational mission pyro will not be used for training.

Chapter 3

FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA

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

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

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

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

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

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

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

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

3.2.6. Changes in configuration may affect overall aircraft center of gravity (CG). **NOTE:** The addition of aircraft defensive systems, Kevlar, and other modifications produces a forward CG which must be countered by adjusting the load center of balance within TO 1C-130(H)J-1 limits. Weight for this equipment is in **Table 4.8 and 4.9**

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

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

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

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

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

3.2.12. ECHS lock/seat stanchion locations is provided in **Table 4.10**

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

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

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

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

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

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

3.5. Configuration Floor Plans. Configuration floor plans are depicted on [Figure 3.1](#) through [Figure 3.23](#)

Figure 3.1. CONFIGURATION AE-1 (Aeromedical).

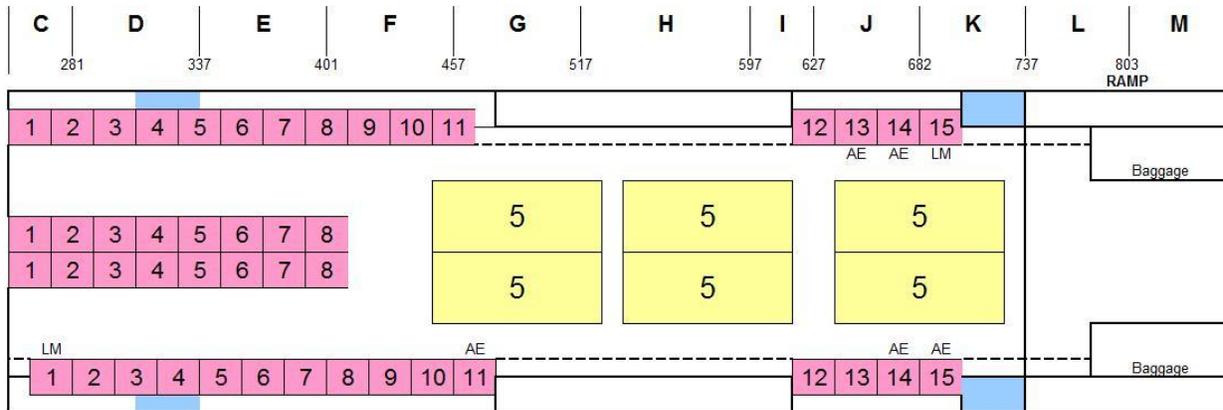


Table 3.1. Configuration AE-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
ADDITIONAL EQUIPMENT			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Ramp Support	1		A/R
Blackout Kit	1		A/R

NOTES:

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

Figure 3.2. CONFIGURATION AE-2 (Aeromedical).

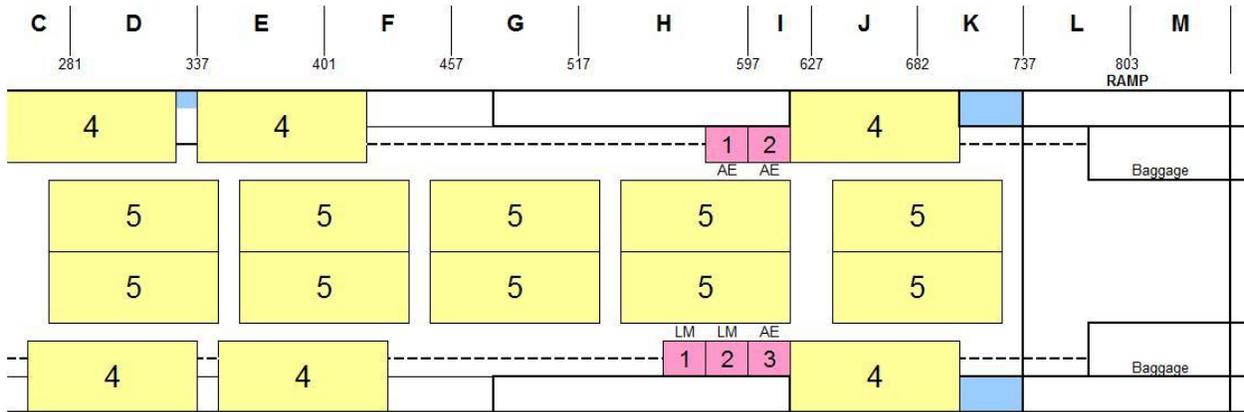


Table 3.2. Configuration AE-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
ADDITIONAL EQUIPMENT			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Blackout Kit	1		A/R
Ramp Support	1		A/R

NOTES:

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

Figure 3.3. CONFIGURATION AE-3 (Aeromedical).

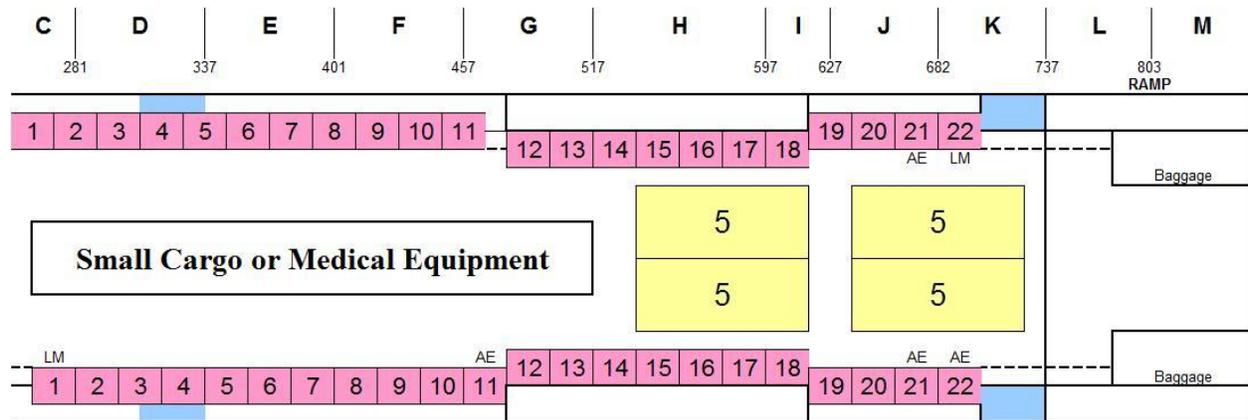


Table 3.3. Configuration AE-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
ADDITIONAL EQUIPMENT			
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Ramp Support	1		A/R
Blackout Kit	1		A/R

NOTES:

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

Figure 3.4. CONFIGURATION AE-4 (Aeromedical).

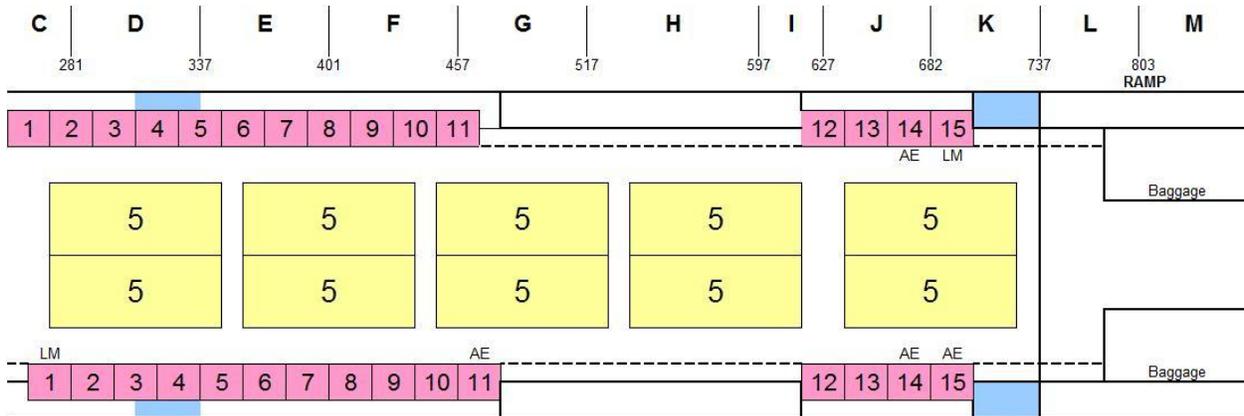


Table 3.4. Configuration AE-4, DD Form 365-4 Information.

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

NOTES:

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

Figure 3.5. CONFIGURATION C-1 (Cargo).

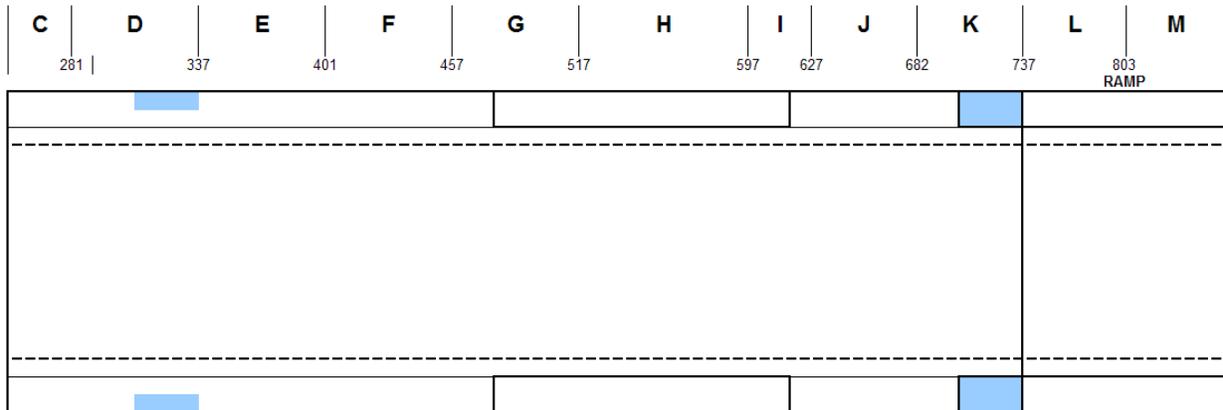


Table 3.5. Configuration C-1, DD Form 365-4 Information.

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

NOTES:

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

Figure 3.6. CONFIGURATION C-2 (Cargo).

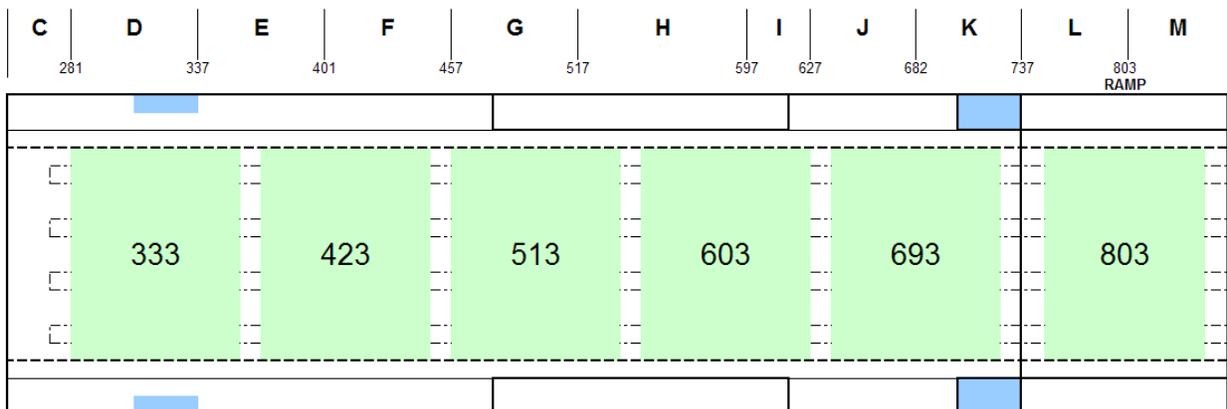


Table 3.6. Configuration C-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		

EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

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

Figure 3.7. CONFIGURATION P-1 (PAX).

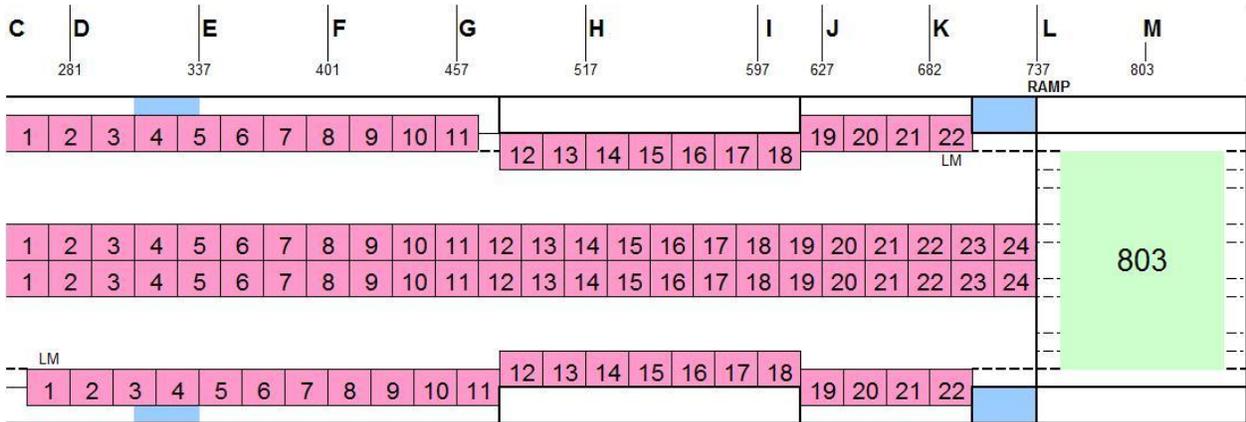


Table 3.7. Configuration P-1, DD Form 365-4 Information.

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

NOTES:
 1. Ninety-two sidewall and center aisle seats (seat belts on 20-inch centers); 90 seats are offered with a baggage pallet in the number six pallet position.
 2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
 3. Floor roller conveyors will be stowed.
 4. For overwater flights, the maximum amount of passengers is dependent on the amount of space available in the life rafts.
 5. Time to configure is 2 persons, 2 hours.

Figure 3.8. CONFIGURATION CP-1 (Cargo/PAX).

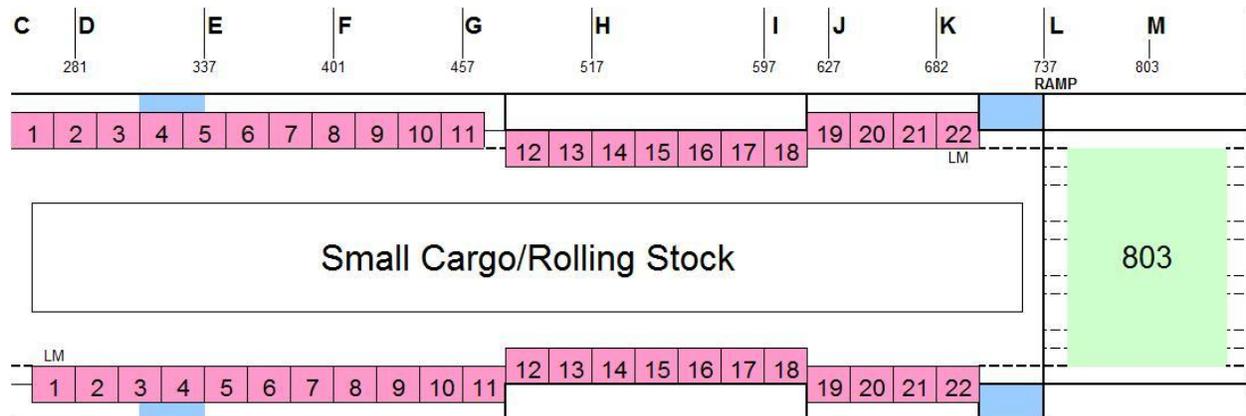


Table 3.8. Configuration CP-1, DD Form 365-4 Information.

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

NOTES:

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

Figure 3.9. CONFIGURATION CP-2 (Cargo/PAX).

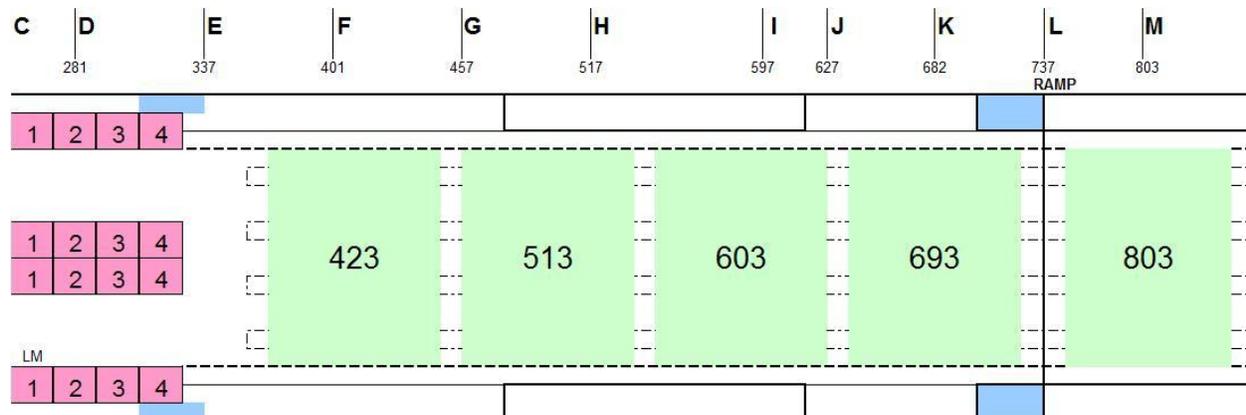
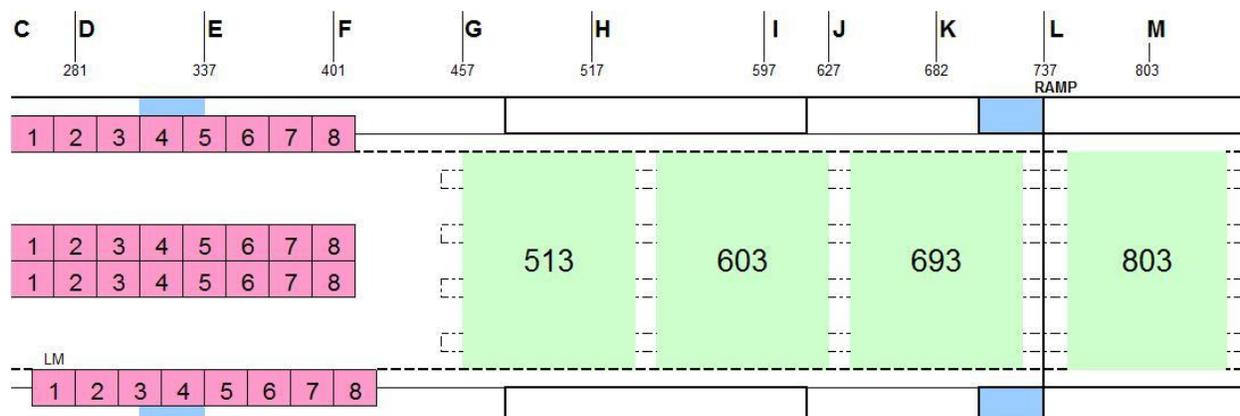


Table 3.9. Configuration CP-2, DD Form 365-4 Information.

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

NOTES:

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

Figure 3.10. CONFIGURATION CP-3 (Cargo/PAX).**Table 3.10. Configuration CP-3, DD Form 365-4 Information.**

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

NOTES:

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

Figure 3.11. CONFIGURATION CP-4 (Cargo/PAX).

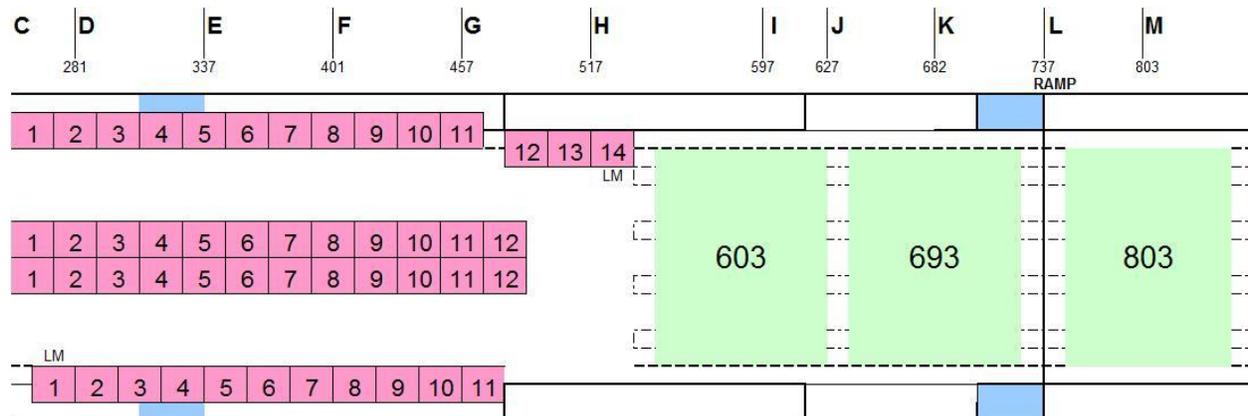


Table 3.11. Configuration CP-4, DD Form 365-4 Information.

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

NOTES:

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

Figure 3.12. CONFIGURATION CP-5 (Cargo/PAX).

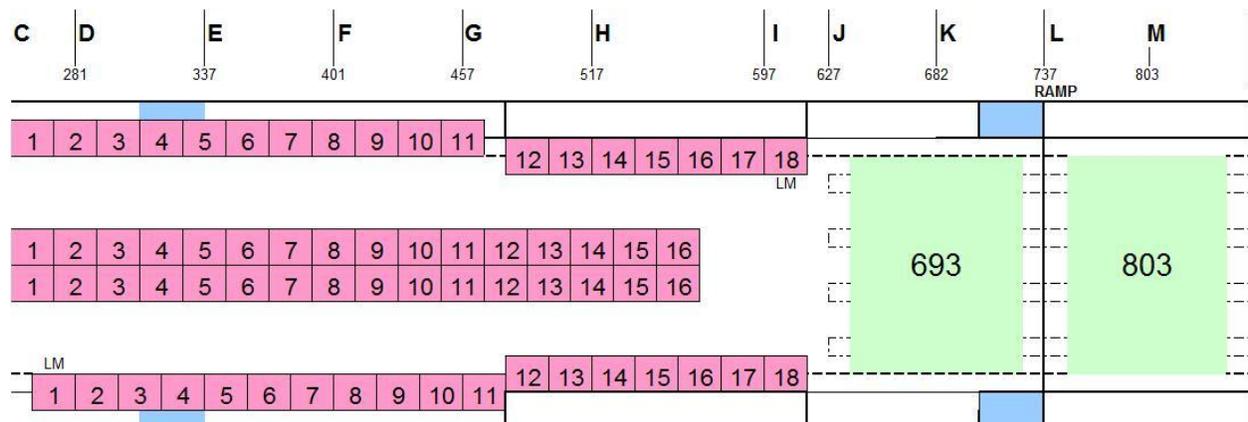


Table 3.12. Configuration CP-5, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		

EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support	1	85	A/R

NOTES:

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

Figure 3.13. CONFIGURATION TAP-1/1A (Personnel Airdrop).

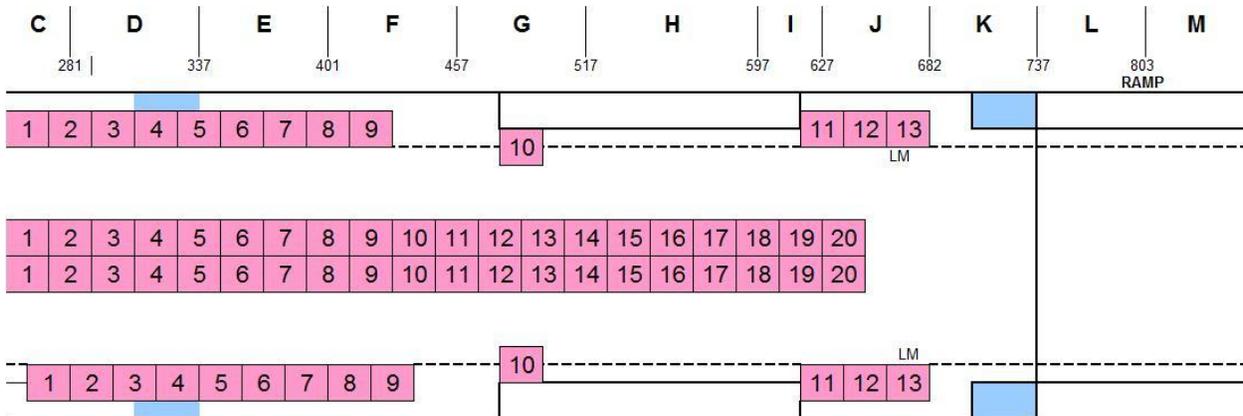


Table 3.13. Configuration TAP-1, DD Form 365-4 Information.

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

NOTES:

- Sixty-six troop seats (seat belts on 24-inch centers); 64 seats are offered. **EXCEPTION:** Outboard seats aft of wheel well may be on 20-inch configuration.
- Prior to seat installation, stow roller conveyors.
- Troop door cargo handling system sections are stowed on cargo ramp after stowing the ramp conveyors.
- Install center anchor cable supports, jump platforms, and 2 anchor cables each side to inboard and center position IAW TO 1C-130(H)J-9, Section III. A maximum of 20 paratroopers may be attached to a single cable.
- 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.
- Time to configure is 2 persons, 2 hours.



Figure 3.14. CONFIGURATION TAP-2/2A (Personnel Airdrop).

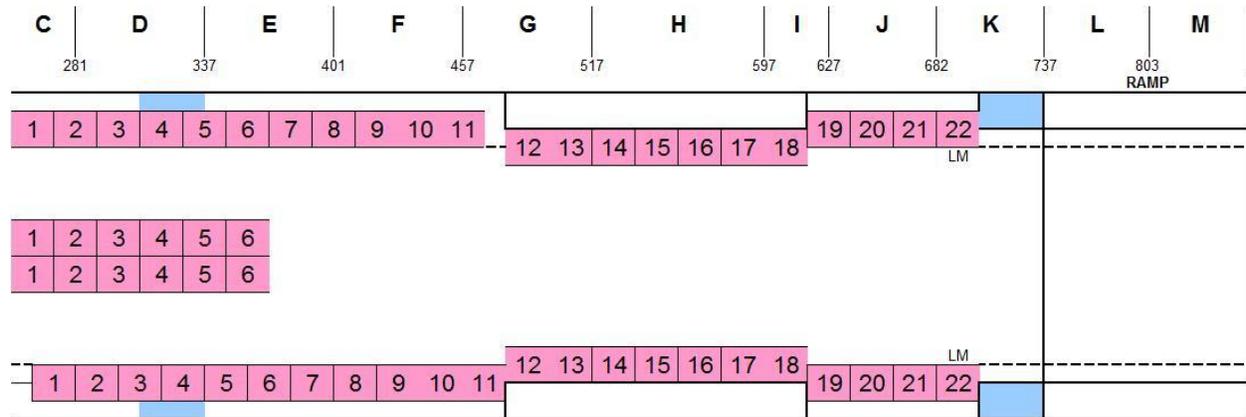


Table 3.14. Configuration TAP-2, DD Form 365-4 Information.

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

NOTES:

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

Figure 3.15. CONFIGURATION TAP-3/3A (Personnel Airdrop).

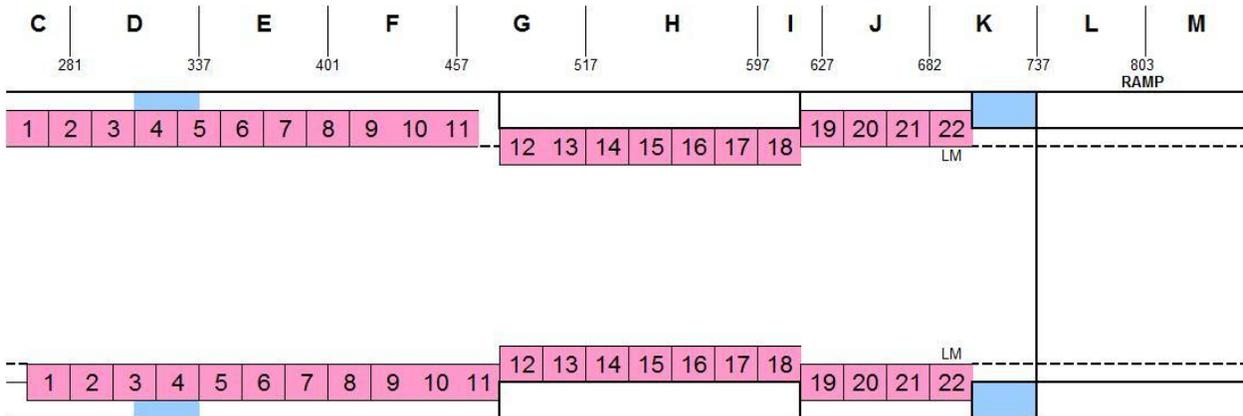


Table 3.15. Configuration TAP-3, DD Form 365-4 Information.

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

NOTES:

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

Figure 3.16. CONFIGURATION TAC-1/1A (Heavy Equipment).

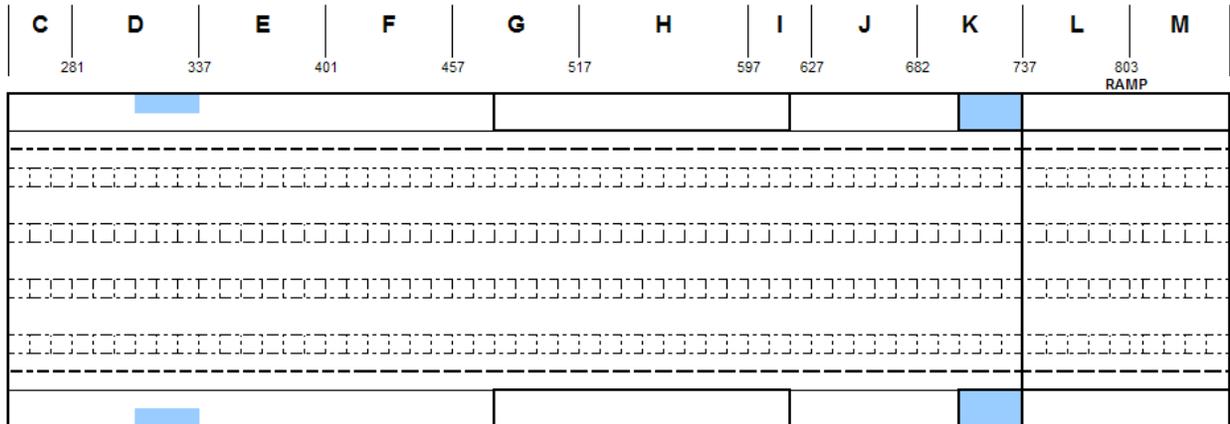


Table 3.16. Configuration TAC-1, DD Form 365-4 Information.

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

NOTES:

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

Figure 3.17. CONFIGURATION TAC-2/2A (CDS/CRL Airdrop).

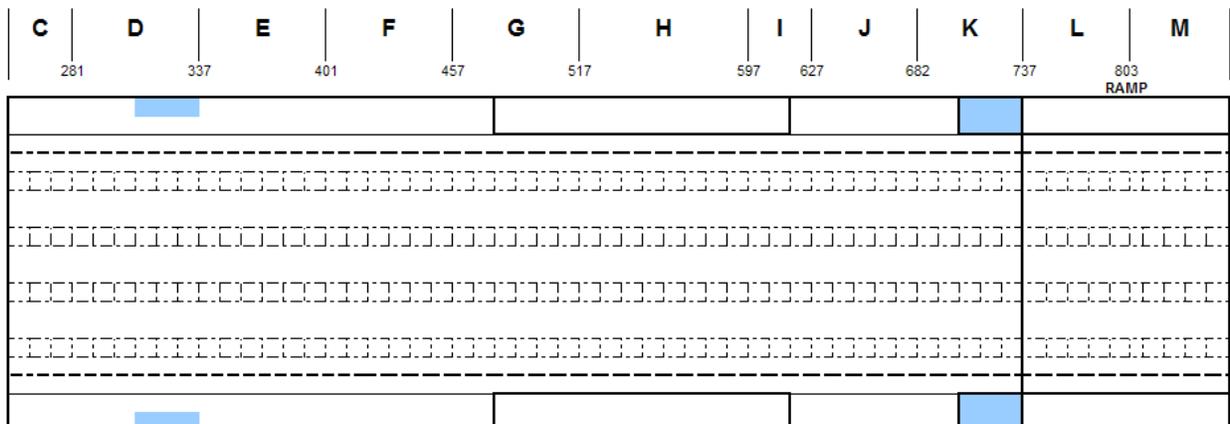


Table 3.17. Configuration TAC-2, DD Form 365-4 Information.

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

NOTES:

- Individual A-22 containers, single stick up to 8 (48x48 inch) containers (even or odd number) or double stick up to 16 (48X48 inch) may be airdropped utilizing this configuration. A maximum of 10 A-7A or A-21 containers may be dropped over the ramp using this configuration.
- Mission tasking units will use the following criteria to schedule the buffer stop assembly (BSA) for CDS missions:
 - The BSA will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (IAW TO 1C-130(H)J-9) system may be used in lieu of the BSA.
- Centerline vertical restraint (CVR) must be rigged after BSA is loaded. CVR is installed from aft to fwd and will be installed as required for the number of bundles being dropped. See TO 1C-130(H)J-9, Section VII C for installation procedures.
- Number of containers governs seat availability.
- Combination drop is limited to single stick. Single stick weight cannot exceed 5,000 pounds. A maximum of 20 paratroopers may be tailgated depending on seats available and number of CDS containers.
- Time to configure is two persons, one hour.

Figure 3.18. CONFIGURATION TAC-3 (Double/Stacked CRRC Airdrop).

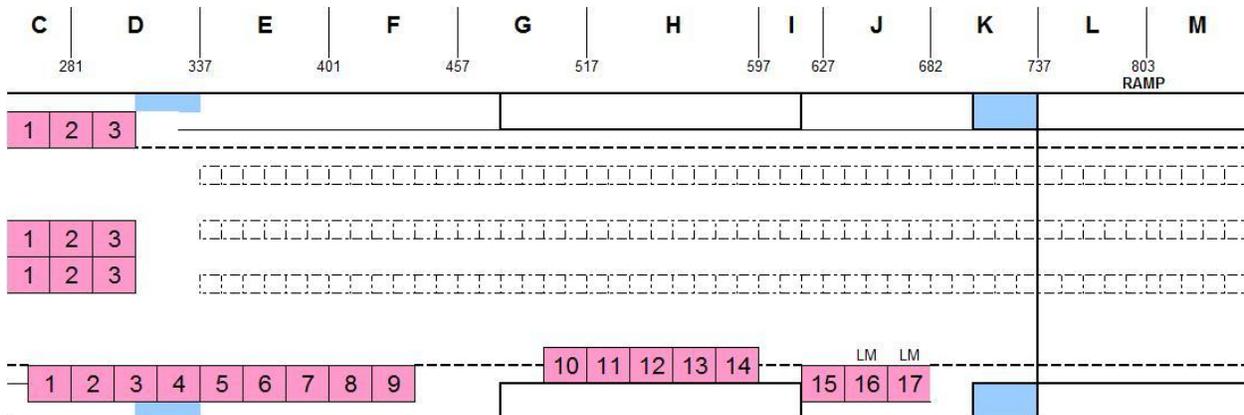


Table 3.18. Configuration TAC-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support*	1	85	A/R
CDS Buffer Stop Assembly*	1	585	A/R
CDS Rigging Kit	1	A/R	A/R
*As required by mission directive			
NOTES:			
1. Provides maximum utilization for double CRRC or combination airdrops using the ramp and door. Maximum of two single or one stacked CRRC platform.			
2. Centerline vertical restraint (CVR) is installed from aft to fwd and will be installed as required for the number of bundles being dropped. See TO 1C-130(H)J-9, Section VII C for installation procedures.			
3. Position anchor cable stops IAW TO 1C-130(H)J-9, Section VII.			
4. Number of containers governs seat availability.			
5. Combination drop is limited to single stick. Single stick weight cannot exceed 5,000 pounds. A maximum of 20 paratroopers may be tailgated depending on seats available and number of CDS containers.			
6. Time to configure is 2 persons, 1 hour.			

Figure 3.19. CONFIGURATION TAC-4 (Single/Stacked CRRC/CRL/CDS Airdrop).

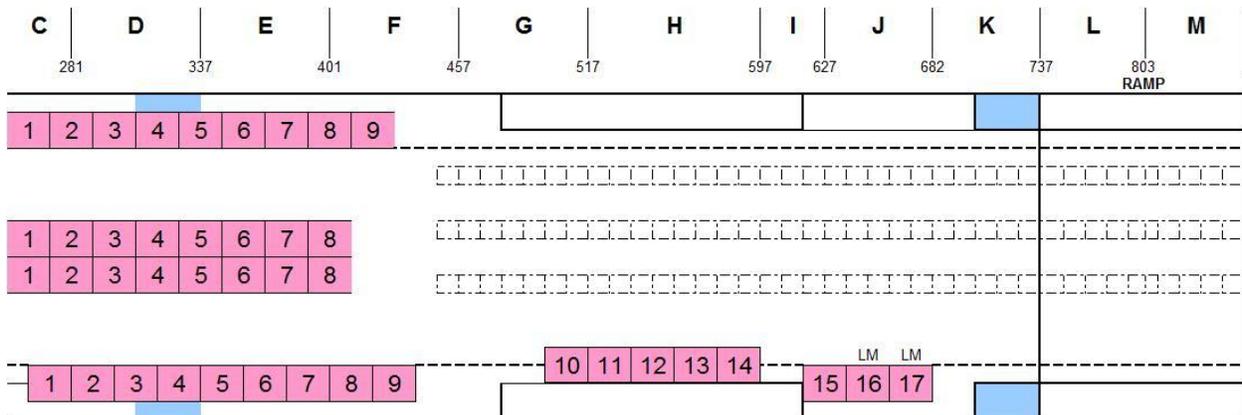


Table 3.19. Configuration TAC-4, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support*	1	85	A/R
CDS Buffer Stop Assembly*	1	585	A/R

CDS Rigging Kit	1	A/R	A/R
*As required by mission directive			
NOTES:			
1. Provides maximum utilization for single CRRC or combination airdrops using the ramp and door. Maximum of one single or one stacked CRRC platform.			
2. Centerline vertical restraint (CVR) is installed from aft to fwd and will be installed as required for the number of bundles being dropped. See TO 1C-130(H)J-9, Section VII C for installation procedures.			
3. Position anchor cable stops IAW TO 1C-130(H)J-9, Section VII.			
4. Number of containers governs seat availability.			
5. Combination drop is limited to single stick. Single stick weight cannot exceed 5,000 pounds. A maximum of 20 paratroopers may be tailgated depending on seats available and number of CDS containers.			
6. Time to configure is 2 persons, 1 hour.			

Figure 3.20. CONFIGURATION RAPID-1/2 (Infil/Exfil).

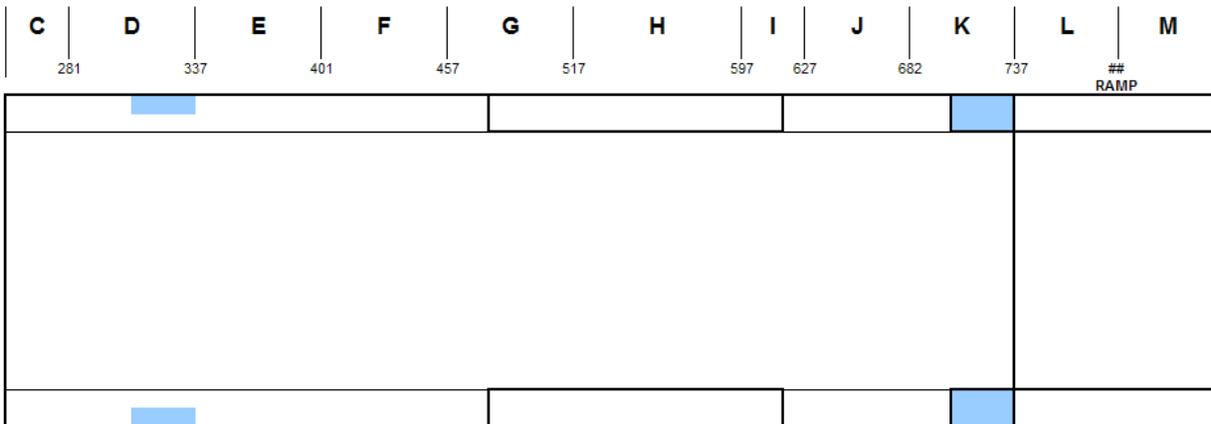


Table 3.20. Configuration RAPID-1/2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Ramp Support*	1	85	A/R
Canary Slide Ramps*	1 Set	465	A/R
Gen IV Ramps*	5		A/R
*As required by mission directive			
NOTES:			
1. All rollers stowed			
2. RAPID-2 Remove Dual Rails			
3. Time to configure is 2 persons, 1 hour.			

Figure 3.21. CONFIGURATION LP-1 (Psyops).

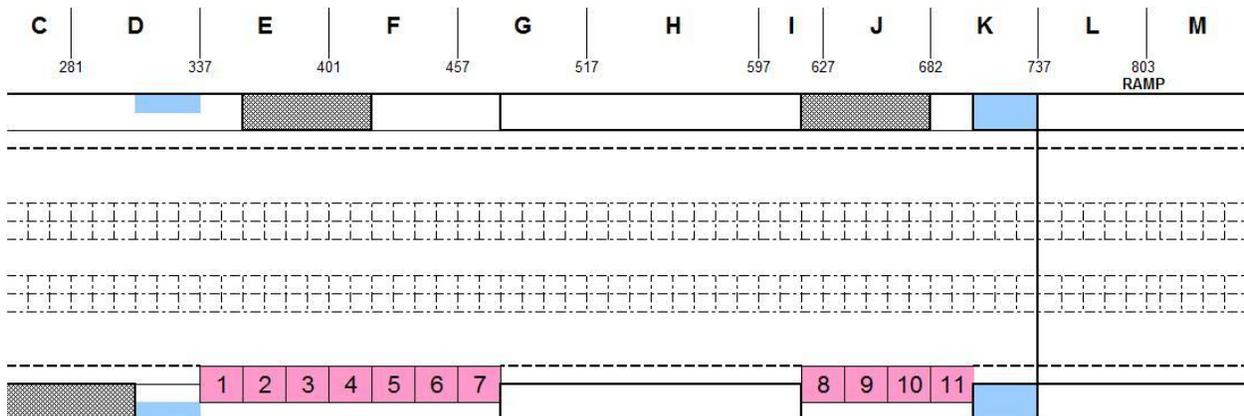


Table 3.21. Configuration RAPID-1/2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Oxygen Console*	1	100	A/R
HALO Oxygen Hoses	2		A/R
*As required by mission directive			
NOTES:			
1. Eleven troop seats (seatbelts on 20-inch centers); 9 seats are offered.			
2. Leaflet Modified Rollers.			
3. Time to configure is 2 persons, 1 hour.			

Figure 3.22. CONFIGURATION RSQ-1 (Rescue).

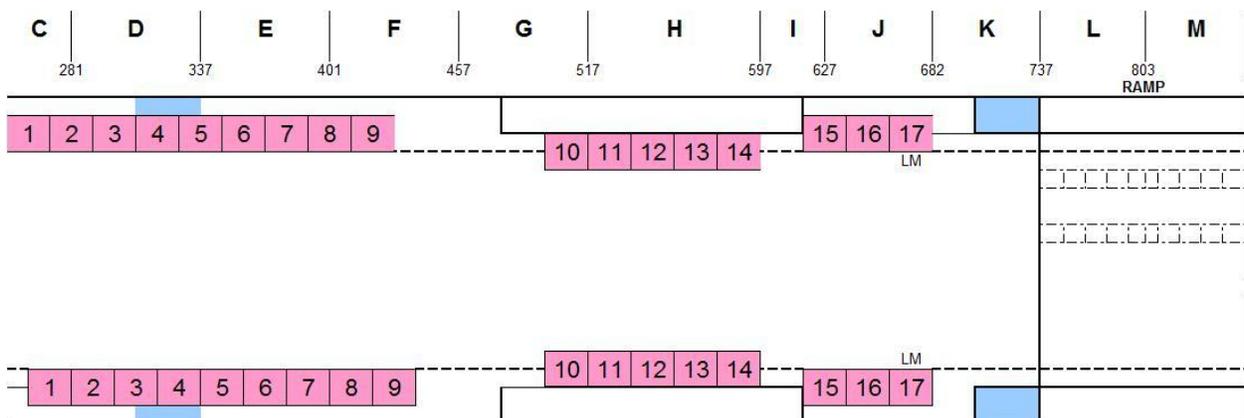


Table 3.22. Configuration RSQ-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	QTY	WT	STA

Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Rigging Kit	1	A/R	A/R
Pyrotechnics	A/R	A/R	A/R
NOTES:			
1. This configuration is designed for rescue operations with 2 RAMZs loaded on the ramp. The amount of seats depends on the amount of equipment loaded in the aircraft.			
2. Time to configure is 2 persons, 30 min.			

Figure 3.23. CONFIGURATION RSQ-2 (Rescue).

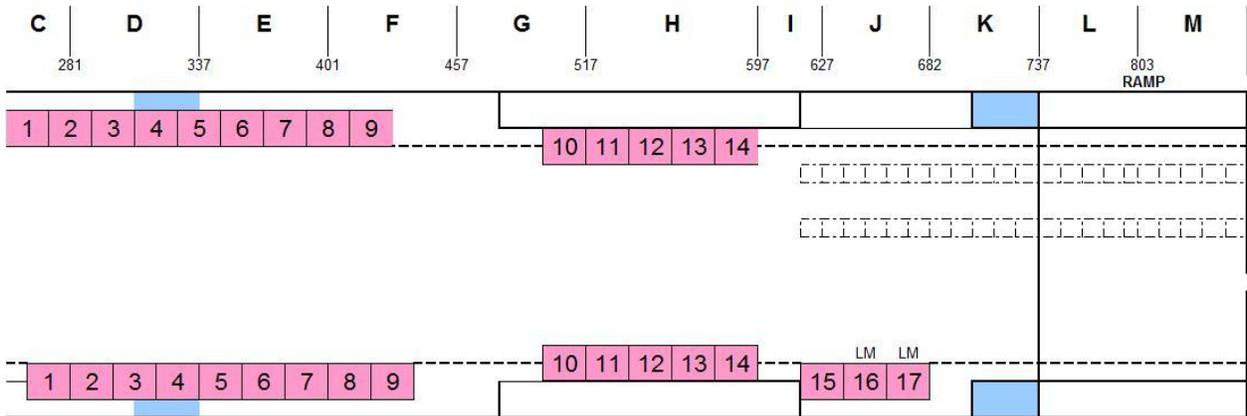


Table 3.23. Configuration RSQ-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	QTY	WT	STA
Liquid/Water Containers	A/R		
EMERGENCY EQUIPMENT	QTY	WT	STA
Refer to Table 1.1.	A/R		
EXTRA EQUIPMENT	QTY	WT	STA
Rigging Kit	1	A/R	A/R
Pyrotechnics	A/R	A/R	A/R
NOTES:			
1. This configuration is designed for rescue operations with 2 ATVs rigged for airdrop. 1 loaded on the ramp and 1 loaded on the cargo floor. The amount of seats depends on the amount of equipment loaded in the aircraft.			
2. Time to configure is 2 persons, 30 min.			

Chapter 4

REFERENCE DATA

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

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

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

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

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

4.2.4. If the aisleway requirement in **paragraph 4.2.3** cannot be achieved on missions carrying crew only or MEPs authorized by operations order/plan or DIRMOBFOR, then an aisleway will be maintained in the wheel well area that provides a minimum of 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform or a minimum of 30 inches between the outer edge of cargo and the aircraft beginning no higher than 60 inches above the floor/pallet/platform. The CHS outboard frame provides 8 inches of this requirement on the main cargo floor (**Figure 4.1**). MAJCOM/A3 is authorized to waive this requirement based on MAJCOM/A3T evaluation and recommendation.

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

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

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

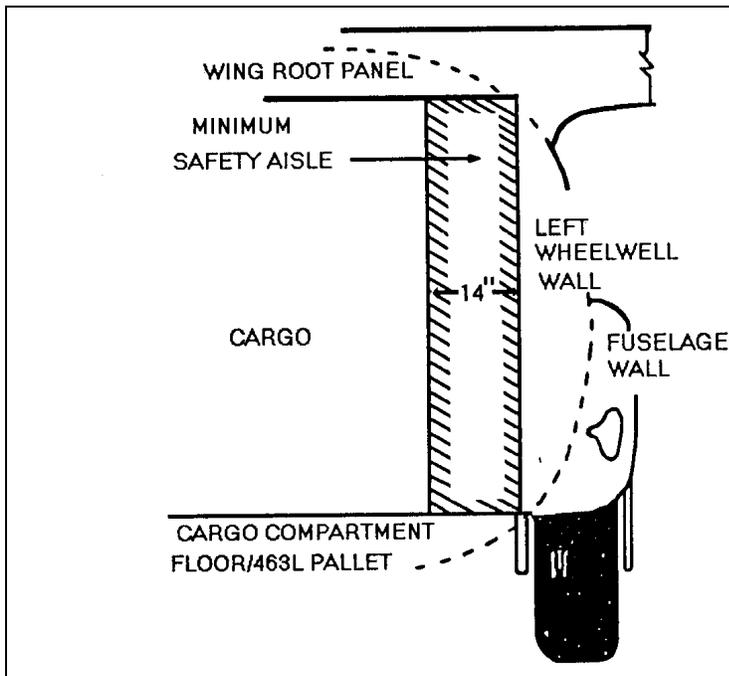


Figure 4.2. Safety Aisles (Wheel Well Area, Crew Only or Mission Essential Personnel).

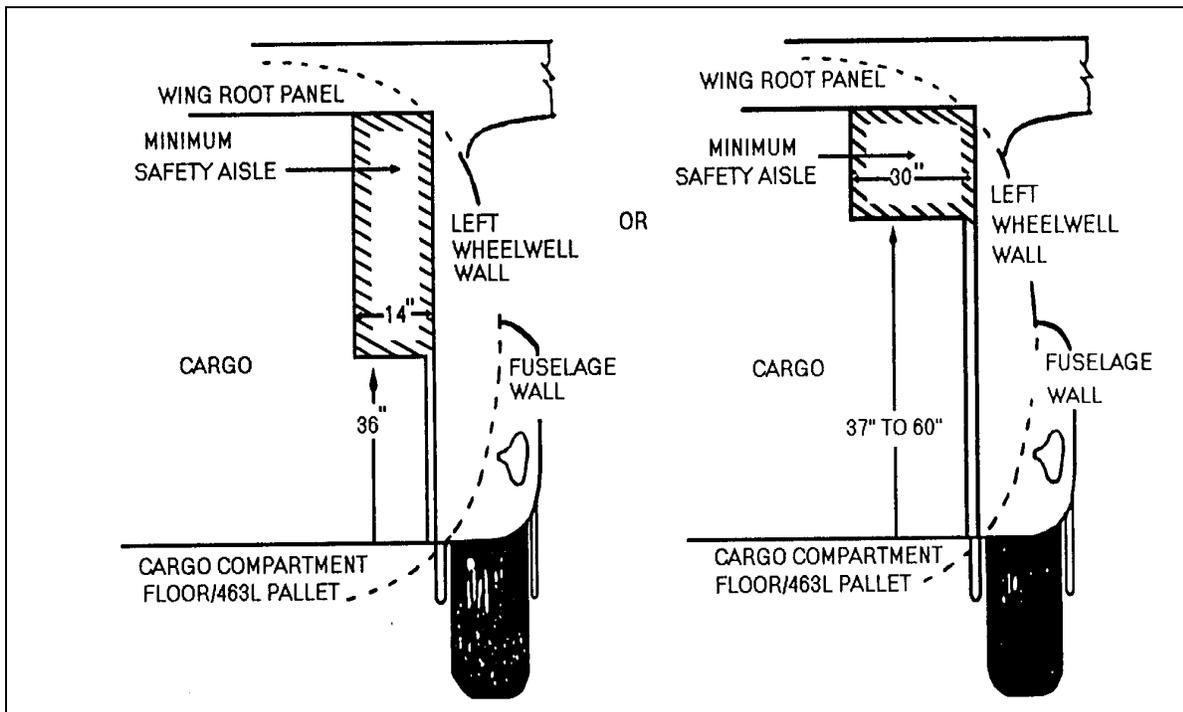


Table 4.1. Standard Weights in Pounds, Aircraft and Miscellaneous Equipment.

Item	Weight (lbs)
Aircraft Chocks	52
Aramid Gloves	2
Aux Truck Loading Ramps (set of two)	102
Buffer Stop Assembly	585
Canary Slide Ramps (Set)	465
CDS Rigging Kit	20
Hydraulic Fluid (Case)	52
Extraction Parachute Jettison System Kit (Kit bag, 1 power cable, 1 Control box, 2 Y-connectors, 2 interconnect cables, 1 main cable)	26
Extraction Parachute Jettison System Control Box	1.5
Extraction Parachute Jettison System Power Cable	1
Extraction Parachute Jettison System Main Cable	3
Extraction Parachute Jettison Y-Connector	3
Extraction Parachute Jettison Interconnect Cable	.5
Joint Precision Aerial Delivery System (JPADS) Equipment (Roll on/off)	70
Ladder, Maintenance	42
Liquid Container w/o Contents (2 gal)	9
Liquid Container w/ Contents (2 gal)	25
Litter, wooden/canvas	14
Oil (case)	52
Oxygen bottle, portable with harness	6
Oxygen console, HALO	100
Portable therapeutic liquid oxygen (PTLOX) (Full/Empty)	80/55
Pry Bar	49
Ramp Support (wooden)	85
Seat, side facing (1 person)	3.5
Seat, side facing (2 person)	7
Seat support beam, lower	21
Seat support beam, upper	11
Shoring, planking 2" x 12" x 12'	75
Shoring, plywood 1/2" x 4' x 8'	43
Shoring, plywood 3/4" x 4' x 8'	64
Snatch block (PN 7320110-3)	8
Stanchion, seat/litter	30
Water, container (2 gal small Igloo w/contents)	25
Water, container (5 gal large Igloo w/contents)	50
Water, Drinking, per gallon	8
Winch, cargo, HCU-9A	290
Winch, cargo, Hoover	249
Winch, cargo, Bulldog 41B	196
Winch, cargo, bulldog 41BG	175
Winch, control pendant electrical cable (Lucas) 24/60	5/10

Winch, power cable	48
--------------------	----

Table 4.2. Standard Weights in Pounds, Crew/Passengers/Baggage.

Item	Weight (lbs)
Crew	200
Pax (without bags)	175
Patient, Litter (includes everything except baggage)	195
Patient, Ambulatory (without bags)	160
Pax Baggage	66

Table 4.3. Standard Weights in Pounds, Emergency Equipment.

Item	Weight (lbs)
Adult/child life vest	1.5
Anti-exposure suits	6
Body Armor w/o plates	5.2
Body Armor with plates	15.6
Datum Marker Buoy, with battery (small/large)	3/22
Emergency Escape breathing Device (EEBD)	5
Emergency Passenger Oxygen System	2
Emergency Radio	2
Life Raft, 46 Man	95
LPU-10/P life vest	4
LPU-5/P life vest	4
LPU-6/P life vest (infant cot)	4
MA-1 Kit	232
MA-2 Kit	311
MA-1/2 Kit Rack	25
MD-1 Life vest (child)	3
ML-4 Seat Kit	21
Parachute, Cargo, 68-inch pilot parachutes	3
Parachute, T-10C	20
Parachute, Back	32
Parachute, Chest	16
Parachute, Chest Harness	13
Parachute, G-8	3
Passenger Oxygen Kit	30
Personnel Restraint harness, PCU 17/P	9
Protective Clothing Kit	40
Quick Don Mask	2.5
Rations, Emergency, MRE/LRPS (case)	37
Sea Marker Light, with battery	1
Sled, Global (A-16)	222
Smoke Mask	3
Survival vest	9

Table 4.4. Standard Weights in Pounds, FARP Equipment.

Item	Weight (lbs)
Hose, 100 ft (3")	100
Hose, 100 ft (2")	70
Hose, 10 ft	20
X or T fitting	12
All nozzles	10
Fire Extinguisher	37
50 GPM Pump	70
Spill Kit	20
Squeegee, Powered/Manual	30/10
5 gallon water can (full)	40
3 gallon water can sprayer	25
220 ft interphone cord	20
Deployment Basket	500 (estimate)

Table 4.5. Standard Weights in Pounds, Flares and Markers.

Item	Weight (lbs)
Marker Location Marine MK 25, Mod 3	3.75
Marker Location Marine Dye M59	1.4
Parachute Flares (LUU-2 Series, LUU-4/B	29/17
Parachute Flare LUU-19NIR Series	36
Smoke & Illumination Signal MK 6 Series	16

Table 4.6. Standard Weights in Pounds, Ground Troops and Parachutists.

Item	Training Weight (lbs)	Combat Weight (lbs)
Ground troop training with web gear and weapon	210	240
Ground troop with web gear, weapon, and ruck sack	250	300
Ground troop with combat equipment tools	250	300
Ground troop with duffel bag, web gear and ruck sack	350	400
Ground troop with duffel back & combat equip/tools	350	400
Parachutist with web gear, weapon, and ruck sack	300	350
Parachutist – Hollywood	220	N/A
Pararescueman, Land – Hollywood	240	240
Pararescueman, Land – Fully Equipped	300	300
Pararescueman, Water – Minimum Equipment	240	240
Pararescueman, Water – Fully Equipped	300	300
Ruck Sack	40	80

Table 4.7. Standard Weights in Pounds, Tiedown Equipment.

Item	Weight (lbs)
Strap CGU-1/B (5,000 lb)	4
Strap CGU-1/B (10,000)	4
MB-1 Chain/CGU-4/E	7
MB-1 Devices/CGU-4/E	3.5
MB-2 Chain/CGU-3/E	20
MB-2 devices/CGU-3/E	6
Pallet (HCU-6/E)	290
Pallet nets (1 set)	65

Table 4.8. Protective Armor.

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

Table 4.9. Aircraft Defensive System Equipment.

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

Table 4.10. HC-130J Cargo Handling System Lock And Seat Stanchion Locations.

Lock Number	FS Location
1	303
2	343
3	383
4	423
5	463
6	503
7	543

8	583
9	623
10	663
11	683
Seat Stanchion #	FS Location
1	262
2	333
3	393
4	453
5	513
6	573
Ladder	633-653
7	693
8	733

NOTES:

1. Seat bottom extension adds 9 ¾ inches when installed.
2. Seat back extension adds 7 inches when installed.

Chapter 5

WEIGHT & BALANCE INPUTS AND DD FORM 365-4 INSTRUCTIONS

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

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

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

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

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

5.3.2.1. Takeoff. Unless other restrictions are imposed, 164,000 lbs is the maximum weight for takeoff on the HC-130J.

5.3.2.2. Landing. Unless other landing restrictions such as assault landings are imposed, 164,000 lbs is the maximum weight for landing on the HC-130J. Subtract operating weight plus estimated landing fuel (references 9 and 23). Refer to the TO 1C-130(H)J-1 for assault landing limitations.

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

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

5.3.4. Signature Blocks:

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

5.3.4.2. Weight and Balance Authority: Leave blank

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

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

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

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

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

5.4.3.1. 4,000 PPH - normal flight at altitude.

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

Table 5.1. HC-130J Paratrooper Loading Tables.

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

NOTES:							
1. Load C/B for a full load is FS 470.							
2. Two LMs (1 in C and 1 in K compartments) not included in this table.							
3. Two safeties in G compartment (single seats.)							
4. Seatbelts on 24-inch configuration.							
TAP-2 CONFIGURATION							
ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	4	880	231	1200	316	1400	368
D 309	12	2640	816	3600	1112	4200	1298
E 369	10	2200	812	3000	1107	3500	1292
F 429	6	1320	566	1800	772	2100	901
G 487	5	1100	536	1500	731	1750	852
H 557	8	1760	980	2400	1337	2800	1560
I 612	2	440	269	600	367	700	428
J 655	6	1320	865	1800	1179	2100	1376
K 710	1	220	156	300	213	350	249
Total	54	11880	5231	16200	7134	18900	8324
NOTES:							
1. Load C/B for a full load is FS 440.							
2. Two LMs (one in C and one in K compartments) not included in this table.							
3. Two safeties in G compartment (single seats.)							
TAP-3 CONFIGURATION							
ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	2	440	116	600	158	700	184
D 309	6	1320	408	1800	556	2100	649
E 369	6	1320	487	1800	664	2100	775
F 429	6	1320	566	1800	772	2100	901
G 487	5	1100	536	1500	731	1750	852
H 557	8	1760	980	2400	1337	2800	1560
I 612	2	440	269	600	367	700	428
J 655	6	1320	865	1800	1179	2100	1376
K 710	1	220	156	300	213	350	249
Total	42	9240	4383	12600	5977	14700	6974
NOTES:							
1. Load C/B for a full load is FS 474.							
2. Two LMs (one in C and one in K compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							

Table 5.2. HC-130J Passenger Loading Tables.

P-1 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 Lbs	MOM	250 LBS	Mom
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	11	1925	937	2310	1125	2750	1339
H 557	16	2800	1560	3360	1872	4000	2228
I 612	8	1400	857	1680	1028	2000	1224
J 655	8	1400	917	1680	1100	2000	1310
K 710	7	1275	870	1470	1044	1750	1243
Total	90	15800	7650	19320	9180	22500	10928
NOTES:							
1. Load C/B for a full load is FS 486.							
2. Two LMs (1 in C and 1 in K compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							
CP-1 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	1	175	31	210	55	250	66
D 309	6	1050	324	1260	389	1500	464
E 369	6	1050	387	1260	465	1500	554
F 429	6	1050	450	1260	541	1500	644
G 487	5	875	426	1050	511	1250	609
H 557	8	1400	780	1680	936	2000	1114
I 612	4	700	428	840	514	1000	612
J 655	4	700	459	840	550	1000	655
K 710	2	350	249	420	298	500	355
Total	42	7350	3534	8820	4259	10500	5073
NOTES:							
1. Passenger load C/B for full load is FS 297.							
2. Two LMs (1 in C and 1 in K compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							
CP-2 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	11	1925	595	2310	714	2750	850
Total	15	2625	779	3150	935	3750	1113
NOTES:							
1. Passenger load C/B for full load is FS 297.							
2. One LM in C compartment not included in this table.							
3. Seatbelts on 20-inch configuration.							

CP-3 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 400	3	525	210	630	252	750	300
Total	31	5425	1818	6510	2182	7750	2597
NOTES:							
1. Passenger load C/B for full load is FS 335.							
2. One LM in C compartment not included in this table.							
3. Seatbelts on 20-inch configuration.							
CP-4 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	7	1225	597	1470	716	1750	852
Total	47	8400	3109	10080	3727	12000	4436
NOTES:							
1. Passenger load C/B for full load is FS 380.							
2. Two LMs (1 in C and 1 in G compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							
CP-5 CONFIGURATION							
ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1000	263
D 309	12	2100	649	2520	779	3000	927
E 369	12	2100	775	2520	930	3000	1107
F 429	12	2100	901	2520	1081	3000	1287
G 487	11	1925	937	2310	1125	2750	1339
H 557	14	2450	1365	2940	1638	3500	1950
I 612	1	175	107	210	129	250	153
Total	66	11550	4918	13860	5903	16500	7026
NOTES:							
1. Passenger load C/B for full load is FS 426.							
2. Two LMs (1 in C and 1 in I compartments) not included in this table.							
3. Seatbelts on 20-inch configuration.							

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

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

BURTON M. FIELD, Lt Gen, USAF
DCS, Operations, Plans and Requirements

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION***References***

AFI 11-2HC-130J, Volume 3, *HC-130J Operations Procedures*

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Forms Adopted

AF Form 847, *Recommendation for Change of Publication*.

AFTO Form 781A, *Maintenance Discrepancy and Work Document*.

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

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

Abbreviations and Acronyms

A/R—As Required

ABA—Aircrew Body Armor

ACL—Allowable Cabin Load

ACM—Additional Crewmember

AE—Aeromedical Evacuation

AECM—Aeromedical Evacuation Crewmember

AET—Aeromedical Evacuation Technician

AFE—Aircrew Flight Equipment

AFF—Automated Form F

AFI—Air Force Instruction

ALSE—Aircrew Life Sustaining Equipment
ARC—Air Reserve Component
BSA—Buffer Stop Assembly
C/B—Center of Balance
CDS—Container Delivery System
CG—Center of Gravity
CMT—Charge Medical Technician
CNI-MU—Communications/Navigations/Identification-Management Unit
CRRC—Combat Rubber Raiding Craft
CVR—Center Vertical Restraint
DIRMOBFOR—Director, Mobility Forces
DO—Director of Operations
DV—Distinguisher Visitor
ECHS—Enhanced Cargo Handling System
EPJS—Extraction Parachute Jettison System
EPOS—Emergency Passenger Oxygen System
F.S.—Fuselage Station
FN—Flight Nurse
HAHO—High Altitude High Opening
HALO—High Altitude Low Opening
IAW—In Accordance With
IB—Inboard Fuel Tanks
JPADS—Joint Precision Aerial Delivery System
LPU—Life Preserver Unit
L.S.—Load Station
MAC—Mean Aerodynamic Chord
MAJCOM—Major Command (for the purposes of this AFI, includes ANG)
MCD—Medical Crew Director
MEP—Mission Essential Personnel
MFCD—Multi Function Control Display
MOST—Mobile Oxygen Storage Tank
NASA—National Aeronautics and Space Administration

OB—Outboard Fuel Tanks

PAA—Primary Aircraft Authorized

PBE—Protective Breathing Equipment

PCK—Protective Clothing Kit

PDM—Periodic Depot Maintenance

PPH—Pounds Per Hour

PTLOX—Portable Therapeutic Liquid Oxygen

RAMZ—Rigging Alternate Method Zodiac

VIP—Very Important Person

Terms

Additional Crewmember (ACM)—Aircrew members not required for a particular mission being flown, but who are required for follow-on missions. ACMs are further defined by MAJCOMS in MAJCOM supplements to AFI 11-401, *Aviation Management*.

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

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

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

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

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

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

Joint Airborne/Air Transportability Training (JA/ATT)—Continuation and proficiency combat airlift training conducted in support of DOD agencies. Includes aircraft load training and service school support. HQ AMC publishes JA/ATT tasking in AMC 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. On missions where an FN is not onboard, the senior AET will function as MCD.

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

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

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