

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

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

15 APRIL 2008

Flying Operations

**RESCUE HC/MC-130P CONFIGURATION/
MISSION PLANNING GUIDE**



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This instruction establishes basic cargo compartment configurations, standard equipment, and locations of such equipment aboard Rescue HC/MC-130P aircraft. This instruction applies to Air Combat Command (ACC), Air Education and Training Command (AETC), and Pacific Air Forces (PACAF) units charged with configuring and operating HC/MC-130P aircraft for Combat Search and Rescue (CSAR). This instruction also applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units under ACC oversight. Units may supplement this instruction in accordance with AFI 33-360, *Publications and Forms Management*. Send unit supplements through Flight Standardization channels to HQ ACC/A3TV for approval prior to publishing. After publication, units will send one copy of their supplement to HQ ACC/A3TV. ANG and AFRC units will coordinate with NGB/A3 or AFRC/A3, respectively, before publishing unit supplements. HQ ACC/A3 is the waiver authority for this supplement for ACC units. NGB/A3 is the waiver authority for this supplement for ANG units. AFRC/A3 is the waiver authority for this supplement for AFRC units. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 37-123, *Management of Records* (will convert to AFMAN 33-363), and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at https://afirms.amc.af.mil/rds_series.cfm. Submit suggested improvements to this supplement on AF Form 847, *Recommendation for Change of Publication*, through Flight Standardization channels to HQ ACC/A3TO, 204 Dodd Blvd, Suite 133, Langley AFB, VA. 23665-2789.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This revision updates weight and balance policy, revises consolidated equipment tables, updates cargo compartment configurations, updates reference data, and revises DD Form 365-4 instructions.

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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 during contingency operations, use sound judgement and operational risk management to meet mission demands. In order to meet HQ AF guidance towards conserving fuel, additional equipment not normally used in day-to-day operations should be removed.

1.2. Responsibilities. Personnel engaged in planning operations must consider the most appropriate configuration that will satisfy mission requirements and permit minimum variations and man-hours to change. Units performing services on the HC/MC-130 aircraft (e.g., maintenance, life support) are responsible for configuring the aircraft in accordance with (IAW) this instruction and as outlined in mission directives to include the stowage/installation of equipment IAW the configuration and equipment tables outlined herein.

1.3. Configuration Codes. Use the following codes when referring to HC/MC-130 cargo compartment configurations. The number identifying the configuration capability will follow the letter code.

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 - Passenger

1.3.6. RAPID – Term synonymous with infiltration/exfiltration (Infil/Exfil)

1.3.7. TAC - Tactical Airdrop Cargo

1.3.8. TAP - Tactical Airdrop Personnel

1.4. Modifications. The configuration codes of this instruction may require modification 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, a cargo mission may require additional seats or equipment such as a bulldog winch not in the C-X cargo configuration. Indicate the mission directive configuration C-X (number as applicable) and modification, e.g., two additional seats and bulldog winch required.

1.5. Weight and Balance.

1.5.1. Configuration and necessary equipment changes to conduct rescue missions affect the weight and balance of the aircraft. 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, inspection and when removal is directed by this AFI. Equipment listed in **Table 2.2.** will be added as necessary and entered on DD Form 365-4, *Weight and Balance Clearance Form F*, at ref-

erence 6, 7, or 8. Adjustments will be made when the actual on board weight of these items vary from the data shown. Add aircraft armor into the DD Form 365-4 (Form F) if armor is installed on the aircraft. Paratroop door armor, and panels covering components requiring access in flight (if required), needs to be re-calculated when armor is repositioned. DD Form 365-4 will be completed IAW instructions in **Chapter 5**.

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 loadmaster will add or subtract the listed weight and moment from the last entry in the DD Form 365-3, Chart C, *Basic Weight and Balance Record*. Annotate the new weight and moment in Block 1 of DD 365-4. 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 365-4, by the loadmaster.

NOTE: Operations Group Stan/Eval assisted by Quality Assurance will develop a list of the items removed when configuring the aircraft for RAPID 1, 2, and 3. Stan/Eval will provide what items will be removed and Quality Assurance will provide the weight, fuselage station, and moment for each item. File the list behind the DD Form 365-3 Chart C. This list will be used when making corrections at a forward operating location IAW paragraph **1.5.2**.

1.6. Distribution. Commanders are responsible for bringing this publication to the attention of all affected personnel. At least one copy will be maintained in the unit operations section. It will be readily accessible to operations and aircrew personnel. Additional distribution will be as follows:

- 1.6.1. Staff operations, all levels.
- 1.6.2. All levels of aircrew standardization offices.
- 1.6.3. Command posts/operations centers.
- 1.6.4. Air Terminal Operations Centers (ATOC)
- 1.6.5. Aerial Delivery Support Branch (ADSB)/Aerial Delivery Flight (ADF).
- 1.6.6. Aircraft maintenance squadrons/units, Dash 21 equipment sections, Quality Assurance sections.
- 1.6.7. Aircrew Life Support Sections.
- 1.6.8. One located in the supplemental weight and balance handbook binder on each aircraft.
- 1.6.9. One copy to each loadmaster.

1.7. 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 HQ ACC/A3TO in accordance with AFI 11-202 Vol 2, *Aircrew Standardization/Evaluation Program*, Attachment 9 and AFI 11-215, *Flight Manuals Program (FMP)*, Attachment 3. Use AF Form 847, *Recommendation for Change of Publication*.

1.8. 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/A3TO for approval.

1.9. Aircrew Life Support (ALS) Requirements. **Table 2.1.** and **Table 2.2.** reflect minimum numbers and the prescribed locations on the aircraft.

1.9.1. The unit or service being airdropped will furnish the required number of life preservers for air-drop of personnel over or near bodies of water. Wear of flotation devices will be in accordance with AFIs and the user's service directives.

Chapter 2

CONSOLIDATED EQUIPMENT TABLES

2.1. General. Configure HC/MC-130P aircraft with the equipment listed in **Table 2.1**. Include the items listed in **Table 2.1** in the aircraft basic weight on the DD Form 365-3, Chart C. (See exception in paragraph **1.5** of this AFI.) Add items listed in **Table 2.2**, as necessary, to attain a specific configuration and/or comply with mission directives. Items in **Table 2.2** will be annotated on the DD 365-4 Form F.

Table 2.1. HC/MC-130P Standard Equipment

Item	Equipment	Quantity	Location
1.	Aldis Lamp w/Lenses	2	FS 670 L & R
2.	Anchor Cable Center Supports and Braces	2/4	IAW applicable flight manual and T.O. 1C-130A-9.
3.	Anchor Cables	2	IAW applicable flight manual and T.O. 1C-130A-9.
4.	Aramid/Heat Resistant Gloves (Pair)	2	1-over G-file, 1-stowage box, FS 743 R
5.	Axes, Hand Emergency	2	IAW flight manual
6.	Beverage Containers (2 Gal)	2	Galley
7.	Broom	1	Aft side of rescue bin secured by 2 rubber clamps, or secured as loose equipment.
8.	Cargo Compartment Window Covers	10	Stowed in pocket located near each window.
9.	Chains, Tiedown (10,000 lb.)	20	5 in left chain box, 15 in right chain box (Note 1 and 2), 5 in left chain box and 15 in 25K storage bin FS 850 R. (Note 3)
10.	Chocks	4	Secured as loose equipment
11.	Cords, Interphone	15	2-6 ft. cords installed at Pilot & Copilot station, 15 ft. cords, 1 each installed at flight engineers, navigators, flight instructor's station, airborne communication mission specialist, 2 aft of loadmaster's seat, and one fwd of each troop door. 2-50 ft. cords installed aft of each troop door. 1-75 ft. cord installed left side loadmaster seat.
12.	Covers, GTC & ATM	1 Each	Stored as loose equipment
13.	Covers, Intake/Pitot	4/2	Stored as loose equipment
14.	Covers, Tailpipe	4	Stored as loose equipment

Item	Equipment	Quantity	Location
15.	Crank, Main Landing Gear and Flap Emergency	2	Stowed forward of each wheel well.
16.	Crew Rest Facilities (Bunks w/ Mattresses)	3/2	IAW flight manual (Note 4)
17.	Devices, Tiedown (10,000 lb.)	20	15 on stowage rack FS 245, 5 on rack FS 800 L. (Note 2)
18.	Earplugs (Foam Type)	30 Minimum	IAW Local Directives
19.	*Emergency Escape Breathing Devices (EEBD's)/Protective Breathing Equipment (PBE)	4	FS 245/IAW Local Directives. (Note 7)
20.	Emergency Escape Hatch Locking Pins	8	IAW Local Directives
21.	Extinguisher, Fire	4	IAW flight manual
22.	*Fire Fighters Smoke Mask w/ Microphone, or Quick Don (oxygen mask) w/Goggles (Scott 358 series)	2 Minimum	With Portable Oxygen Bottles (Note 7) Two each for PDM input.
23.	First Aid Kits	10	2 - B comp, 4 - E comp left side, 2 forward each troop door
24.	Fuel Tank Drain Tube	1	Overhead aft cargo door
25.	Fuselage Fuel Tanks	As Required	IAW flight manual (Note 5)
26.	Ground Wires	2	Stow as loose equipment
27.	Gun Box (Weapon Stowage)	1	IAW Local Directives
28.	Hostile Environment Repair Procedures (HERPS) Kit	1	Stowed as loose equipment (Note 16)
29.	Hot Cups	2	Galley FS 188
30.	Hydraulic Fluid/Engine Oil (Quarts)	22	Stowage boxes FS 810 L/R (Note 15)
31.	Jack and Tow Fitting	2	Stowed in misc. stowage box.
32.	Jacking Pads (Set)	1	Right side FS 245
33.	Jump Platforms	2	Left & right IAW flight manual, safetied IAW 1C-130A-9.
34.	Knives, V-blade	2	FS 680 R, FS 660 L
35.	Ladder, Maintenance	1	Secured as required
36.	Latrine Curtains	2/1	Stowed overhead near latrine
37.	*Life Rafts (20 Person)	2	Left & right inboard centerwing compartment (Note 7). One for overwater PDM input.
38.	Lights, Emergency Exit	8/7	IAW flight manual
39.	Litters	2	Left side forward of wheel well
40.	Litter Straps (Patient Securing)	4	Stored or installed

Item	Equipment	Quantity	Location
41.	Lock Assy. Main Landing Gear	2	Misc. stowage box right side of paratroop door.
42.	Locking Device, Paratroop Doors (Lolipops)	2	Stowed as required when not installed.
43.	Main Landing Gear Emergency Tiedown Fixture (Part #3402900-1)	2	IAW local directives
44.	Microphones, Hand	3	One at pilot station, one at loadmaster's seat, one forward of left troop door.
45.	Oxygen Bottles, Portable	10	IAW flight manual w/Carrying Strap/ Harness
46.	Publications, Technical	As Required	IAW Local Directives
47.	*Quick Don (oxygen mask) w/ Goggles (Scott 358 series)	5	IAW Local Directives. Four each for PDM input. (Notes 7 and 14)
48.	Refrigerator, Electric	1	IAW Local Directives
49.	*Restraint Harness (PCU-17P)	1/4	1 ea at Flight deck FS 245, Storage bags FS 627 L & R (Note 7, 8, and 9)
50.	*Restraint Harness, (PCU-17/P Modified	6	Storage bags FS 627 L & R (Note 7 and 8).
51.	Retrieval Bar, Paratroop	1	HC-130N only, FS 620 L/R
52.	Roller Conveyors, Section 9	1	IAW Local Directives. (Note 10)
53.	Roller Conveyors, Section 10	1	IAW Local Directives. (Note 10)
54.	Roller Conveyors, Section 15	1	IAW Local Directives. (Note 10)
55.	Roller Conveyors, Section 16	1	IAW Local Directives. (Note 10)
56.	Ropes, Escape	3	IAW flight manual
57.	Seat Belts (Set)	HC/MC-130 18 HC-130H/N 20	IAW floor plan configuration. Install one set at each installed seat and bunk; place one set in each rolled and stowed unused seat.
58.	Seats, Sidewall	HC/MC-130 18 HC-130H/N 20	IAW floor plan configuration, unused seats rolled and secured under installed sidewall seats or as loose equipment IAW Local Directives (Note 11)
59.	Spacers (MK 6)	5	Aft cargo door bin, left side
60.	Static Line Retriever Winch	2/1	Aft side FS 245, left and right side
61.	Steps, Catwalk (Set)	1	IAW flight manual (Note 12)

Item	Equipment	Quantity	Location
62.	Straps, Tiedown (5,000 lb.)	20	Lower container in cargo door (Note 13)
63.	Straps, Tiedown (10,000 lb.)	10	Center container in cargo door
64.	Tool Kit, Flt Engineer's	1	IAW Local Directives (Note 6)
65.	Towed Paratrooper Retrieval System	1	IAW Local Directives.
66.	Trash Container	1	Aft of or under plotter's table or below aft end of forward crew bunk
67.	Water Jugs	As Required	IAW flight manual.
68.	Wrench, Emergency Main Landing Gear	1	Stowed FS 437 left sidewall litter stanchion.

NOTES:

1. String or wire will be connected diagonally across the top of each chain box (below lid). Hang tiedown chain hooks from the string/wire to allow chains to be inventoried without removing them from the boxes.
2. 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.
3. HC-130(H)N aircraft.
4. On HC-130 aircraft the aft bunk will be removed for personnel airdrops utilizing the TPRS system. Update DD Form 365-3, Chart C.
5. One, two, or no fuselage tanks may be installed based on mission requirements or alert commitments.
6. Flight engineers will maintain tool kit IAW local directives.
7. Asterisked (*) items indicate configuration IAW AFI 11-301V2, or MAJCOM Supplement. Store life support items separately from grease, oil, hydraulic fluid, etc.
8. Restraint harness must remain with the aircraft while in depot to conduct functional check flights (FCF).
9. Primarily on MC-130P rescue aircraft.
10. Rollers may be installed or removed depending on aircraft configuration. DD Form 365-3, Chart C, will be updated accordingly. (See exception in Paragraph 1.5. of this AFI). Aircraft modified to accommodate intermediate rollers will deploy with all rollers to increase mission flexibility at the deployed location.
11. Do not use single sidewall seats unless connected to a 2-man sidewall seat.
12. The catwalk is required when tanks are installed or when it is needed to ensure access to equipment stored in the personnel equipment bins. Steps are required for all flights when two fuselage tanks are installed.
13. 10,000 lb. tiedown straps may be substituted if there are not enough 5,000 lb. straps.
14. Smoke masks must remain with the aircraft while in depot to conduct functional check flights (FCF).
15. If engine oil is stored on the aircraft, use the right storage bin.
16. Flight engineers will provide and maintain HERPS kit and its contents.

Table 2.2. HC/MC-130P Mission Equipment

Item	Equipment	Quantity	Location
1.	Air Deflectors, Ramp (Set)	1	As Required.
2.	Armor, Aircraft (Set)	1	IAW T.O. 1C-130H-2-OOGE-00-1. (Note 8)
3.	Binoculars (Pair)	2	IAW Local Directives.
4.	Blackout Kit	1	IAW Local Directives.
5.	Bubble, Rear Vision Device, Plastic, Combat	1	As Required. Center overhead escape hatch or stowed as loose equipment.
6.	*Coveralls, CWU-Series (Antiexposure suit)	7	IAW Local Directives (Note 1)
7.	Curtains, Night Vision Goggle	2	As Required/IAW Local Directives.
8.	Datum Marker Buoys	2	IAW Local Directives.
9.	DC power cable (Winch)	1	As Required.
10.	Emergency Water w/Cargo	1	IAW Local Directives
11.	Flares, Parachute, LUU-4/B	IAW Local Directives	Sidewalls FS 940 L & R. (Note 2)
12.	Hazardous Material Spill Kit	1	IAW AFMAN 24-204(I). Stored as loose equipment.
13.	Headsets, with Microphones	2	IAW Local Directives.
14.	*Life Preservers, A/C (Adult/Child, airline type)	As Required	IAW Local Directives. (Notes 1 and 3)
15.	*Life Preservers, LPU-2/P or LPU-10/P (crew)	7	IAW Local Directives. (Notes 1 and 3)
16.	Loadmaster Drop Kit	1	IAW Local Directives. (See Table 4.11.)
17.	MA-1/2 Kit Rack	1	As Required.
18.	Message Container	1	IAW Local Directives.
19.	Message Streamers	3	IAW Local Directives.
20.	Mission Kit	1	IAW Local Directives, secure as loose equipment.
21.	Oxygen Hose Extensions (6 foot length minimum)	5	At oxygen regulators: 2 – FS 660 R lower, 1 – FS 680 L, 2 – FS 740 L & R.
22.	Parachutes, Cargo, G-8 or 68-inch Pilot Parachutes	5	IAW Local Directives.
23.	Parachutes, Cargo, G-14/T-10C	2	IAW Local Directives.

Item	Equipment	Quantity	Location
24.	*Parachutes, BA-22, Personnel (Back Style)	6	IAW Local Directives. (Note 1) Five each for PDM input.
25.	Passenger Baggage Cover/Net	1	Aft cargo door bin
26.	*Passenger Oxygen Kits (POKs)/ Emergency Passenger Oxygen System (EPOS)	3	IAW Local Directives. (Notes 1 and 4)
27.	*Protective Clothing Kit	As Required	As Required. (Note 1)
28.	Pry Bar	1	As Required.
29.	Radios, Emergency (in vests)	2	1 – Over G file, 1– IAW Local Directives.
30.	Ramps, Aux Truck Loading	2	Aft of right troop door. (Note 5)
31.	Ramps, Aux Ground Loading	2	As Required, secure as loose equipment. (Notes 5 and 7)
32.	Ramp Support	1	As required.
33.	Rations (MRE/LRPS, case)	1	IAW Local Directives.
34.	Roller Conveyors, Section 9	1	IAW Local Directives. (Note 9)
35.	Roller Conveyors, Section 10	1	IAW Local Directives. (Note 9)
36.	Roller Conveyors, Section 11	1	IAW Local Directives. (Note 9)
37.	Roller Conveyors, Section 12	1	IAW Local Directives. (Note 9)
38.	Roller Conveyors, Section 13	2	IAW Local Directives. (Note 9)
39.	Roller Conveyors, Section 15	1	IAW Local Directives. (Note 9)
40.	Roller Conveyors, Section 16	1	IAW Local Directives. (Note 9)
41.	Rope, Buoyant (210 ft)	1	IAW Local Directives.
42.	Sea Dye, AN-M59	IAW Local Directives	Aft cargo door bin. (Note 2)
43.	Sea Marker Lights	3 Minimum	IAW Local Directives.
44.	*Sea Rescue Kits, MA-1/2	1 Minimum	IAW Local Directives. (Note 1)
45.	Seats, Airline Type	As Required	IAW configuration requirements.
46.	Seat, Assistant Navigator	1	Below plotter's table, FS 245.
47.	Seats, Centerline, w/stanchions	As Required	IAW configuration requirements
48.	Smokes, MK 6 Mod 3/5	IAW Local Directives	Aft cargo door bin. (Note 2)
49.	Smokes, MK 25 Mod 3/5	IAW Local Directives	Aft cargo door bin (Note 2)
50.	*Survival Kit, A-16, Global	As Required	Secured as loose equipment. (Notes 1 and 6)
51.	Survival Kit	1 Minimum	IAW Local Directives (Note 3)

Item	Equipment	Quantity	Location
52.	*Survival Kits, ML-4/MD-1, Individual	7	IAW Local Directives. (Note 1)
53.	*Survival Vests	7	IAW Local Directives. (Note 1)
54.	Tool Box, Maintenance	1	Stored as loose equipment.
55.	Water Jug, 5 gal (Igloo)	1	Secured as loose equipment.
56.	Winch, Cargo Handling	1	As required. (Note 5)

NOTES:

1. Asterisked (*) items indicate configuration IAW AFI 11-301V2, or MAJCOM Supplement. More equipment may be required if mission dictates. Store life support items separately from grease, oil, hydraulic fluid, etc. A minimum of one parachute, survival kit and vest, and anti-exposure suit per crewmember will be prepositioned aboard the aircraft during increased scheduled crew loads. Place additional parachutes for airdrop missions, as required.

2. Record operational mission pyrotechnics and sea dye (items 11, 35, 41, and 42) 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. Pyrotechnic bin doors and sidewall racks may be closed and secured with safety wire or plastic quick-ties.

3. For Depot input CONUS aircraft will carry a minimum survival kit, prepared by Aircrew Life Support (ALS), with components located in AFI 11-301V2, Chapter 4, Table 4-4. Over water flights require one life preserver per person on the aircraft. Issue life support equipment to the aircrew on an AF Form 1297 *Temporary Issue Receipt*. Aircrew personnel will return the equipment to ALS upon return to home station.

4. IAW AFI 11-301V2, Chapter 4. POK/EPOS will not be mixed on an aircraft. Preposition POKs or EPOS on HC/MC-130P aircraft for each passenger on missions at or above FL250.

5. Aircraft deploying with auxiliary ground or truck loading ramps will also carry a winch, cargo handling and DC power cable.

6. A-16 Global Survival Kits: Mission commanders will ensure the appropriate global survival kit or winterized ML-4 kits are on board arctic/Antarctic flights. Unit commanders determine optional components. Reference optional items in unit operating instructions.

7. Minimum number of ground loading ramps required. More ramps will be required for Infil/Exfil. Gen IV ramps are the only type authorized for Infil/Exfil configurations. A full set of Bi-fold auxiliary ramps (Canary slides) may be used in lieu of ground loading ramps.

8. Various configurations exist at home station. Some units move or remove all pieces and while others move or remove only those pieces covering areas requiring maintenance. Units will determine in their local supplement, if applicable, home station armor configurations and guidance whether to document the weight and moment changes on the DD Form 365-3, Chart C, DD Form 365-4, or a combination thereof.

9. Rollers may be installed or removed depending on aircraft configuration. Rollers will be entered on the DD Form 365-4, (See exception in Paragraph 1.5. of this AFI). Aircraft modified to accommodate intermediate rollers will deploy with all rollers to increase mission flexibility at the deployed location. Roller sections listed in this table are in addition to those roller sections listed in [Table 2.1](#). These sections will be maintained as Dash 21 equipment.

Chapter 3

CARGO COMPARTMENT CONFIGURATION

3.1. Configuration. This chapter contains basic cargo compartment configurations for the HC/MC-130P Aircraft. Although modifications to the basic configuration are authorized to meet special requirements, the following factors should be considered:

WARNING: Jettison of pallets from the aircraft rollers without dual rails has not been tested and should be attempted only as a last resort.

NOTES:

For aircraft with personnel equipment storage bins installed, useable cargo space is limited to 69 inches off the cargo floor from FS 417 to FS 617, extending 35 inches inboard from the wheel well that the bins are attached to.

All cargo compartment configurations depict the rescue bin installed. Installation and use of the rescue bin is at the discretion of the flying unit CC or DO.

Standard configuration for contingency deployments is with at least one fuselage tank installed.

3.1.1. Sidewall and wheel-well seats should be installed/stowed on all missions unless otherwise depicted by this instruction. One-man sidewall seats will not be used unless connected to a two-man seat. Normal spacing for paratroopers is 24 inches. Aircraft without accommodations for 24-inch spacing will be configured for 20-inch spacing

3.1.2. Pallet position six is limited to 4,759 pounds when rollers and ramp air deflectors are installed. With roller conveyors removed and ramp air deflectors installed, 4,919 pounds may be carried. With ramp air deflectors removed and rollers installed the limit is 4,840 pounds. At no time will total weight on the ramp exceed 5,000 pounds.

3.1.3. Drawings in this volume are not drawn to scale with respect to actual aircraft locations.

3.1.4. Safety aisle requirements are depicted in **Paragraph 4.2.** and **Figure 4.1.**

3.1.5. When the load consists of palletized netted cargo or is secured with straps, maintain a 30-inch space between cargo and the nearest forward litter, occupied seat or nuclear cargo. When cargo, either palletized or non-palletized, is secured with chains, 30-inch spacing is not required. **EXCEPTION:** Always maintain the 30-inch spacing on AE missions, when carrying litters.

3.2. Legend of Configurations.

3.2.1. AE-1. This aeromedical configuration offers 10 litter spaces and a total of 14 seats. A minimum of three seats is required for medical and flight crew. (**Figure 3.1.**)

3.2.2. AE.2. This aeromedical configuration offers 7 litter spaces and total of 10 seats. A minimum of three seats are required for medical and flight crew. (**Figure 3.2.** and **Figure 3.3.**)

3.2.3. C-1. Provides up to four pallet positions for loading general cargo and/or rolling stock loads. Seating is dependent on cargo load. Rollers stowed. (**Figure 3.4.**)

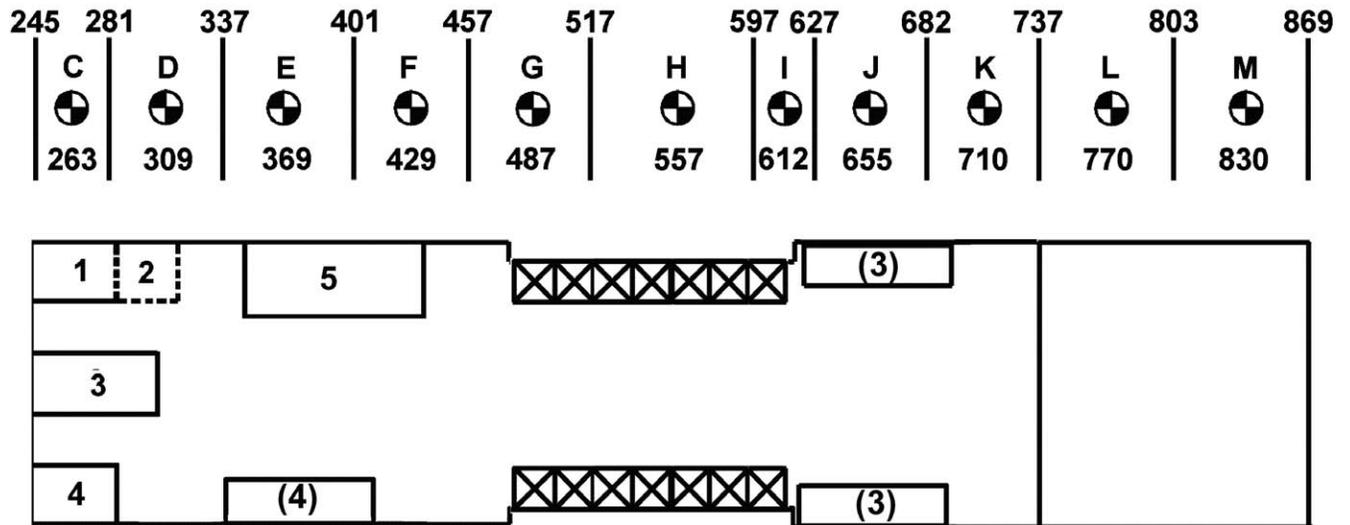
3.2.4. C-2. Provides up to four pallet positions for loading palletized cargo. Seating is dependent on cargo load. (**Figure 3.5.**)

- 3.2.5. C-3. Provides limited cargo compartment utilization for loading general cargo and/or rolling stock loads. Seating is dependent on cargo load. (Figure 3.6. and Figure 3.7.)
- 3.2.6. CP-1/CP-1A. Provides up to four pallet positions and 10 seats on 20-inch centers. CP-1 rollers installed. CP-1A rollers are stowed. (Figure 3.8.)
- 3.2.7. CP-2/CP-2A. Provides 3 pallet positions and 20 seats on 20-inch centers. CP-2 rollers installed. CP-2A rollers are stowed. (Figure 3.9.)
- 3.2.8. CP-3/CP-3A. Provides 2 pallet positions and 36 seats on 20-inch centers. CP-3 rollers installed. CP-3A rollers are stowed. (Figure 3.10.)
- 3.2.9. P-1. Provides 44 sidewall, wheel well and center aisle seats, with seat belts on 20-inch centers. (Figure 3.11.)
- 3.2.10. P-2. Provides 22 seats on 20-inch centers. (Figure 3.12. and Figure 3.13.)

NOTE: The number of personnel on board is limited on over-water flights by the number of life rafts available. The emergency escape ladder will be installed on over-water flights, cargo permitting. Required emergency equipment must be ordered from Life Support.

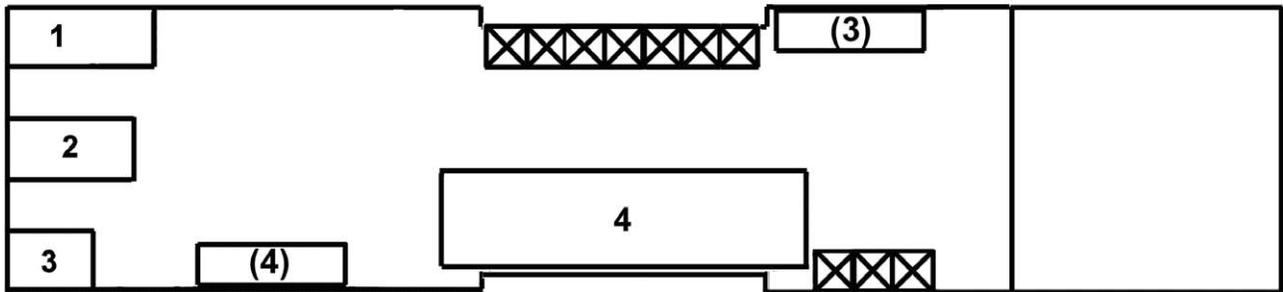
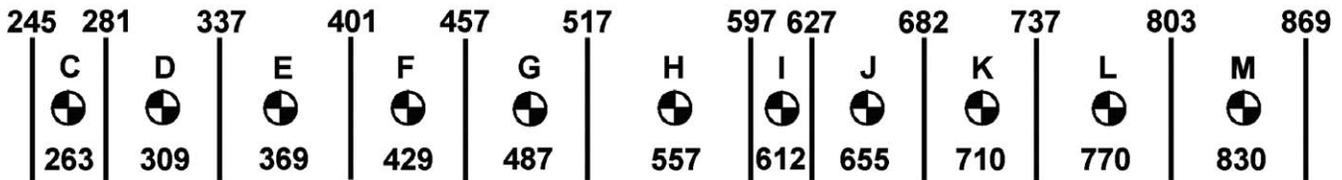
- 3.2.11. RAPID-1. Provides maximum utilization of cargo compartment for rapid infil/exfil of cargo and personnel. Also provides for limited airdrop capability. (Figure 3.14.)
- 3.2.12. RAPID-2. Provides limited cargo compartment utilization for rapid infil/exfil of cargo and personnel due to one installed Fuselage Tank. Also provides for limited airdrop capability. (Figure 3.15. and Figure 3.16.)
- 3.2.13. RAPID-3. Provides limited cargo compartment utilization for rapid infil/exfil of cargo and personnel due to installed Fuselage Tanks. Also provides for limited airdrop capability. (Figure 3.17.)
- 3.2.14. TAC-1. Provides maximum utilization for combination airdrops using cargo ramp and door. Four troop seats offered with seat belts on 20-inch centers. (Figure 3.18.)
- 3.2.15. TAC-2. Provides for single or combination airdrops of two 96" x 48" CRLs, or up to four 48" x 48" CRL bundles with paratroopers. Available seating is dependent on the number and size of bundles. (Figure 3.19. and Figure 3.20.)
- 3.2.16. TAC-3. Provides for combination airdrops of CRRC and CRLs. Thirteen seats are available with seats configured on 24-inch centers. (Figure 3.21. and Figure 3.22.)
- 3.2.17. TAC-4. Provides for single or combination airdrops of two 96" x 48" CRLs, or up to four 48" x 48" CRL bundles with paratroopers. Available seating is dependent on the number and size of bundles. (Figure 3.23.)
- 3.2.18. TAP-1/1A. Provides for 30 troop seats, with seat belts on 24-inch centers. TAP-1 will be used for paratroop doors only. TAP-1A will be used for cargo ramp and door only. (Figure 3.24.)
- 3.2.19. TAP-2/2A. Provides for 18 troop seats, seat belts on 24-inch centers. TAP-2 will be used for paratroop door airdrops only. TAP-2A will be used for airdrop out the cargo ramp and door. (Figure 3.25. and Figure 3.26.)
- 3.2.20. LP-1. Provides the basic configuration for leaflet missions. Center anchor cable supports (A frame) installed. The anchor cable will be reinstalled to the inboard U-bolt, Bulkhead FS 245, center anchor cable support (A frame) outboard cable guide, and aft anchor cable support arm outboard U-bolt. For leaflet airdrop the ramp air deflectors should be installed. (Figure 3.27.)

Figure 3.1. AE-1 (Aeromedical) HC/MC-130P.



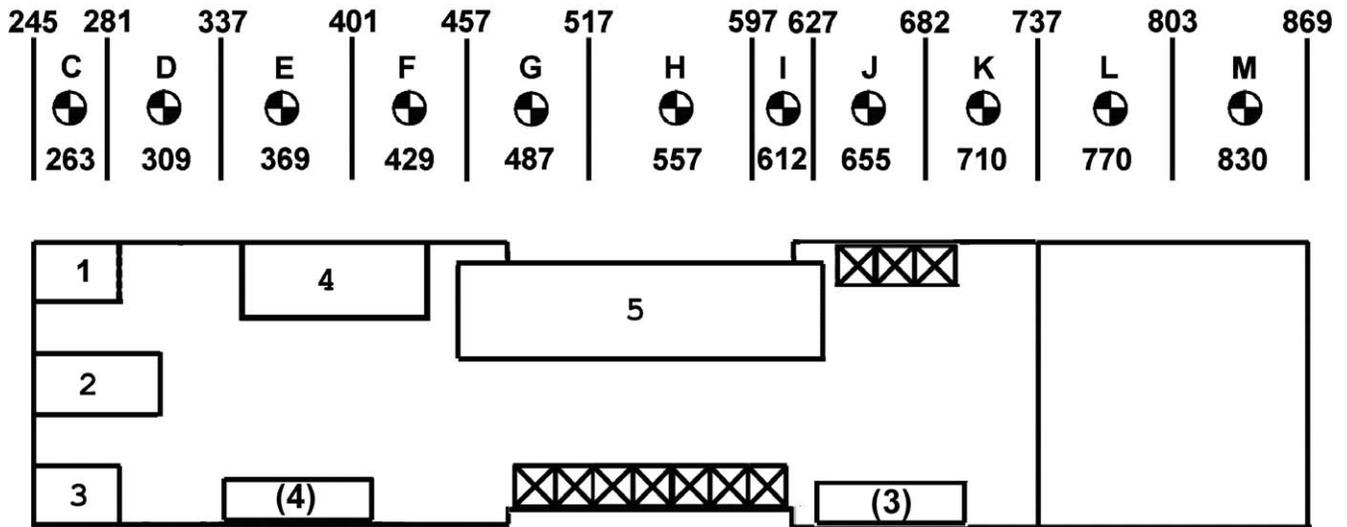
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. This configuration provides 10 litter spaces and 14 troop seats. Additional litter spaces may be installed on some airplanes. A minimum of 3 seats are required for medical personnel.
2. The number in parentheses in the litter spaces indicates the maximum number of litters per tier.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
Blackout kit as required by mission directives

Figure 3.2. AE-2 (Aeromedical) MC-130P.



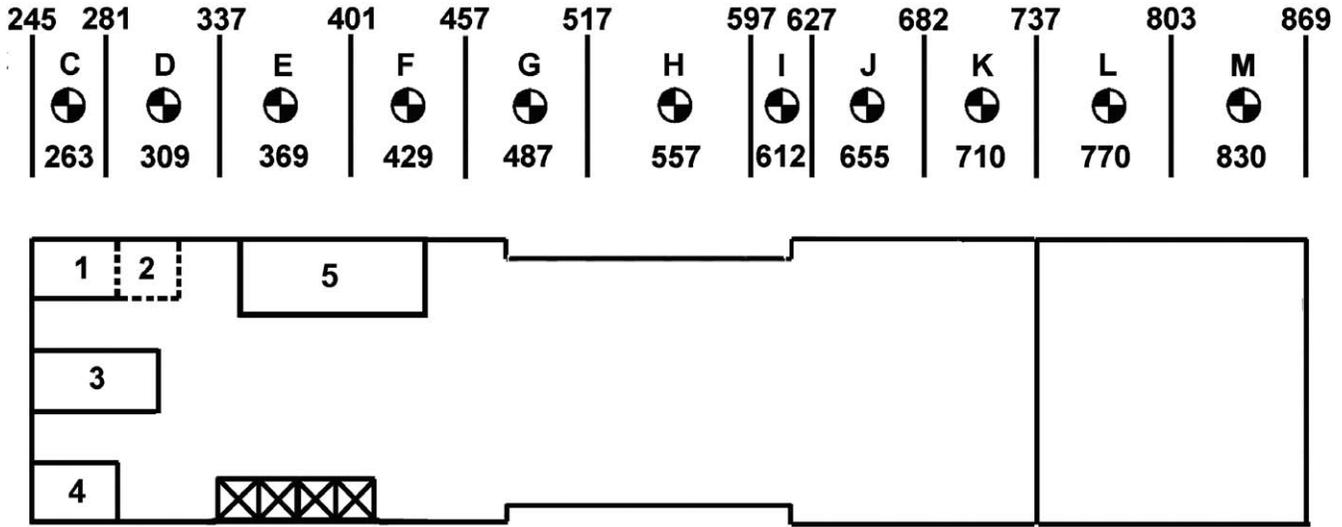
1 – AMSS seat
2 – Plotter table / Parachute rack
3 – Loadmaster seat
4 – Fuselage tank
NOTES:
1. This configuration provides 7 litter spaces and 10 troop seats. Three seats are required for medical personnel.
2. The number in parentheses in the litter spaces indicates the maximum number of litters per tier.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
Blackout kit as required by mission directives

Figure 3.3. AE-2 (Aeromedical) HC-130.



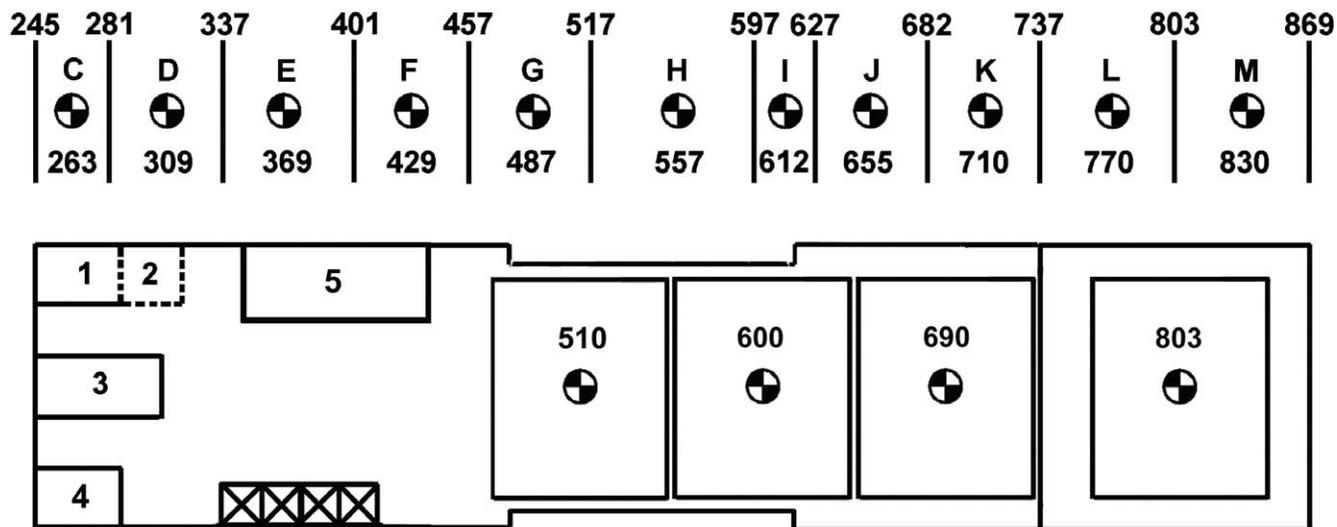
1 – Right scanner seat
2 – Plotter table / Parachute rack
3 – Left scanner or Loadmaster seat
4 – Rescue bin
5 – Fuselage tank
NOTES:
1. This configuration provides 7 litter spaces and 10 troop seats. Three seats are required for medical personnel.
2. The number in parentheses in the litter spaces indicates the maximum number of litters per tier.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
Blackout kit as required by mission directives

Figure 3.4. C-1 (Cargo, Rolling Stock) HC/MC-130P.



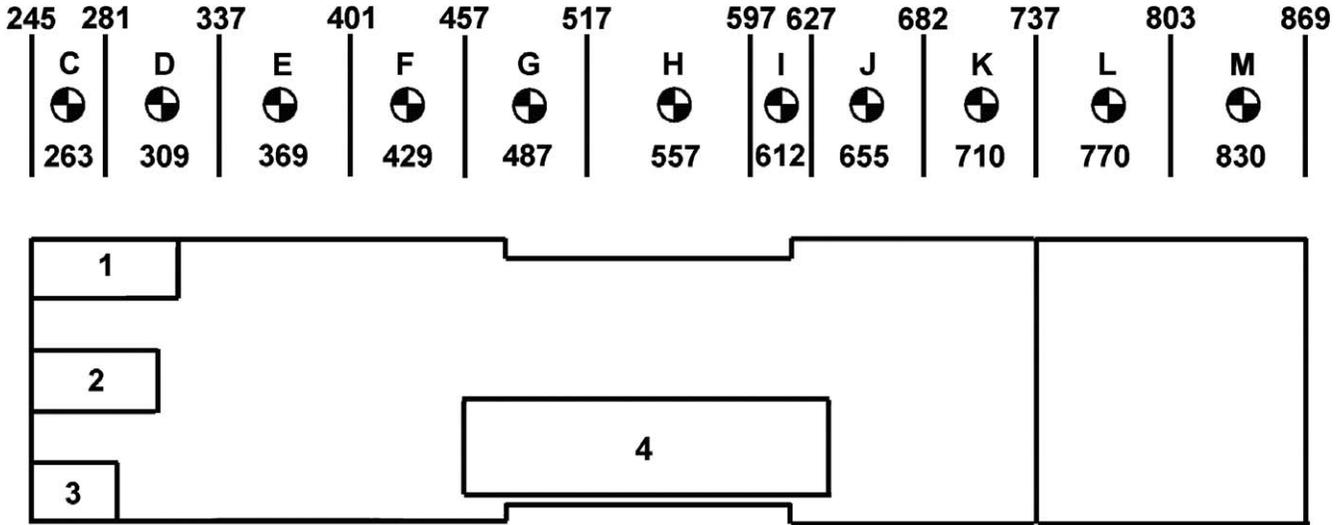
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. Provides maximum utilization of cargo compartment for rolling stock or other floor loaded cargo.
2. Remove fuselage tank(s) and catwalk if installed.
3. Remove and stow jump platforms as required.
4. Remove and stow A-frames and tubular support braces as required.
5. Seating availability dependant on type and size of cargo loaded.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.5. C-2 (Cargo, Pallets) HC/MC-130P.



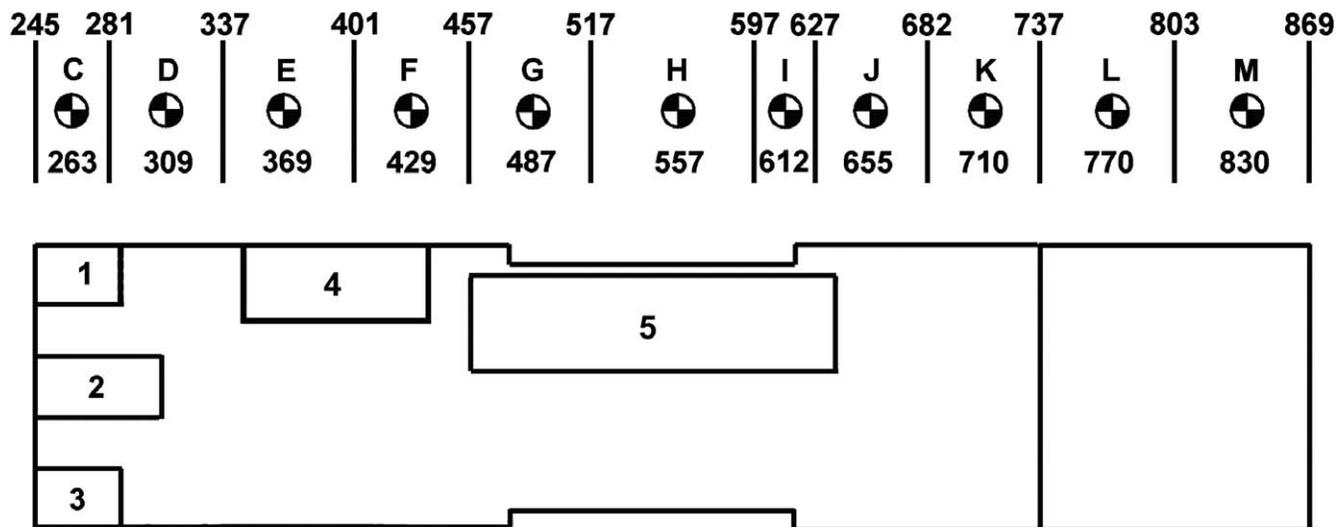
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. Provides cargo compartment utilization for pallets.
2. Remove fuselage tank(s) and catwalk if installed.
3. Remove and stow jump platforms as required.
4. Remove and stow A-frames and tubular support braces as required.
5. Seating availability dependant on type and size of cargo loaded.
6. Install roller conveyors
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.6. C-3 (Cargo) MC-130P.



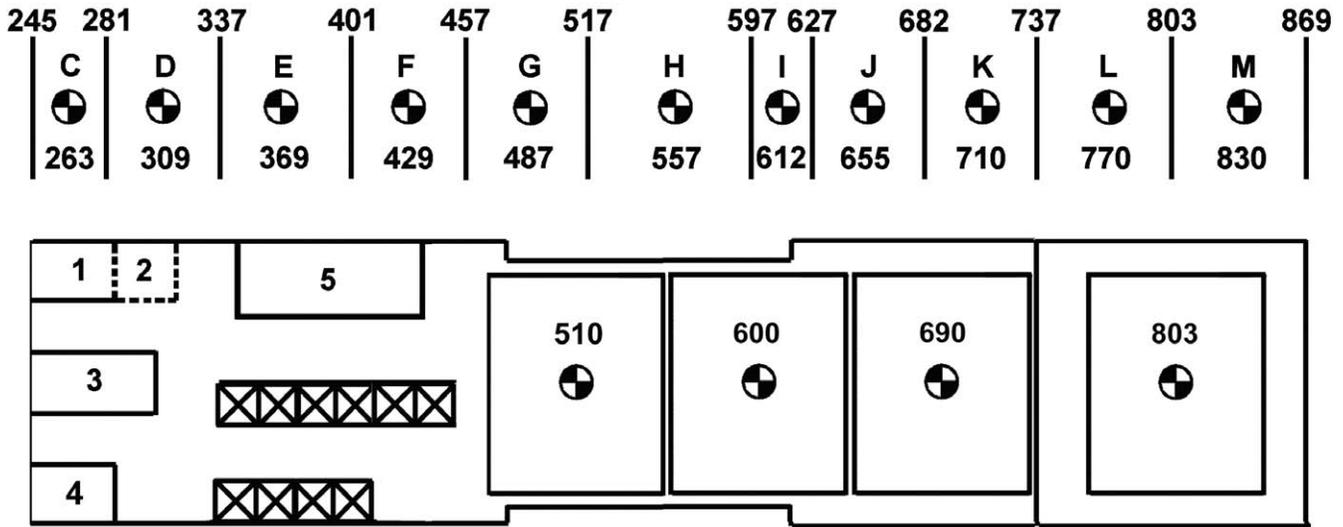
1 – AMSS seat
2 – Plotter table / Parachute rack
3 – Loadmaster seat
4 – Fuselage tank
NOTES:
1. Provides cargo compartment utilization for rolling stock and floor loaded items.
2. Install fuselage tank.
3. Remove and stow jump platforms as required.
4. Remove and stow A-frames and tubular support braces as required.
5. Seating availability dependant on type and size of cargo loaded.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.7. C-3 (Cargo) HC-130.



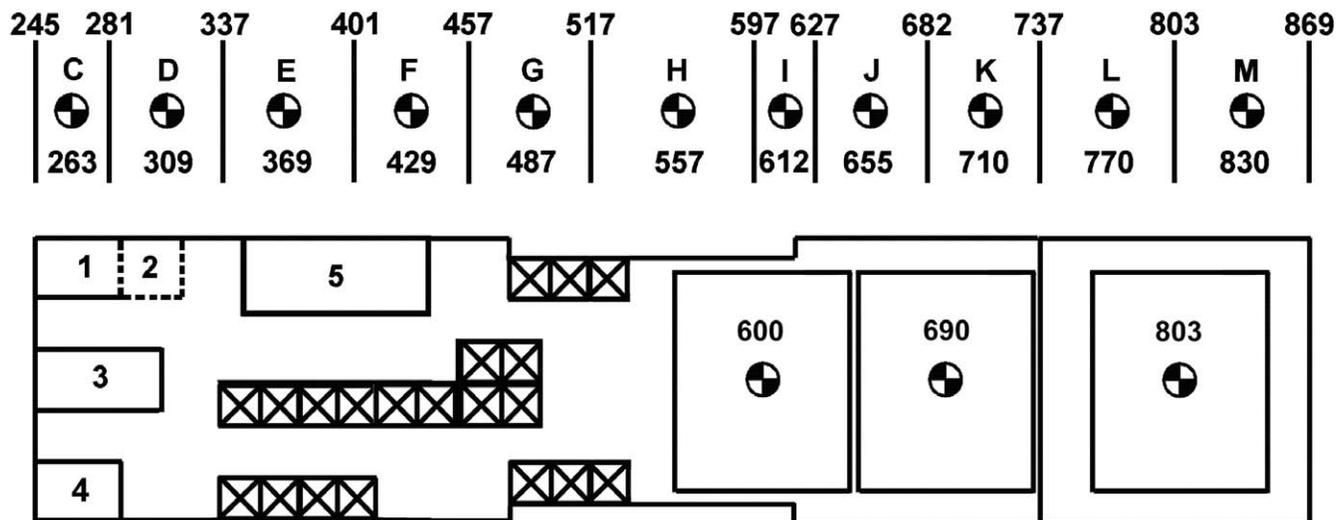
1 – Right scanner seat
2 – Plotter table / Parachute rack
3 – Loadmaster seat
4 – Left scanner or Loadmaster seat
5 – Fuselage tank
NOTES:
1. Provides cargo compartment utilization for rolling stock and floor loaded items.
2. Install fuselage tank.
3. Remove and stow jump platforms as required.
4. Remove and stow A-frames and tubular support braces as required.
5. Seating availability dependant on type and size of cargo loaded.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.8. CP-1/CP-1A (Cargo and Passengers) HC/MC-130P.



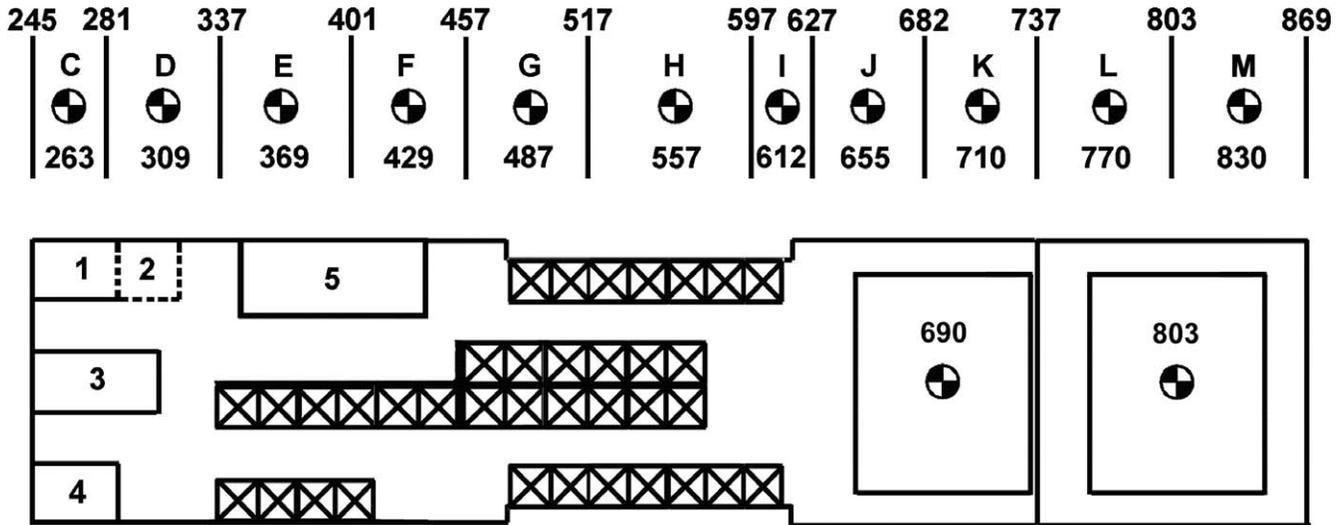
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. CP-1 provides cargo compartment utilization for up to 4 pallets and 10 troop seats on 20-inch centers.
2. CP-1A provides cargo compartment utilization for rolling stock/floor loaded and 10 troop seats on 20-inch centers.
3. Remove and stow jump platforms as required.
4. Remove and stow A-frames and tubular support braces as required.
5. CP-1 install roller conveyors.
6. CP-1A remove and stow roller conveyors
7. Pallets must be secured using aircraft tiedown equipment.
8. Seating availability dependant on type and size of cargo loaded.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.9. CP-2/CP-2A (Cargo and Passengers) HC/MC-130P.



1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. CP-2 provides cargo compartment utilization for up to 3 pallets and 20 troop seats on 20-inch centers.
2. CP-2A provides cargo compartment utilization for rolling stock/floor loaded and 10 troop seats on 20-inch centers.
3. Remove and stow jump platforms as required.
4. Remove and stow A-frames and tubular support braces as required.
5. CP-2 install roller conveyors.
6. CP-2A remove and stow roller conveyors
7. Pallets must be secured using aircraft tiedown equipment.
8. Seating availability dependant on type and size of cargo loaded.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.10. CP-3/CP-3A (Cargo and Passengers) HC/MC-130P.



- 1 – Right scanner or AMSS seat
- 2 – Additional space taken up by AMSS station (MC-130P)
- 3 – Plotter table / Parachute rack
- 4 – Left scanner or Loadmaster seat
- 5 – Rescue bin (HC-130)

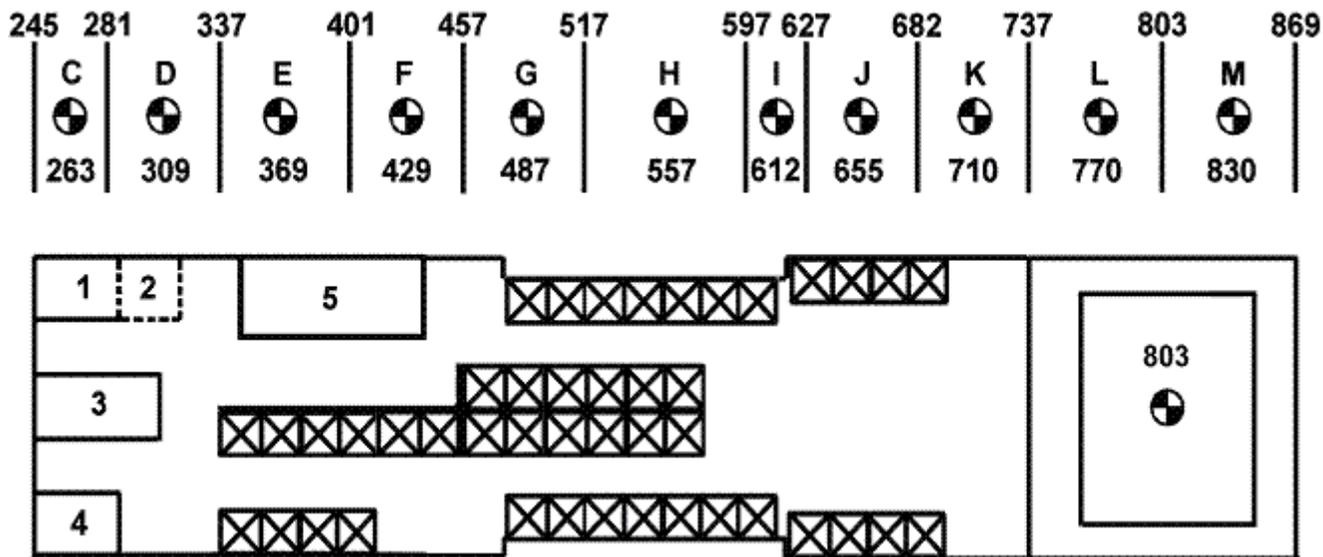
NOTES:

1. CP-3 provides cargo compartment utilization for up to 2 pallets and 36 troop seats on 20-inch centers.
2. CP-3A provides cargo compartment utilization for rolling stock/floor loaded and 10 troop seats on 20-inch centers.
3. Remove and stow jump platforms as required.
4. Remove and stow A-frames and tubular support braces as required.
5. CP-3 install roller conveyors.
6. CP-3A remove and stow roller conveyors
7. Pallets must be secured using aircraft tiedown equipment.
8. Seating availability dependant on type and size of cargo loaded.

EXTRA EQUIPMENT

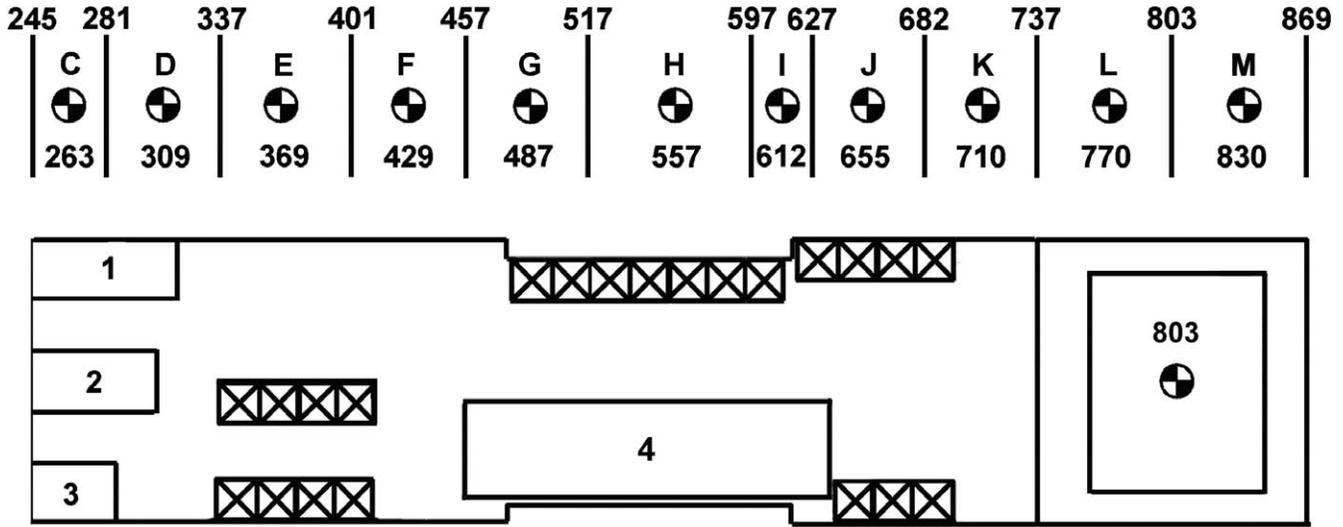
- Cargo winch and power cable
- Ramp support
- MA-1 pry bar
- Blackout kit as required by mission directives

Figure 3.11. P-1 (Passenger) HC/MC-130P.



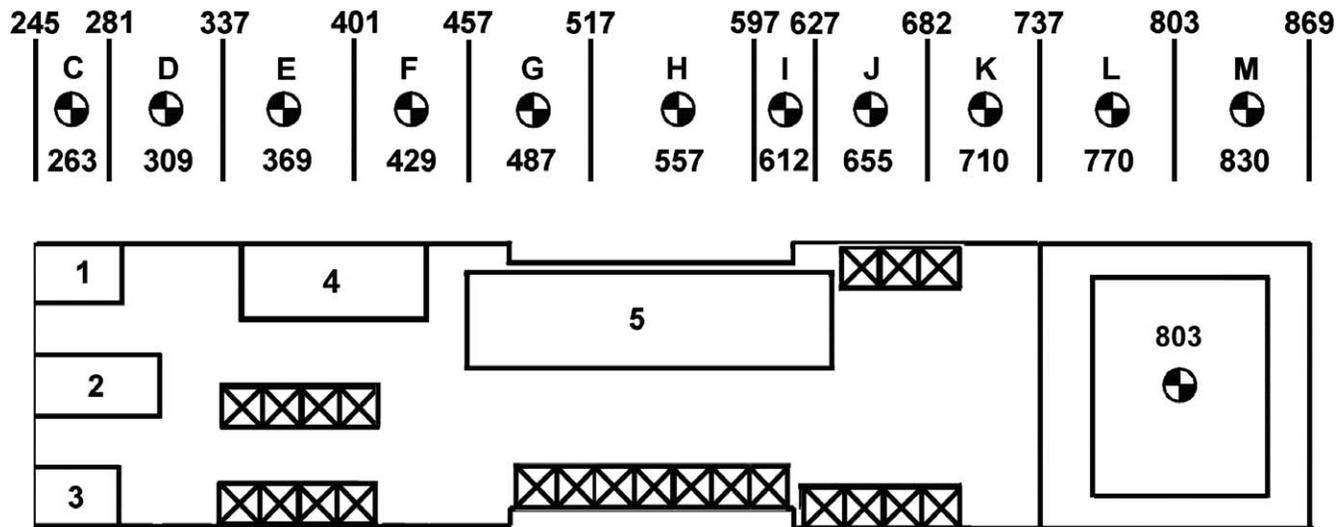
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. P-1 provides 44 sidewall, wheel well, and center aisle troop seats on 20-inch centers.
2. Overwater flights are limited to a total number of 40 personnel, including passengers and crew; equal to the number of spaces available in the two wing’s life rafts.
3. Remove and stow jump platforms as required.
4. Remove and stow A-frames and tubular support braces as required.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.12. P-2 (Passenger) MC-130P.



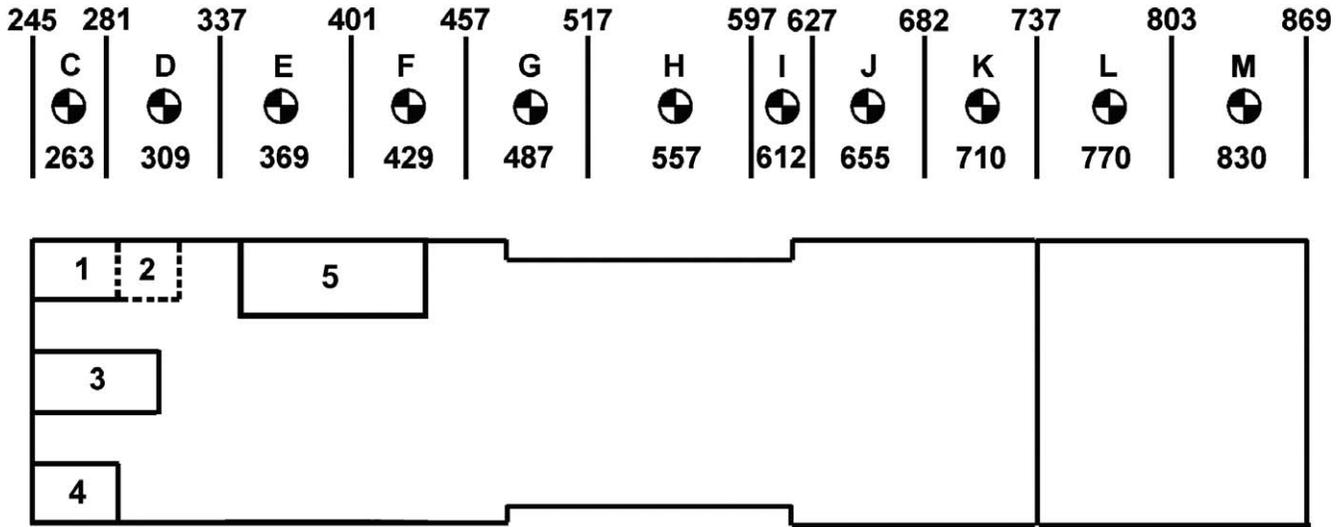
1 – AMSS seat
2 – Plotter table / Parachute rack
3 – Loadmaster seat
4 – Fuselage tank
NOTES:
1. Provides 22 troop seats on 20-inch centers.
2. Remove and stow jump platforms as required.
3. Remove and stow A-frames and tubular support braces as required.
4. Seating availability dependant on type and size of cargo loaded.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.13. P-2 (Passenger) HC-130.



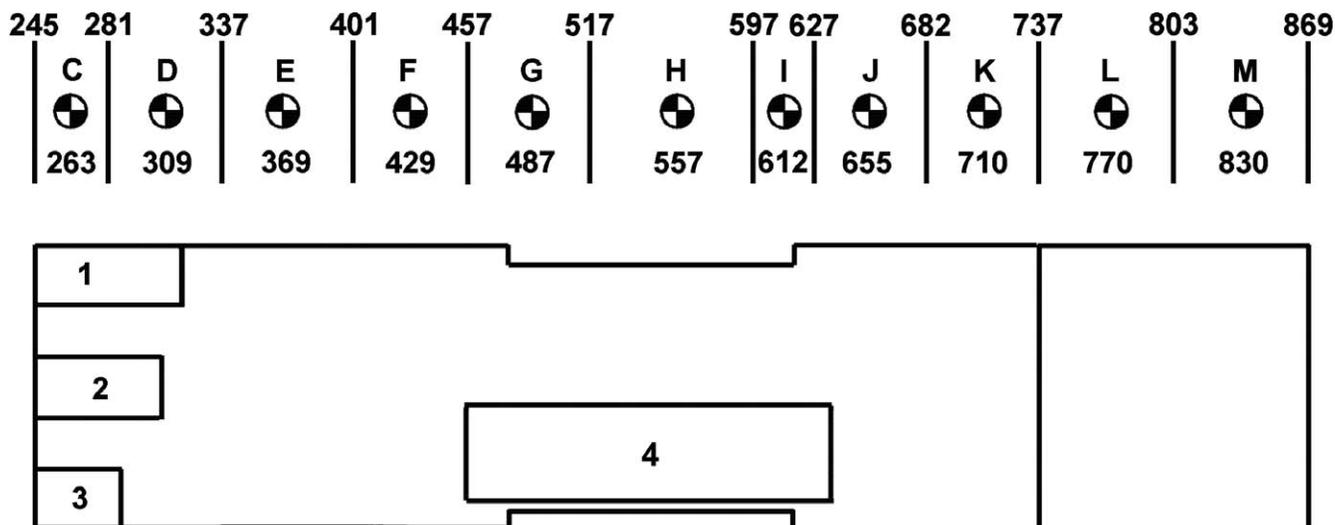
1 – Right scanner seat
2 – Plotter table / Parachute rack
3 – Left scanner or Loadmaster seat
4 – Rescue Bin
5 – Fuselage tank
NOTES:
1. Provides 22 troop seats on 20-inch centers.
2. Remove and stow jump platforms as required.
3. Remove and stow A-frames and tubular support braces as required.
4. Seating availability dependant on type and size of cargo loaded.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.14. RAPID-1 (INFIL/EXFIL/NEO) HC/MC-130P.



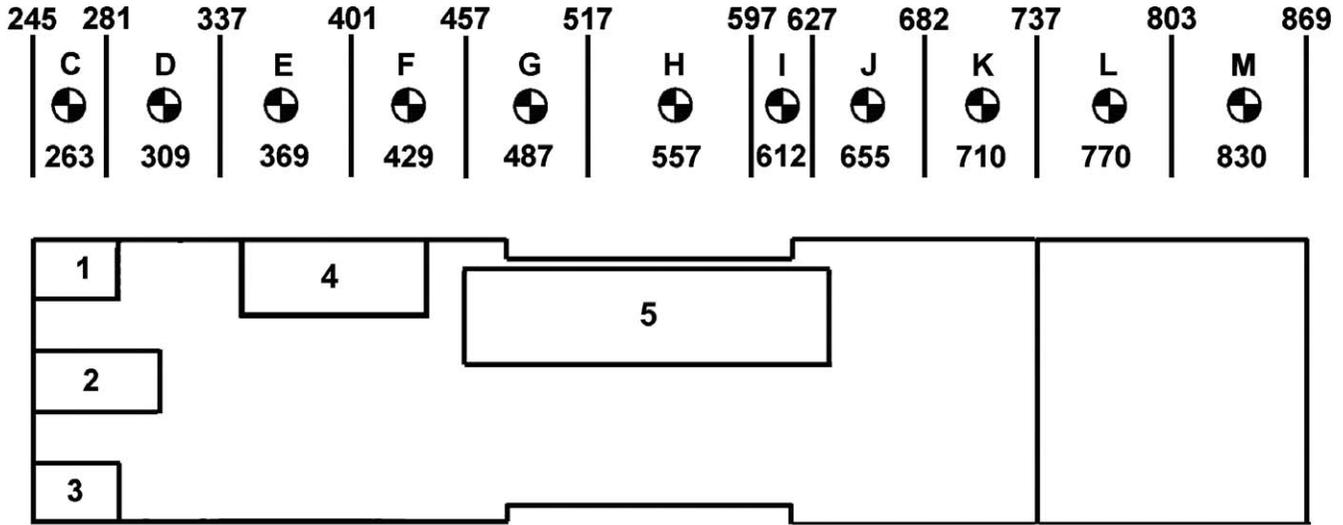
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. Provides cargo compartment utilization for Infil/Exfil/NEO of cargo and personnel. Also provides for airdrop capability.
2. Stow plotter's table in the up position and remove refrigerator as required.
3. Remove ramp air deflectors. (If required depending on model)
4. Remove and stow jump platforms as required.
5. Remove and stow A-frames and tubular support braces.
EXTRA EQUIPMENT
Cargo winch and power cable
Canary slides or ground loading ramps
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.15. RAPID-2 (INFIL/EXFIL/NEO) MC-130P.



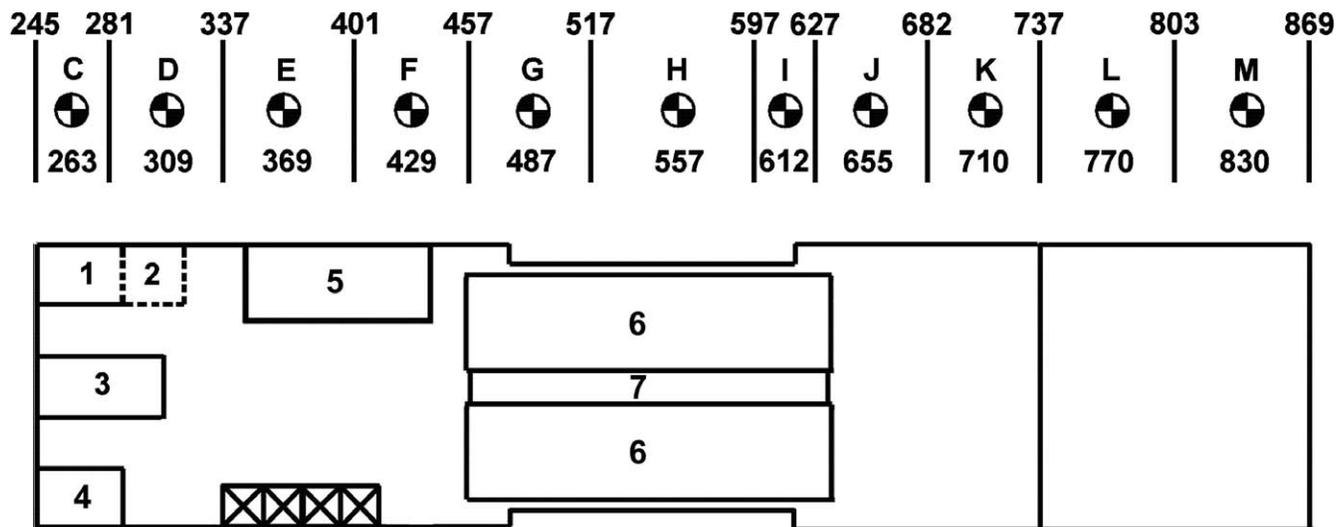
1 – AMSS seat
2 – Plotter table / Parachute rack
3 – Loadmaster seat
4 – Fuselage tank
NOTES:
1. Provides limited cargo compartment utilization for Infil/Exfil/NEO of cargo and personnel. Also provides for limited airdrop capability.
2. Stow plotter’s table in the up position and remove refrigerator as required.
3. Remove ramp air deflectors. (If required depending on model)
4. Remove and stow jump platforms as required.
5. Remove and stow A-frames and tubular support braces.
EXTRA EQUIPMENT
Cargo winch and power cable
Canary slides or ground loading ramps
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.16. RAPID-2 (INFIL/EXFIL/NEO) HC-130.



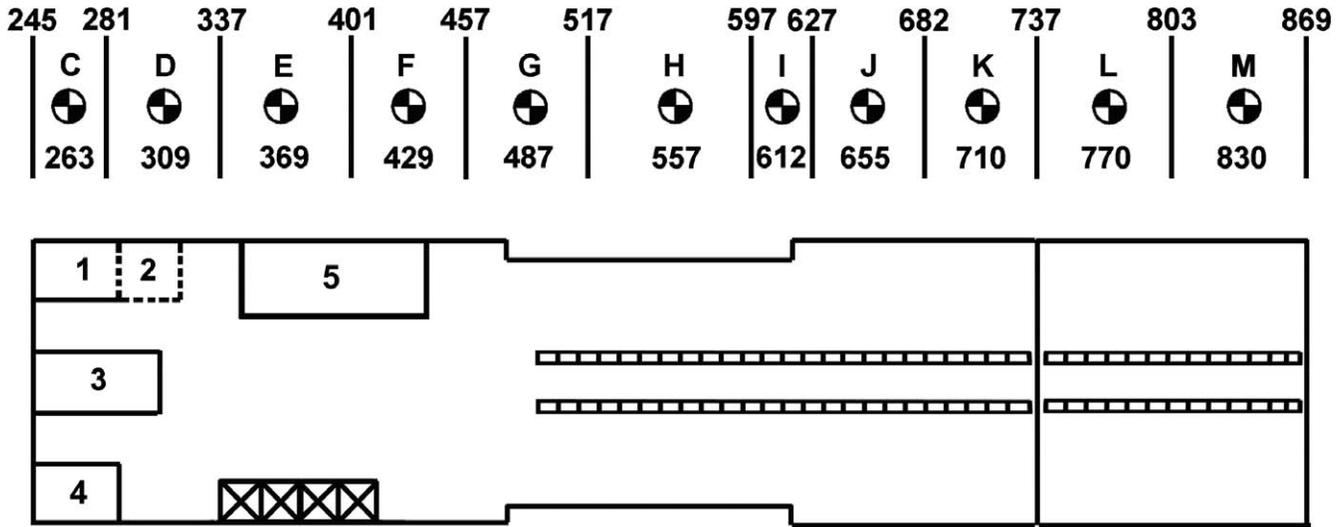
1 – Right scanner seat
2 – Plotter table / Parachute rack
3 – Left scanner or Loadmaster seat
4 – Rescue bin
5 – Fuselage tank
NOTES:
1. Provides limited cargo compartment utilization for Infil/Exfil/NEO of cargo and personnel. Also provides for limited airdrop capability.
2. Stow plotter’s table in the up position and remove refrigerator as required.
3. Remove ramp air deflectors. (If required depending on model)
4. Remove and stow jump platforms as required.
5. Remove and stow A-frames and tubular support braces.
EXTRA EQUIPMENT
Cargo winch and power cable
Canary slides or ground loading ramps
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.17. RAPID-3 (INFIL/EXFIL/NEO) HC/MC-130P.



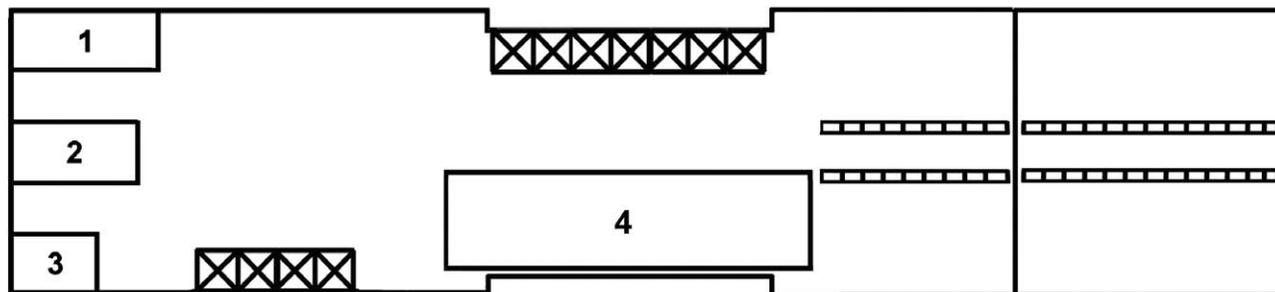
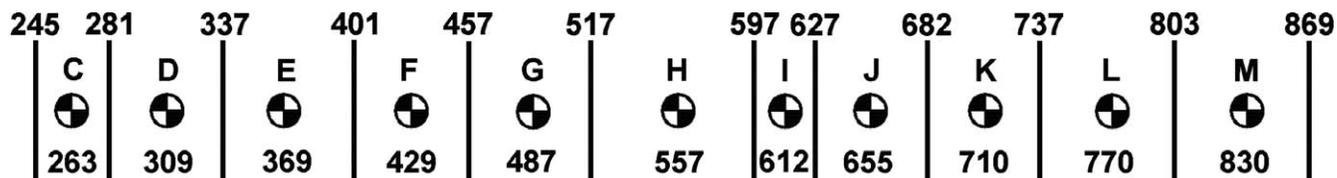
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
6 – Fuselage tank
7 - Catwalk
NOTES:
1. Provides limited cargo compartment utilization for Infil/Exfil/NEO of cargo and personnel. Also provides for limited airdrop capability.
2. Stow plotter's table in the up position and remove refrigerator as required.
3. Remove ramp air deflectors. (If required depending on model)
4. Remove and stow jump platforms as required.
5. Remove and stow A-frames and tubular support braces.
EXTRA EQUIPMENT
Cargo winch and power cable
Canary slides or ground loading ramps
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.18. TAC-1 (CDS/CRL Airdrop) HC/MC-130P.



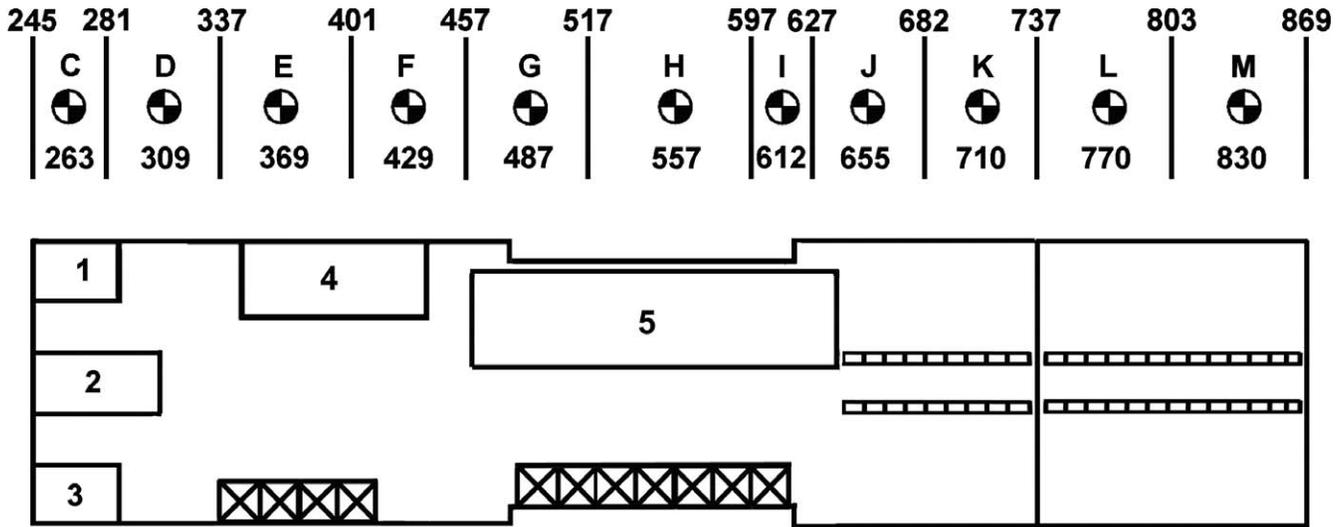
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. Provides maximum utilization for single or combination airdrops using the ramp and door.
2. Remove and stow A-frames and tubular support braces as required.
3. Roll and stow sidewall seats adjacent to bundles.
4. Remove and stow jump platforms as required.
5. Install static line retriever. (If required)
6. Install long anchor cable (If required)
7. Install 54” static line retriever cable extension to retriever cable.
8. Install roller conveyors.
9. For configuration purposes Bikes, ATVs, RAMZ, and ARC packages are considered CRLs
EXTRA EQUIPMENT
Cargo winch and power cable
CDS rigging kit
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.19. TAC-2 (CDS/CRL Airdrop) MC-130P.



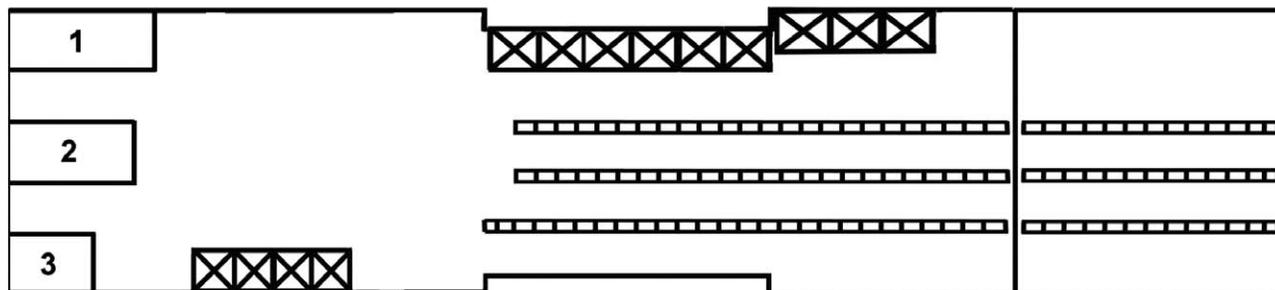
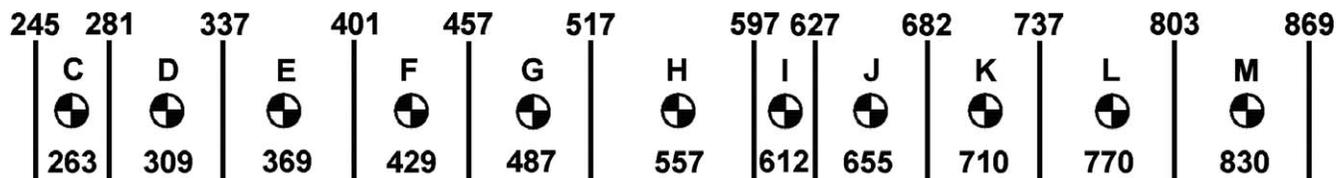
1 – AMSS seat
2 – Plotter table / Parachute rack
3 – Loadmaster seat
4 – Fuselage tank
NOTES:
1. Provides maximum utilization for single or combination airdrops using the ramp and door. TAC-2 allows two 48” x 96” or up to four 48” x 48” bundles rigged in single stick configuration.
2. Install fuselage tank.
3. Remove and stow A-frames and tubular support braces as required.
4. Roll and stow sidewall seats adjacent to bundles.
5. Remove and stow jump platforms as required.
6. Install static line retriever. (If required)
7. Install long anchor cable. (If required)
8. Install 54” static line retriever cable extension to retriever cable.
9. Install roller conveyors.
10. For configuration purposes Bikes, ATVs, RAMZ, and ARC packages are considered CRLs
EXTRA EQUIPMENT
Cargo winch and power cable
CDS rigging kit
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.20. TAC-2 (CDS/CRL Airdrop) HC-130.



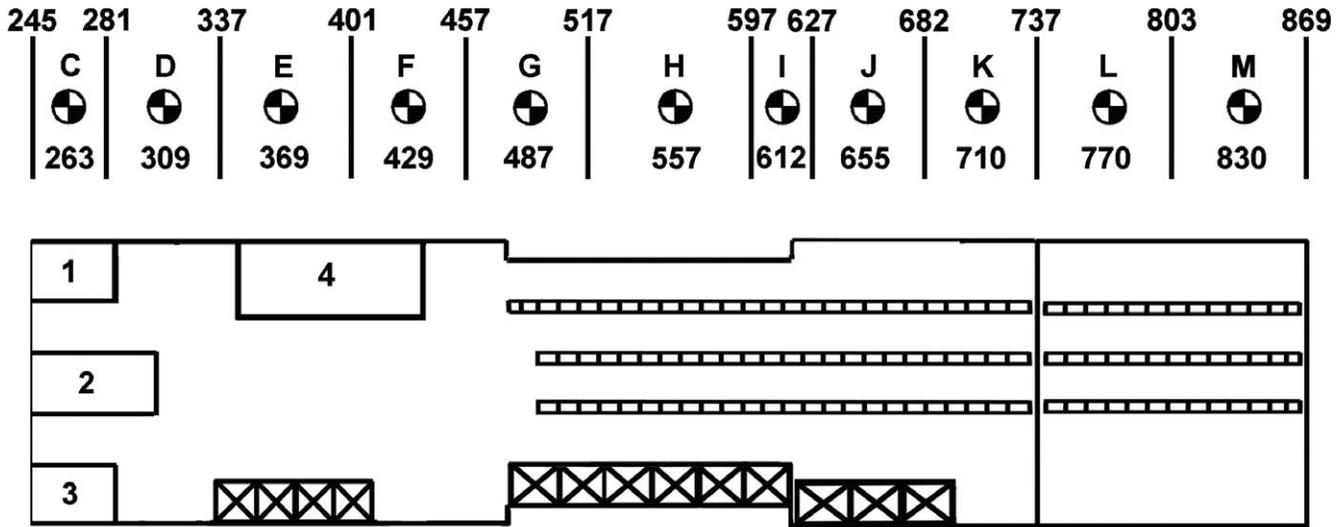
1 – Right scanner seat
2 – Plotter table / Parachute rack
3 – Left scanner or Loadmaster seat
4 – Rescue bin
5 – Fuselage tank
NOTES:
1. Provides maximum utilization for single or combination airdrops using the ramp and door. TAC-2 allows two 48” x 96” or up to four 48” x 48” bundles rigged in single stick configuration.
2. Install fuselage tank.
3. Remove and stow A-frames and tubular support braces as required.
4. Roll and stow sidewall seats adjacent to bundles.
5. Remove and stow jump platforms as required.
6. Install static line retriever. (If required)
7. Install long anchor cable. (If required)
8. Install 54” static line retriever cable extension to retriever cable.
9. Install roller conveyors.
10. For configuration purposes Bikes, ATVs, RAMZ, and ARC packages are considered CRLs
EXTRA EQUIPMENT
Cargo winch and power cable
CDS rigging kit
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.21. TAC-3 (SINGLE/STACKED CRRC/CRL/CDS Airdrop) MC-130P.



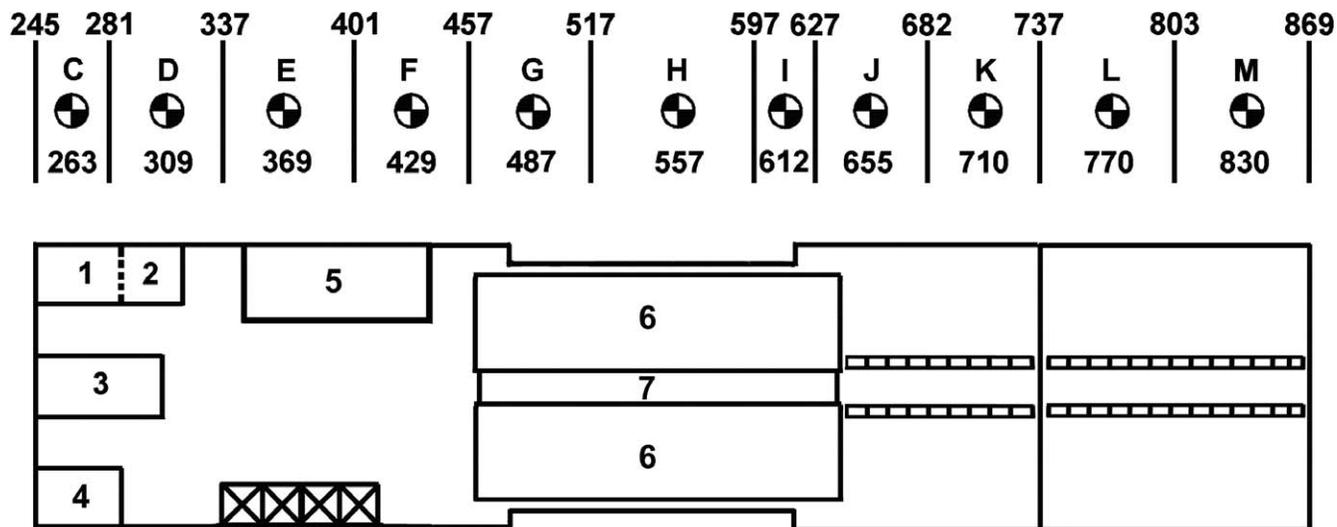
1 – AMSS seat
2 – Plotter table / Parachute rack
3 – Loadmaster seat
NOTES:
1. Provides maximum utilization for single or combination airdrops using the ramp and door. Maximum of one single or stacked CRRC platform or four CRL/CDS bundles rigged in single stick configuration. Provides 13 troop seats on 24-inch centers.
2. Remove and stow A-frames and tubular support braces as required.
3. Roll and stow sidewall seats adjacent to bundles.
4. Remove and stow jump platforms as required.
5. Install static line retriever. (If required)
6. Install long anchor cable. (If required)
7. Install 54” static line retriever cable extension to retriever cable.
8. Install roller conveyors.
9. For configuration purposes Bikes, ATVs, RAMZ, and ARC packages are considered CRLs
EXTRA EQUIPMENT
Cargo winch and power cable
CDS rigging kit
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives
CDS rigging kit

Figure 3.22. TAC-3 (SINGLE/STACKED CRRC/CRL/CDS Airdrop) HC-130.



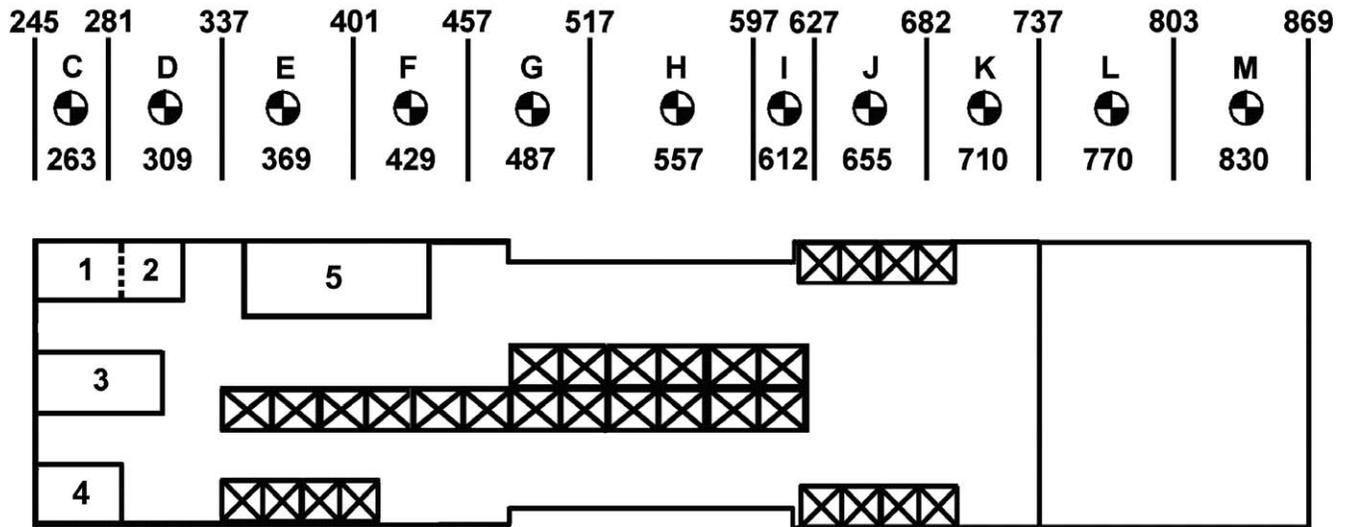
1 – Right scanner seat
2 – Plotter table / Parachute rack
3 – Left scanner or Loadmaster seat
4 – Rescue bin
NOTES:
1. Provides maximum utilization for single or combination airdrops using the ramp and door. Maximum of one single or stacked CRRC platform or four CRL/CDS bundles rigged in single stick configuration. Provides 13 troop seats on 24-inch centers.
2. Remove and stow A-frames and tubular support braces as required.
3. Roll and stow sidewall seats adjacent to bundles.
4. Remove and stow jump platforms as required.
5. Install static line retriever. (If required)
6. Install long anchor cable. (If required)
7. Install 54” static line retriever cable extension to retriever cable.
8. Install roller conveyors.
9. For configuration purposes Bikes, ATVs, RAMZ, and ARC packages are considered CRLs
EXTRA EQUIPMENT
Cargo winch and power cable
CDS rigging kit
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.23. TAC-4 (CRL Airdrop) HC/MC-130P.



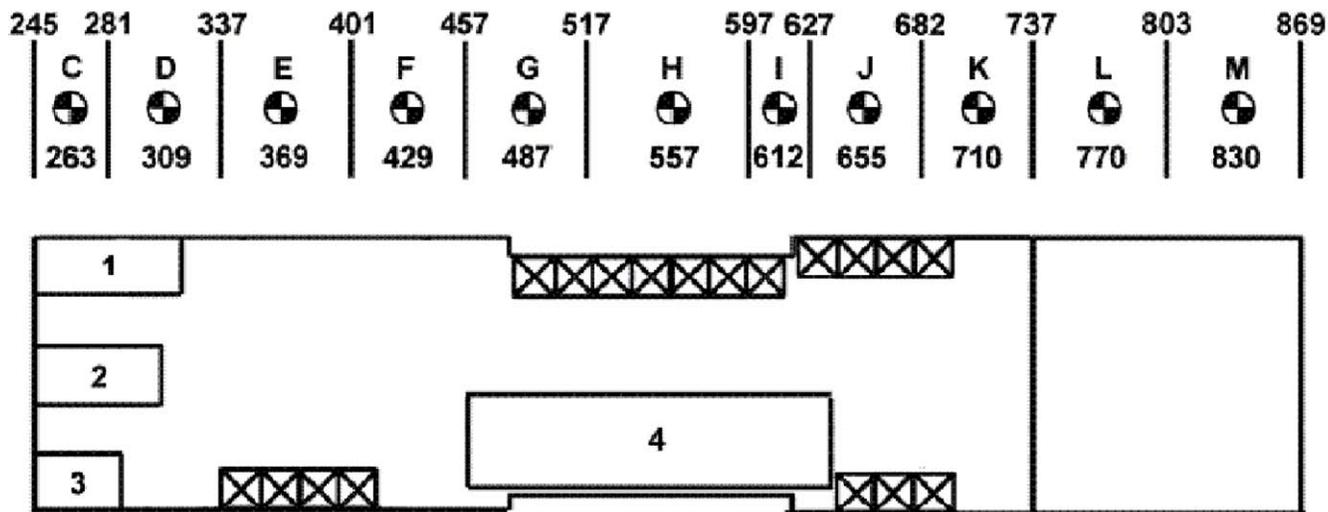
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
6 – Fuselage tanks
7 – Catwalk
NOTES:
1. Provides maximum utilization for single or combination airdrops using the ramp and door. TAC-4 allows two 48” x 96” or up to four 48” x 48” bundles rigged in single stick configuration
2. Install fuselage tanks.
3. Remove and stow A-frames and tubular support braces as required.
4. Roll and stow sidewall seats adjacent to bundles.
5. Remove and stow jump platforms as required.
6. Install static line retriever. (If required)
7. Install long anchor cable (If required)
8. Install 54” static line retriever cable extension to retriever cable.
9. Install roller conveyors.
9. For configuration purposes Bikes, ATVs, RAMZ, and ARC packages are considered CRLs
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Blackout kit as required by mission directives

Figure 3.24. TAP-1/1A (Personnel Airdrop) HC/MC-130P.



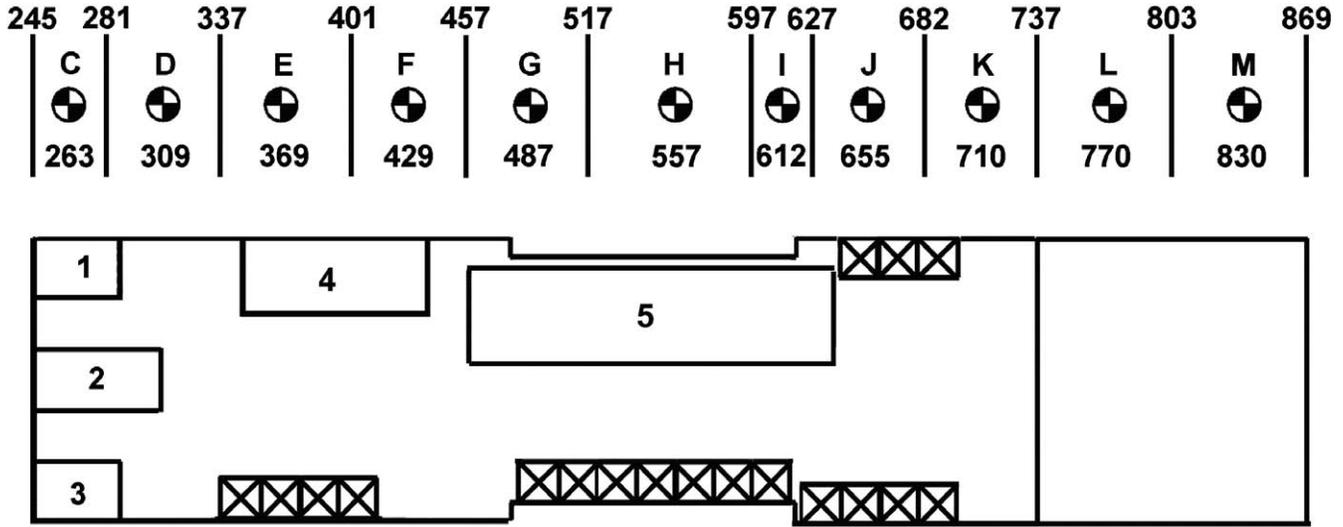
1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. Provides 30 troop seats on 24-inch centers.
2. TAP-1 install A-frames and tubular support braces.
3. TAP-1A remove and stow A-frames and tubular support braces.
4. Install/Remove and stow jump platforms as required.
5. Install static line retriever. (If required)
6. Install long anchor cable (If required)
7. Install 54” static line retriever cable extension to retriever cable.
8. Remove and stow roller conveyors.
EXTRA EQUIPMENT
Ramp support
Blackout kit as required by mission directives

Figure 3.25. TAP-2/2A (Personnel Airdrop) MC-130P.



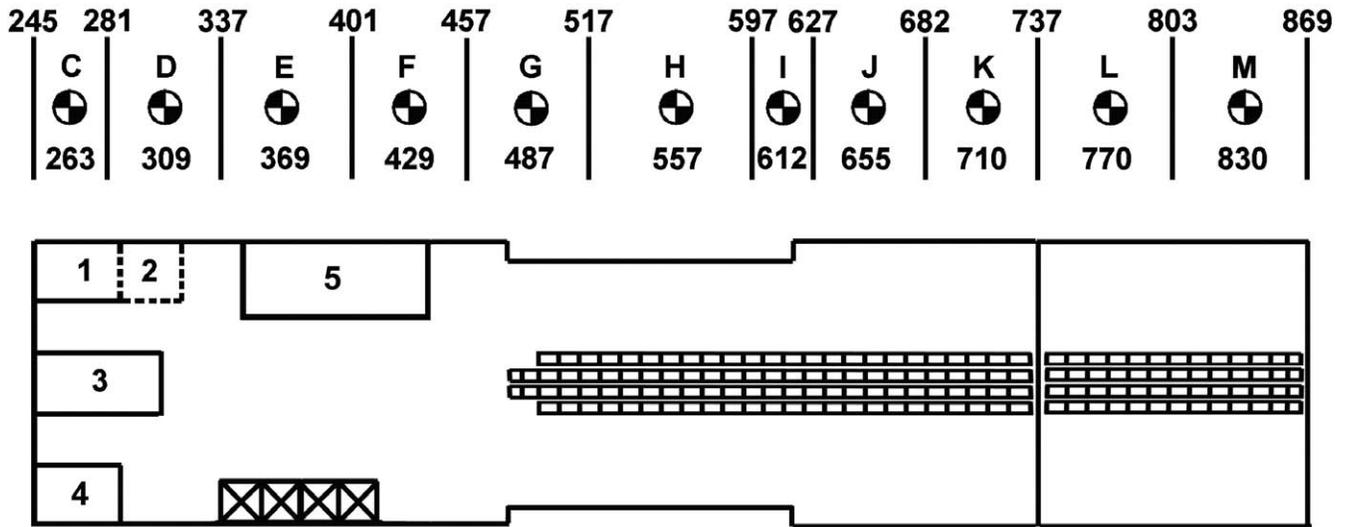
1 – AMSS seat
2 – Plotter table / Parachute rack
3 – Loadmaster seat
4 – Fuselage tank
NOTES:
1. Provides 18 troop seats on 24-inch centers.
2. Install fuselage tank.
3. TAP-2 install A-frames and tubular support braces.
4. TAP-2A remove and stow A-frames and tubular support braces.
5. Install/Remove and stow jump platforms as required.
6. Install static line retriever. (If required)
7. Install long anchor cable (If required)
8. Install 54” static line retriever cable extension to retriever cable.
9. Remove and stow roller conveyors.
EXTRA EQUIPMENT
Ramp support
Blackout kit as required by mission directives

Figure 3.26. TAP-2/2A (Personnel Airdrop) HC-130.



1 – Right scanner seat
2 – Plotter table / Parachute rack
3 – Left scanner or Loadmaster seat
4 – Rescue bin
5 – Fuselage tank
NOTES:
1. Provides 18 troop seats on 24-inch centers.
2. Install fuselage tank.
3. TAP-2 install A-frames and tubular support braces.
4. TAP-2A remove and stow A-frames and tubular support braces.
5. Install/Remove and stow jump platforms as required.
6. Install static line retriever. (If required)
7. Install long anchor cable (If required)
8. Install 54” static line retriever cable extension to retriever cable.
9. Remove and stow roller conveyors.
EXTRA EQUIPMENT
Ramp support
Blackout kit as required by mission directives

Figure 3.27. LP-1 (PSYOPS) HC/MC-130P.



1 – Right scanner or AMSS seat
2 – Additional space taken up by AMSS station (MC-130P)
3 – Plotter table / Parachute rack
4 – Left scanner or Loadmaster seat
5 – Rescue bin (HC-130)
NOTES:
1. Seating availability dependant on number of boxes and personnel required.
2. Stow unused roller conveyors.
3. Install center anchor cable support.
4. Install portable oxygen console. A minimum of six regulators may be required. Each regulator will have a 24-foot oxygen hose with clip. Aircraft modifications may vary.
5. Install static line retriever. (If required)
6. Install long anchor cable (If required)
7. Install 54” static line retriever cable extension to retriever cable.
EXTRA EQUIPMENT
Cargo winch and power cable
Ramp support
MA-1 pry bar
Additional HALO hoses as required
Blackout kit as required by mission directives

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. At least one cabin emergency exit is unobstructed.

4.2.2. At least one unobstructed emergency exit is available for each 20 passengers/troops. This does not restrict over water flights if the three overhead escape hatches are available for egress. Litters and seats erected across an emergency exit are not considered as an obstruction.

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. Access to aft latrine facilities requires an 18-inch clear area on the forward left or right side of cargo loaded on the ramp.

4.2.4. If the aisleway requirement in paragraph **4.2.3.** cannot be achieved on missions carrying crew only or mission-essential personnel authorized by operations order/plan or CFAC, then a safety aisle will be maintained in the wheel well area to provide the following minimum clearance. (**Figure 4.1.**)

4.2.4.1. At least 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform.

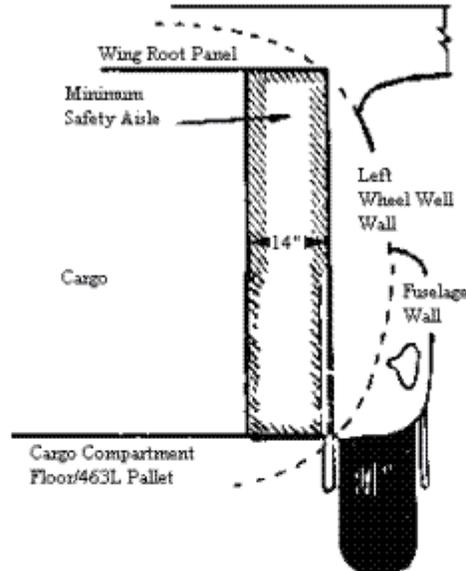
4.2.4.2. Or a minimum of 30 inches between the outer edge of cargo and the aircraft beginning no higher than 60 inches above the floor/pallet/platform.

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

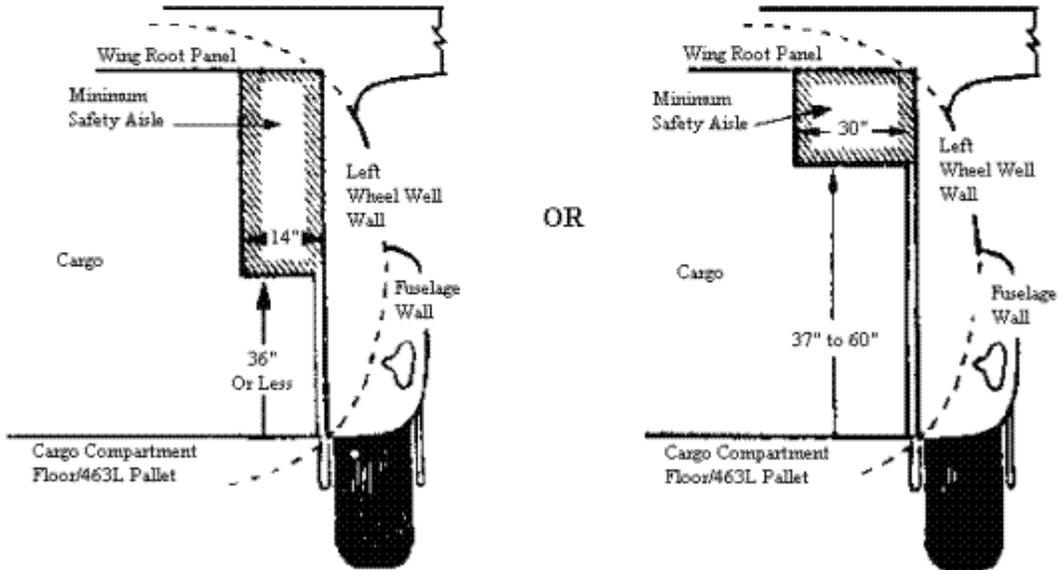
4.2.6. On all missions, cargo will be loaded in such a way that the crew will have access to the rear of the aircraft. The aircraft commander will be the final authority for determining if safety aisles/access aft of cargo is adequate. Cargo loads in Section VI of T.O. 1C-130A-9, *Cargo Loading Manual*, are specific and do not require a waiver.

Figure 4.1. Wheel Well Safety Aisle

A. With Passengers:



B. Without Passengers:



4.3. V-Blade Knife Sheath.

4.3.1. Install V-blade knife with sheath assembly on the aircraft and enter it as special equipment on AF Form 4076, *Aircraft Dash 21 Equipment Inventory*. This knife can be used in an emergency to release personnel and recovery lines such as parachute harnesses, shroud lines, survival vest webbing, etc. V-blade knife may also be used to cut release straps on container delivery system and ramp bundles.

4.3.2. Units will order sufficient V-blades and keys, crash rescue type, MA-1 knives: part number 5367126 is listed in the 5110 stock catalog as 5110-524-6924 (local purchase). Upon receipt, units will:

4.3.2.1. Disassemble and spray each part of the knife separately with clear, acrylic plastic or other suitable preservative to prevent rusting and corrosion. Do not use Peralkatone. Reassemble knife, omitting the delta-shaped blade key.

4.3.2.2. Locally manufacture sheath and plates per **Figure 4.2**. Construct the entire sheath assembly with canvas and cover with Duracote.

4.3.2.3. Drill a 3/16- hole in the center of the handle, directly above the centerline of the shank.

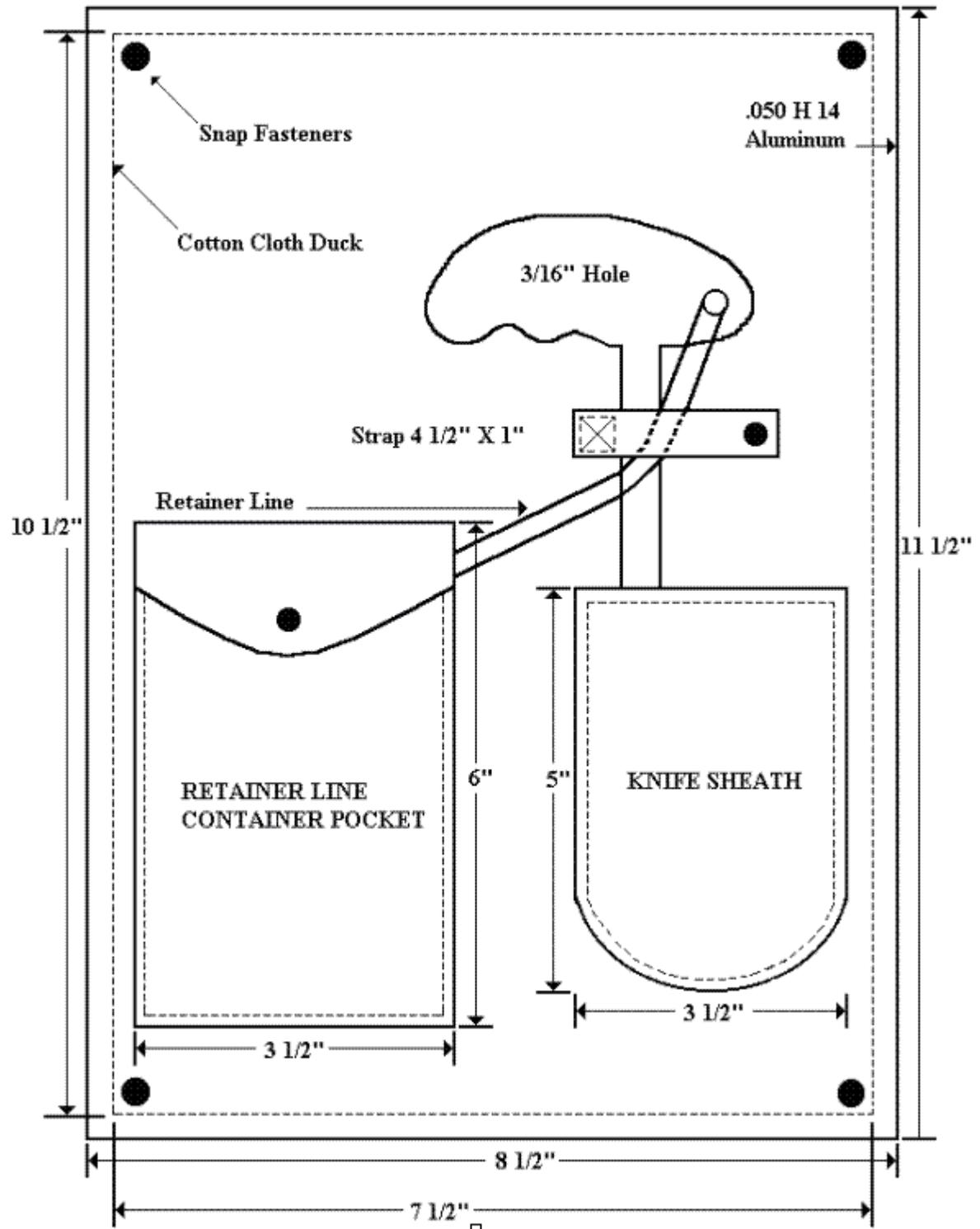
4.3.2.4. Tie a 10 ft. length of Type III Nylon (550 cord) to the knife through the drilled-hole and secure the other end to the strap sewn into the stowage pocket of the sheath assembly. Fold the line. Do not coil it. Bind the line with a rubber band for neat stowage and to prevent tangling.

4.3.3. Care of the V-blade knife.

4.3.3.1. Inspect the knife for rust or corrosion during each preflight inspection. Remove rust and corrosion and spray all parts with plastic or other preservative as often as necessary.

4.3.3.2. After each use of the knife, remove the blade and sharpen, then recoat with preservative.

Figure 4.2. V-Blade Knife and Sheath Assembly



4.4. Roller Conveyer Installation.

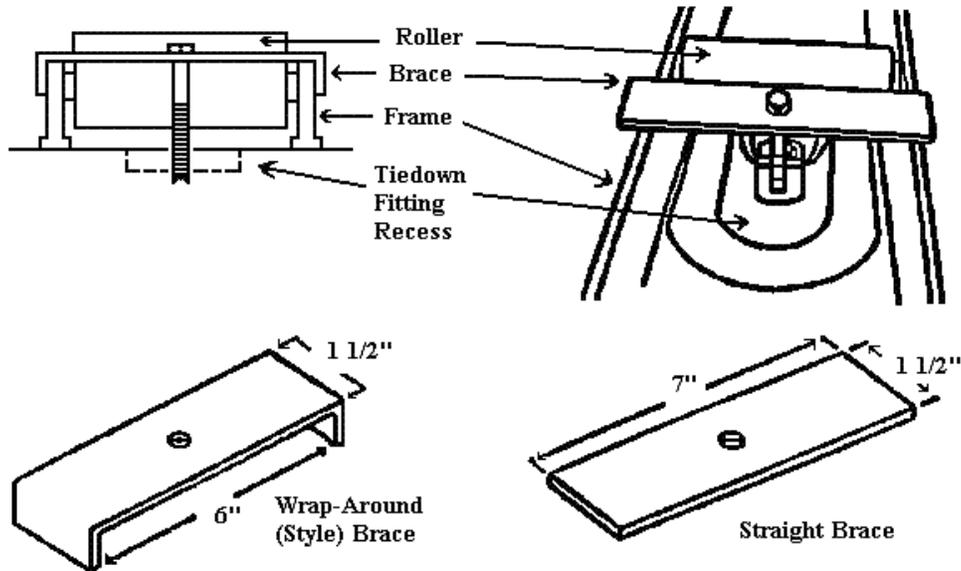
4.4.1. Install roller conveyors on the cargo ramp end, and on the cargo floor. Four ten-foot sections are installed on the cargo ramp and eight eight-foot sections are on the cargo floor in J and K compartments. Center rollers over tiedown rings at buttlane 20 left and right.

NOTE: If up to three 48' x 48" CRLs (RAMZ) are to be loaded, two ten-foot sections are installed on the cargo ramp and two eight-foot sections are on the cargo floor in J and K compartments (when required).

4.4.1.1. A/A32H-4A Rollers. Due to past modification to the HC-130 cargo floor and ramp, the - 4 rollers may not attach to the floor as they were designed. Locally manufactured braces and bolts are needed to secure the roller conveyors. Place two braces laterally across the top edge of each roller conveyor frame, while the bolts are attached vertically through predrilled holes in the braces to tiedown ring bolt receptacles. (See diagrams, this attachment)

4.4.2. Until the HC-130 floors are modified by TCTO 1C-130(H)H-595C, D, E to accept rollers, the preferred method of attaching - 4 rollers is with braces and bolts. If braces and bolts/keepers are unavailable, steel safety wire (0.032 or greater, not less than four turns) may be installed at three (minimum) points to secure each roller conveyor section. This is a less desirable method of attachment.

Figure 4.3. A/A32H-4 Roller Conveyor and Braces



NOTES:

1. Braces are locally manufactured, 1/8-inch steel.
2. Braces require 3/8-inch hole in center.
3. Ramp bolt - 5/16-inch diameter, NAS 1105, NSN 5306-00-088-9588.
4. Floor bolt - 3/8-inch diameter, NAS 1106, NSN 5306-00-834-4558.
5. Roller conveyers on floor are 8 ft; conveyors on ramp are 10 ft.
6. All measurements are minimums and drawings are not to scale.

-4 Roller Conveyors



Top View

FWD →



Side View

Figure 4.4. Sea Marker Light Assembly.

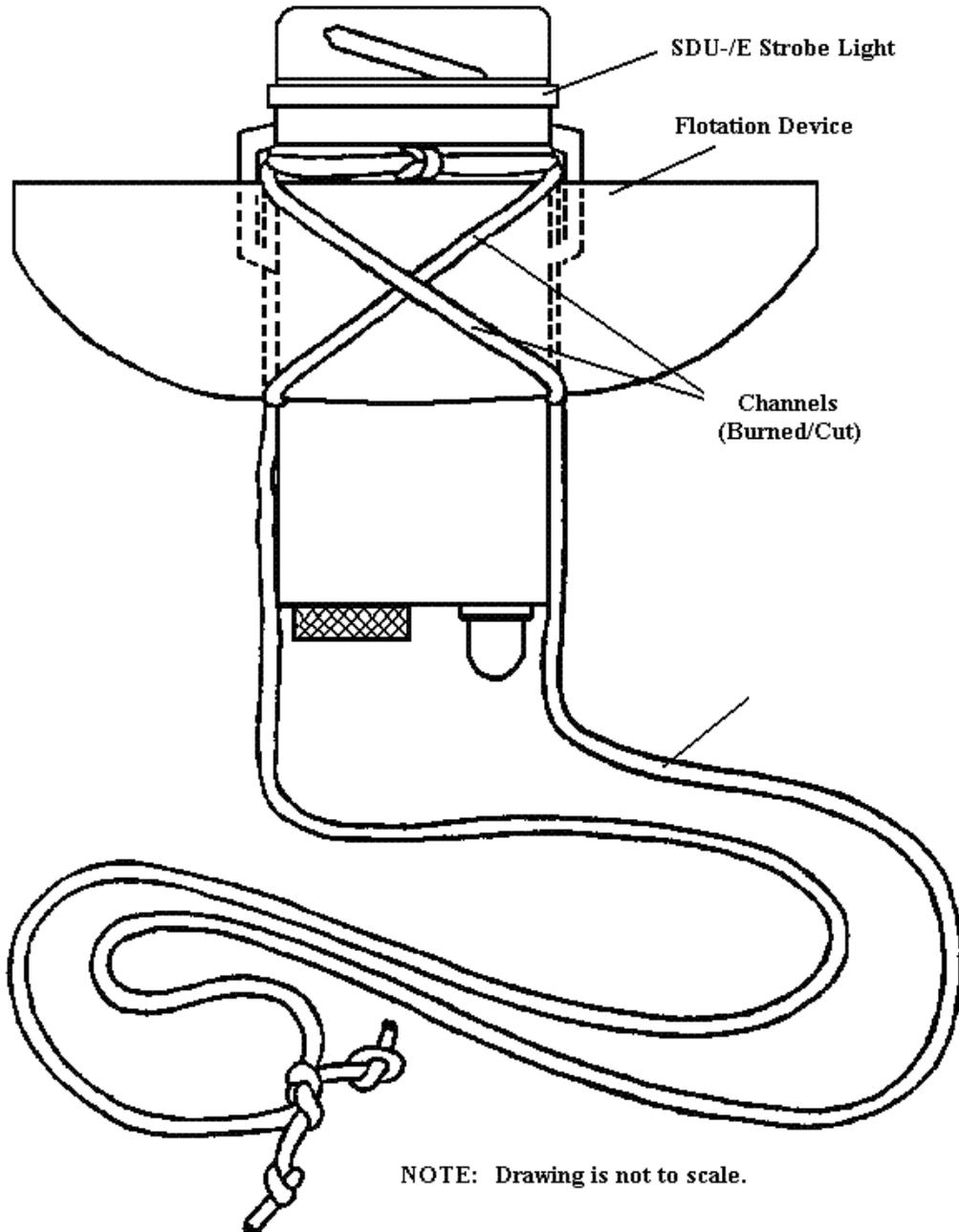
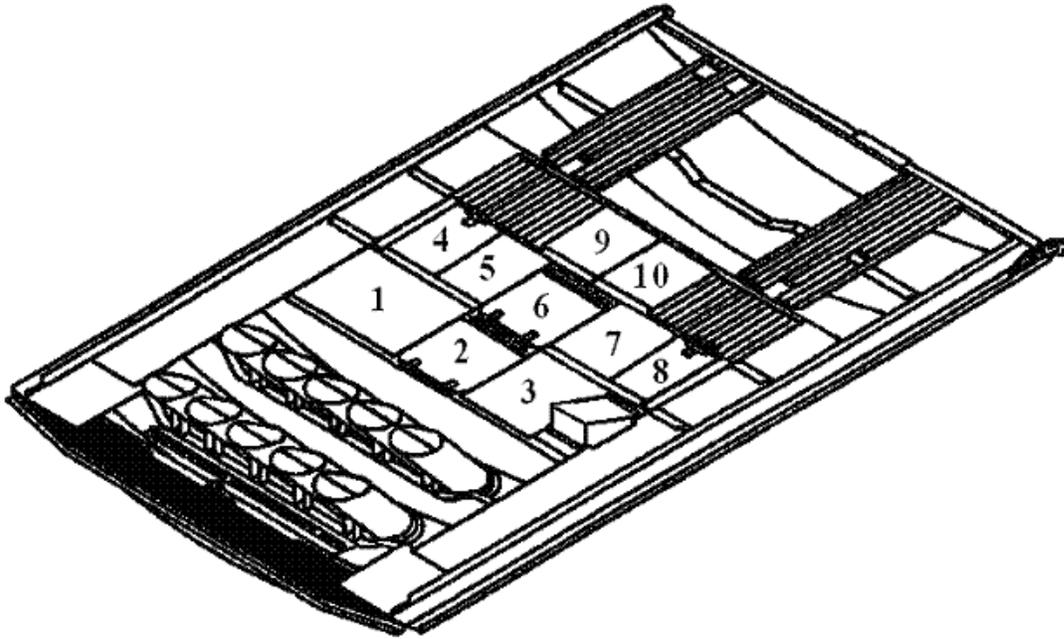


Figure 4.5. Cargo Door Storage.



1. Storage Bin - MK-6 smokes.
2. Storage Bin - Tiedown straps 5,000 lb
3. Storage Bin - MK 6 smoke.
4. Storage Bin - Static line retriever cable extension, and TPRS.
5. Storage Bin - MK 25 Mod 3/5 signals.
6. Storage Bin - Blackout kit, and 10,000 lb tiedown straps.
7. Storage Bin - MK 25 Mod 3/5 signals.
8. Storage Bin - MK 6 smoke spacers.
9. Storage Bin - Sea Dye.
10. Storage Bin - Sea Dye

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

Item	Weight
Aircraft chocks	52
Aramid gloves	2
Aux Truck Loading Ramps (set of two)	102
Blanket (small/large)	1/3.5
Canary slide ramps (set)	465
CDS rigging kit	20
Hot cup	3
Hydraulic fluid (case)	52
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
Pillow (small/large)	.5/2
Pry bar	49
Ramp air deflectors (set)	81
Ramp support (wooden)	50
Seat, side facing (1 person)	3.5
Seat, side facing (2 person)	7
Seat support beam, lower	21
Seat support beam, upper	11
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, power cable	48

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

Item	Weight
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
Adult/child life vest	1.5
Anti-exposure suits	6
Body Armor with out 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 radio	2
Life raft (20 member)	180
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
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
Restraint harness w/safety strap	9

Table 4.4. Standard Weights in Pounds, FARRP Equipment

Item	Weight
Hose, 100 ft (3")	100
Hose, 100 ft (2")	70
Hose, 10 ft	20
X or T fitting	12
All nozzles	10
Halon fire extinguisher	37
50 GPM Pump	70
Fam Cart	3220
NOTE: Fam Cart weight includes: hoses, fittings, nozzles, extinguishers, squeegees, 5 gallon water cans, and 220 ft interphone cord.	
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
1 point deployment basket	500

Table 4.5. Standard Weights in Pounds, Flares and Markers

Item	Weight
Marker Location Marine MK 25, Mod 3	3.75 (NEW 2.0)
Marker Location Marine Dye M59	1.4
Parachute Flares (LUU-2 Series, LUU-4/B)	29/17 (NEW 22.0/12.3)
Parachute Flare LUU-19NIR Series	36 (NEW 26.7)
Smoke & Illumination Signal MK 6 Series	16 (NEW 4.0)

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

Item Description	Training Weight	Combat Weight
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 bag & combat equip/tools	350	400
Ruck Sack	40	80
Item Description	Training Weight	Combat Weight
Parachutist with web gear, weapon, and ruck sack	300	350
Parachutist - Hollywood	220	N/A
Ruck Sack	40	80
Pararescueman, Land – Hollywood	240	240
Pararescueman, Land – Fully Equipped	300	300
Pararescueman, Water - Minimum Equipment	240	240
Pararescueman, Water – Fully Equipped	300	300

Table 4.7. Standard Weights in Pounds, Tiedown equipment

Item	Weight
Strap CGU-1/B (5,000 lb)	4
Strap (10,000 lb)	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. Standard Weights in Pounds, Intermediate Roller Conveyors

Section	Number	Weight	Total
9 & 10	2ea	35 lbs (ea)	140 lbs
11 & 12	1ea	34 lbs (ea)	68 lbs
13	4	28 lbs (ea)	112 lbs
14	6	23.5 lbs (ea)	141 lbs
15 & 16	2ea	40 lbs (ea)	160 lbs
Grand total			621 lbs

Table 4.9. Protective Armor Weights (IAW TCTO 1C-130(H)H-609)

Item Description	Weight	Arm	Moment/1000
Flight Station Armor mats	1168	149	174.03
Crew LOX Bottle Armor Plates/Mats	114	141	16.07
Nose Wheel Bulkhead Armor Mats	105	142	14.91
Aux. LOX Bottle Armor Plates/Mats	90	607	54.63
LH. Scanner Station Armor Mats	164	261	42.80
RH. Scanner/Radio Operator Armor Mats	152	280	42.56
BICU Armor Plates/Mats	9	241	2.17
Paratroop Door Armor Mats (When Installed on Doors)	348	754	262.39

NOTE: This table shows armor installed on the paratroop doors. If the armor is relocated to provide protection for a two-man seat, moments must be recalculated.

Table 4.10. Countermeasures Dispensing System (CMDS) (IAW TCTO 1C-130-1312)

Item Description	Weight		Arm	Moment/1000	
Under Fuselage AN/ ALE-40/47 Flare Dispenser Canister (2)	M206 38.4	MJU-50 61.2	224.6	M206 8.6	MJU-50 13.7
Under Fuselage AN/ ALE-40/47 Flare Dispenser Canister (2)	M206 38.4	MJU-50 61.2	232.7	M206 8.9	MJU-50 14.2
Right Wing Pylon AN/ ALE-40/47 Chaff Dispenser Canister (2)	36.0		610.0	22.0	
Left Wing Pylon AN/ ALE-40/47 Chaff Dispenser Canister (2)	36.0		610.0	22.0	
Right Wheel Well AN/ ALE-40/47 Chaff Dispenser Canister	18.0 18.0		622.0 632.0	11.2 11.4	
Right Wheel Well AN/ ALE-40/47 Flare Dispenser Canister (2)	M206 38.4	MJU-50 61.2	642.0	M206 24.7	MJU-50 39.3
Left Wheel Well AN/ ALE-40/47 Chaff Dispenser Canister	18.0 18.0		622.0 632.0	11.2 11.4	
Left Wheel Well AN/ ALE-40/47 Flare Dispenser Canister (2)	M206 38.4	MJU-50 61.2	642.0	M206 24.7	MJU-50 39.3
Tail (Lower Surface) AN/ ALE-40/47 Chaff Dispenser Canister	18.0		1074.0	19.3	
Tail (Lower Surface) AN/ ALE-40/47 Chaff Dispenser Canister	18.0		1081.0	19.5	
TOTALS	M206 333.6	MJU-50 424.8		M206 194.9	MJU-50 234.5

NOTE: Each flare and chaff dispenser canister cover weighs 3.0 lbs each.

Table 4.11. Loadmaster Drop Kit Contents

Equipment	Quantity
Carabineers, Locking	2
Cargo Sling, A7A (4 straps each)	2

Equipment	Quantity
Chemlights (various colors)	12/1 Box
Cord, Type III Nylon (550 cord)	50 feet
Cord, ½ inch Tubular Nylon	50 feet
Cotton Webbing, 80 lb. Tape	1 roll
Message Streamers	3
Pliers, Straight Nose	1 Pair
Pyro Lanyards	2
Rubber (Retainer) Bands	1 Box
Screwdriver, Common	1
Screwdriver, Phillips	1
Seals (copper wire/plastic)	25
Snap Hook	12
String, Ticket no. 5 Cotton	1 spool
Tape, Cloth Back, Adhesive	1 roll
Tape, Masking (1 inch wide)	1 roll

Table 4.12. Minimum Passenger Drinking Water Quantity (Gallons) by Flight Time

A Number of Personnel	B 6 Hrs or Less	C 6 to 9 Hrs	D 9 to 12 Hrs
20	5	5	5
25	5	5	5
30	5	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

Table 4.13. Crew Weight and Moment Table.

NUMBER OF CREW	LOCATION	WEIGHT	MOMENT/1000
4	B	800	130
4	3B-1C	800	145
5	B	1000	175
5	4B-1C	1000	186
6	5B-1C	1200	230
6	4B-2C	1200	241
7	5B-2C	1400	286
7	4B-2C--1E	1400	315
8	5B-2C-1E	1600	359
8	5B-2C-1J	1600	417
9	5B-2C-2E	1800	433
9	5B-2C-2J	1800	548
10	5B-2C-3E	2000	507
10	5B-2C-1E-2J	2000	621
11	5B-2C-3E-1F	2200	593
11	5B-2C-2E-2J	2200	695
12	5B-2C-3E-1F-1J	2400	724
12	5B-2C-3E-2J	2400	769
13	5B-2C-3E-1F-2J	2600	855
14	5B-2C-3E-1F-3J	2800	986
15	5B-2C-3E-1F-4J	3000	1117
16	5B-2C-3E-1F-5J	3200	1248
17	5B-2C-3E-1F-6J	3400	1379

Chapter 5

DD FORM 365-4 INSTRUCTIONS

5.1. Introduction. This chapter provides instructions for computation and completion of DD Form 365-4. The Form F will be computed using simplified moments. 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 be given to offload sequence, aircraft limitations, and emergency jettisoning.

Math charts contained in T.O. 1C-130(H)H-5 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 forms using simplified moments.

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

5.3.2. REMARKS section.

5.3.2.1. Enter a breakdown of takeoff fuel weight for each tank, to include fuselage tank fuel, to the nearest 100 pounds and moments using the fuel moment tables contained in T.O. 1C-130(H)H-5, *Chart E*.

NOTES:

Fuselage tank fuel will be included in the total takeoff fuel weight and moment entered in Reference 10. Enter a breakdown of fuselage tank fuel weight with other fuel breakdown in the Remarks block. Fuselage tank fuel, although considered cargo weight for ACL purposes, should be calculated with total fuel load for flight endurance and fuel burn-off calculations.

An alternate method of computing fuel moments is accomplished by multiplying the total fuel (except fuselage tank fuel) by .552. When using the alternate method of computing fuel moments, a breakdown of takeoff fuel weight for each tank to the nearest 100 pounds will be entered in the remarks section. For fuselage tank fuel multiply by .536.

5.3.2.2. Enter estimated fuel burn-off (FBO) below the total takeoff fuel. Subtract anticipated fuel burn-off from total takeoff fuel. If no HAR or hot refueling is anticipated, this is your estimated landing fuel (ELF).

5.3.2.3. Enter anticipated fuel offload HAR (label it as HAR) below the anticipated FBO. Add and subtract as appropriate FBO, HAR, and hot refueling to arrive at ELF. Enter the break down of ELF, and total ELF in the remarks block.

5.3.2.4. Load adjuster number block. Leave blank.

NOTE: Use the following criteria to compute in-flight fuel consumption:

First hour of flight (climb-out)	6000 PPH
Normal flight at altitude	5000 PPH
Low altitude flight (low level)	6000 PPH

5.3.3. Reference 1. Enter basic weight and moment from the last entry of the certified copy of the DD Form 365-3 in the aircraft weight and balance handbook. Line through the words, "Index Or" directly above the moments number entered in Reference 1 and write in the number, 1000, in the Index/Moment block.

5.3.4. Reference 2. Leave blank.

5.3.5. Reference 3. Enter the number of crewmembers, locations, weight, and moment from crew/cargo compartment **Table 4.13**.

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

5.3.7. Reference 5, 6, and 7. Determine amount of equipment on board and location. Compute weight and moment.

5.3.8. Reference 8. Countermeasure expendables: Enter chaff and flare weights and moments as required.

5.3.9. Reference 9. Total references 1 thru 8.

5.3.10. Reference 10. Enter total takeoff fuel weight and determine moments using the primary or approved alternate method of calculation as outlined in paragraph **5.3.2.1**.

5.3.11. Reference 11. Leave blank.

5.3.12. Reference 12. Total references 9 and 10.

5.3.13. Reference 13. Distribution of Allowable Load (PAYLOAD).

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

5.3.13.2. Enter number and weight of passengers, troops, and/or litters using either a compartment centroid or individual's weight by location (fuselage station). Determine moment.

5.3.13.3. Enter weight of airdrop equipment by compartment or fuselage station and determine moment.

NOTES:

During engine running onloads (ERO), a combined load C/B may be used if a validated load plan is presented.

During ERO, a DD Form 365-4 is not required for subsequent sortie if the aircraft departs empty.

The total load weight of reference 13 shall not exceed the smallest allowable cabin load determined by the limitations block allowable cabin load (see **5.3.26** and NOTES).

- 5.3.14. Reference 14. Compute Zero Fuel Weight and Zero Fuel Moment by combining reference 9 with reference 15. Zero Fuel percent of MAC enter N/A.
- 5.3.15. Reference 15. Total load weight and moment of reference 13 will be entered as "Subtotal".
- 5.3.16. Reference 16. Total references 12 and 15.
- 5.3.17. Reference 17. Enter takeoff C/G in percent of MAC.
- 5.3.18. Reference 18. When applicable, enter corrections from computations in corrections block.
- 5.3.19. Reference 19. Adjustments after weight and/or moment from references 18 are either added or subtracted to/from reference 16 as required.
- 5.3.20. Reference 20. Enter corrected C/G in percent of MAC, as required.
- 5.3.21. Reference 21. Enter Zero Fuel Weight and Moment from Reference 14.
- 5.3.22. Reference 22. If required, subtract airdrop load weight and moment from reference 21 and enter as corrected Zero Fuel Weight and Moment on a blank line in reference 22. Title as "CZFW/Moment".
- 5.3.23. Reference 23. Enter ELF weight and moment obtained by determining estimated fuel in all tanks for landing from the Remarks section. Calculate fuel moments using fuel charts in T.O. 1C-130(H)H-5 or by multiplying total estimated wing fuel on board by .552. Calculate fuselage tank fuel moments using fuel table chart in T.O. 1C-130(H)H-5 or multiply fuselage fuel total weight by fuselage tank Arm .536.

NOTE: If fuselage tank(s) contain fuel, it also will be shown in the Remarks block. Fuselage tank fuel although considered cargo weight for ACL purposes, should be calculated with total fuel load for flight endurance calculations and fuel burn-off.

- 5.3.24. Reference 24. Total references 21 and 23 or 22 and 23.
- 5.3.25. Reference 25. Enter landing C/G in percent of MAC.
- 5.3.26. Limitations Section. Enter appropriate weight and C/G limits for the planned mission using the following criteria: Do not exceed the maximum gross weight and center of gravity limits specified in T.O.1C-130(X)X-1. Gross weight 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 the mission so an accurate allowable cabin load (ACL) may be obtained.
- 5.3.26.1. Takeoff. Unless other restrictions are imposed, use 155,000 pounds for HC/MC-130P/N, and subtract total aircraft weight (Reference 12).
- 5.3.26.2. Landing. Unless other landing restrictions are imposed, use 130,000 pounds for assault landings or 155,000 pounds for normal operations for HC/MC-130P/N, and subtract operating weight plus estimated landing fuel (References 9 and 23).
- 5.3.26.3. Limiting Wing Fuel. Compute IAW limiting wing fuel charts in [Table 5.1](#) of this instruction or the charts in Section V of T.O.1C-130(X)X-1 for takeoff and landing. The most restrictive weight will be used.

NOTES:

The limiting wing fuel chart in this instruction is based on a 2.5 G maneuver load factor with indicated air-speed restrictions outlined in area "C" of the flight manual limiting wing fuel charts. When specific mission requirements exceed the limitations outlined in area "C" of the limiting wing fuel charts, the loadmaster must compute limitations using the appropriate flight manual limiting wing fuel chart in section V of T.O.1C-130(X)X-1.

Enter the allowable gross weight for limiting wing fuel and subtract the operating weight (Reference 9) to determine limiting wing fuel allowable cargo load (ACL). The limiting wing fuel charts are based on wing fuel stores only.

5.3.26.4. Permissible C/G Takeoff and Landing. Compute the forward and aft center of gravity limitations using the center of gravity table in T.O.1C-130(H)H-5. Enter "N/A" in the permissible CG zero fuel weight blocks.

5.3.27. Signature Block:

5.3.27.1. Computed by: Signature, rank, and organization.

5.3.27.2. Weight and Balance authority: Leave blank or enter "N/A."

5.3.27.3. Pilot: Signature on original and duplicate.

Figure 5.1. Example of DD Form 365-4

WEIGHT AND BALANCE CLEARANCE FORM F - TRANSPORT										FOR USE WITH I.O. 1 18-40, NAVAIR 01-18-40, AND IM-55-1590-342-23		Form Approved DMS No. 0704-0188							
<p>The public reporting burden for this collection of information is estimated to average 10 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Service Directorate (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.</p> <p>PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION.</p>																			
DATE (YYYYMMDD)		20070801		AIRCRAFT TYPE		HC-130P		FROM		KVAD		HOME STATION		KVAD					
MISSION		King 63		SERIAL NO.		64-14853		TO		KVAD		PILOT		Major Overfly					
REMARKS												REF	ITEM	WEIGHT		INDEX OR MOM		1000	
TO FUEL				ELF				1	BASIC AIRCRAFT (From Chart C)	8 4 8 4 1		4 4 6 3 9							
OB		14,000 7637		OB		5,000		2											
IB		13,500 7494		IB		5,000 (.552)		3	CREW (w/ 7 (SB - 2C)	1 4 0 0				2 8 6					
AUX		8,000 4456		TOT		10,000 5,520		4	CREW'S BAGGAGE										
PYL		6,000 3308		5	STEWARDS EQUIPMENT			5 0						1 7					
FUS		3,000 1609		6	EMERGENCY EQUIPMENT			6 5 7						2 0 5					
TOT		44,500 24,504		7	EXTRA EQUIPMENT			4 3 7						1 6 4					
FBO		30,000		8	CHAFF/FLARE			3 3 4						1 9 5					
HAR		4,500		9	OPERATING WEIGHT			8 7 2 1 9		4 5 5 0 6									
TOT		10,000		10	TAKEOFF FUEL (LBS (Gal)			4 4 5 0 0		2 4 5 0 4									
				11	WATER IN)														
				12	TOTAL AIRCRAFT WEIGHT			1 3 2 2 1 9		7 0 0 1 0									
LOAD ADJUSTER NUMBER				CORRECTION/MOST FWD/MOST AFT				13 DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD)				14 ZERO FUEL WT 87,894							
COMPT OR ARM		ITEM		CHANGES (+ or -) WEIGHT INDEX OR MOM		PASSENGERS NO. WEIGHT		COMPT OR ARM		CARGO		CARGO		COMPT OR ARM		ZERO FUEL WT INDEX OR MOM			
E		PAX		+175 +65						CRL		.803				ZERO FUEL % M.A.C N/A			
										SATB		.677				1 5			
																1 0			
						2		480		H						4 8 0			
																2 6 7			
TOTAL WEIGHT REMOVED																			
TOTAL WEIGHT ADDED		175		65															
NET DIFFERENCE		+175		+65															
LIMITATIONS										15 Subtotals		1 2 4 5		8 7 9					
CONDITION		TAKEOFF		LANDING		T FUEL				16 TAKEOFF CONDITION (Uncorrected)		1 3 3 4 6 4		7 0 8 8 9					
ALLOWABLE GROSS WEIGHT		155,000		155,000		113,500				17 TAKEOFF C.G. IN % M.A.C OR IN		26.6%							
TOTAL AIRCRAFT WT. (Ref. 12)		132,219								18 CORRECTIONS (if required)				6 5					
(Ref. 9) + (Ref. 22)				97,719						19 TAKEOFF CONDITION (Corrected)		1 3 3 6 3 9		7 0 9 5 4					
OPERATING WT. (Ref. 9)						87,719				20 TAKEOFF C.G. IN % M.A.C OR IN		26.4%							
ALLOWABLE LOAD (Ref. 13) (Use smallest figure)		22,781		57,281		25,781				21 ZERO FUEL WT (Ref. 14)		8 9 1 3 9		4 6 4 5 0					
T. Zero Fuel or Lifting Wing Fuel										22 LESS AIR DROP LOAD		1 2 4 5		8 7 9					
PERMISSIBLE C.G. TAKEOFF		FORWARD 22.4%		AFT 28.8%						CZFW/Moment		8 7 8 9 4		4 5 5 7 1					
PERMISSIBLE C.G. LANDING		FORWARD 15.0%		AFT 28.6%															
PERMISSIBLE C.G. ZERO FUEL WT.		FORWARD N/A		AFT N/A															
COMPUTED BY SIGNATURE		//Signed//, Tsgt, 71 RQS																	
WEIGHT AND BALANCE AUTHORITY SIGNATURE		N/A or blank																	
PILOT SIGNATURE		//Signed//, Maj, 71 RQS																	
										23 ESTIMATED LANDING FUEL		1 0 0 0 0		5 5 2 0					
										24 ESTIMATED LANDING CONDITION		9 7 8 9 4		5 1 0 9 1					
										25 ESTIMATED LANDING C.G. IN % M.A.C OR IN		21.0%							

5.4. Limiting Wing Fuel. The following tables may be used to determine the maximum limiting wing fuel ACL for a given fuel load when in primary or secondary fuel management. Both tables are based on the recommended areas (Areas A, B, and C) of the Weight Limitations Chart (Primary Fuel Management) or (Secondary Fuel Management) (*Non Air Refueling Mission) With Foam In Fuel Tanks, With Refueling Pods. For operations that do not meet these criteria, use the appropriate chart in T.O. 1C-130(M)P-1, T.O. 1C-130(H)H-1, or T.O. 1C-130H(N)-1, Section V, to determine ACL. Fuel weights are expressed in thousands. Both takeoff and landing conditions must be calculated. The most restrictive will be placed on the DD Form 365-4 (* T.O. 1C-130(M)P-1).

Table 5.1. Limiting Wing Fuel Table (Primary Fuel)

TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT
8	125,000	35	120,000
9	125,500	36	119,000
10	126,000	37	118,000
11	126,500	38	117,000
12	127,000	39	116,000
13	127,250	40	115,000
14	127,750	41	114,000
15	128,000	42	113,000
16	128,250	43	112,000
17	128,750	44	111,000
18	129,000	45	110,000
19	129,500	46	109,000
20	130,000	47	108,000
21	130,000	48	107,000
22	130,000	49	106,000
23	130,000	50	105,000
24	130,000	51	104,000
25	130,000	52	103,000
26	129,000	53	102,000
27	128,000	54	101,000
28	127,000	55	100,000
29	126,000	56	99,000
30	125,000	57	98,000
31	124,000	58	97,000
32	123,000	59	96,000
33	122,000	60	95,000
34	121,000	61	94,000

5.4.1. Instructions for primary fuel management.

5.4.1.1. Determine total takeoff and landing wing fuel and find base weight. Do not include fuselage tank fuel.

NOTE: For fuel weights between table weights, round off takeoff and landing fuel to the lowest thousand pounds and subtract the remaining fuel from the charted base weight to arrive at the corrected base weight. For example: if takeoff fuel is 25,800 lbs, round off fuel to 25,000 lbs. Base weight is 130,000. Subtract remaining fuel, 800 lbs, for a corrected base fuel weight of 129,200 lbs.

5.4.1.2. Annotate the lowest base weight on DD Form 365-4 limitations column under fuel.

5.4.1.3. Subtract the operating weight to find ACL.

Table 5.2. Limiting Wing Fuel Table (Secondary Fuel)

MAIN TANK FUEL (OB + IB)	BASE WEIGHT	MAIN TANK FUEL (OB + IB)	BASE WEIGHT
8	133,000	21	151,000
9	134,500	22	152,000
10	136,000	23	153,000
11	137,500	24	154,000
12	139,000	25	155,000
13	140,500	26	155,000
14	142,000	27	155,000
15	143,000	28	155,000
16	144,500	29	155,000
17	146,000	30	155,000
18	147,500	31	155,000
19	149,000	32	155,000
20	150,000	33	155,000

5.4.2. Instructions for secondary fuel management.

5.4.2.1. Determine main tank (OB + IB) fuel for takeoff and landing and find base weight.

NOTE: For fuel weights between table weights, round off takeoff and landing fuel to the lowest thousand pounds and subtract the remaining fuel from the charted base weight to arrive at the corrected base weight. For example: if takeoff fuel is 25,800 lbs, round off fuel to 25,000 lbs. Base weight is 130,000. Subtract remaining fuel, 800 lbs, for a corrected base fuel weight of 129,200 lbs.

5.4.2.2. Subtract total fuel (excluding fuselage tank fuel) from base weight to find adjusted base weight.

5.4.2.3. Annotate adjusted base weight on DD Form 365-4 limitations column under fuel.

5.4.2.4. Subtract the operating weight to find ACL.

Chapter 6

INFORMATION COLLECTION, RECORDS, AND FORMS.

6.1. Information Collections. No information collections are created by this publication.

6.2. Records. The program records created as a result of the processes prescribed in this publication are maintained in accordance with AFMAN 37-123 (will convert to AFMAN 33-363) and disposed of in accordance with the AFRIMS RDS located at https://afrims.amc.af.mil/rds_series.cfm.

6.3. Forms (Adopted and Prescribed).

6.3.1. Adopted Forms. AF Form 847, *Recommendation for Change of Publication*; AF Form 1297, *Temporary Issue Receipt*; AF Form 4076, *Aircraft Dash 21 Equipment Inventory*; AFTO Form 781A, *Maintenance Discrepancy and Work Document*; AFTO Form 781E, *Accessory Replacement Document*; DD Form 365-3, Chart C - *Basic Weight and Balance Record*; and DD Form 365-4, *Weight and Balance Clearance Form F - Transport/Tactical*.

6.3.2. Prescribed Forms. No forms are prescribed by this publication.

DANIEL J. DARNELL, Lt Gen, USAF
DCS, Operations, Plans & Requirements

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, 8 December 2006

AFI 11-215, *Flight Manuals Program (FMP)*, 6 April 2005

AFI 11-301, Volume 2, *Maintenance and Configuration Requirements for Mobility Air Forces (MAF) Aircrew and Aircraft-Installed Aircrew Life Support Equipment (ALSE)*, 1 May 06

AFI 33-360, *Publications and Forms Management*, 18 May 2006

AFMAN 37-123, *Management of Records* (will become AFMAN 33-363), 31 August 1994

AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*, 15 April 2007

AFRIMS RDS, https://afrims.amc.af.mil/rds_series.cfm

T.O. 1C-130A-9, *Cargo Loading Data*, 13 October 2006

T.O. 1C-130(H)H-1, *Flight Manual HC-130P*, 1 February 2004

T.O. 1C-130(H)N-1, *Flight Manual HC-130N*, 1 October 2002

T.O. 1C-130(M)P-1, *Flight Manual MC-130P*, 1 September 2002

T.O. 1C-130(H)H-5, *Handbook, Basic Weight Checklist and Loading Data*, 13 September 1999

T.O. 1C-130H-2-OOGE-00-1, 15 September 1993

Abbreviations and Acronyms

AC—Aircraft Commander

ACL—Allowable Cabin Load

ADSB—Aerial Delivery Support Branch

ADF—Aerial Delivery Flight

AE—Aeromedical Evacuation

AETC—Air Education and Training Command

AF—Air Force

AFI—Air Force Instruction

AFRC—Air Force Reserve Command

AFSOC—Air Force Special Operations Command

ALS—Aircrew Life Support

ANG—Air National Guard

AR—Air Refueling

C—Cargo

CDS—Container Delivery System

CG—Center of Gravity

CRL—Container Ramp Load

CRRC—Combat Rubber Raiding Craft

CP—Cargo and Passengers

CSAR—Combat Search and Rescue

ELF—Estimated Landing Fuel

FBO—Fuel Burn Off

EWO—Electronic Warfare Officer

FOL—Forward Operating Location

IAW—In Accordance With

IC—Interim Change

ICAO—International Civil Aviation Organization

HAR—Helicopter Air Refueling

HERPS—Hostile Environment Repair Procedures

LP—PSYOPS

MAC—Mean Aerodynamic Chord

MOD—Modifications

P—Passenger

PACAF—Pacific Air Force

PPH—Pounds Per Hour

PSYOPS—Psychological Operations

QA—Quality Assurance

RAMZ—Rigging Alternate Method Zodiac

RDS—Records Disposition Schedule

RO—Radio Operator

TAC—Tactical Airdrop Cargo

TAP—Tactical Airdrop Personnel

ZFW/M—Zero Fuel Weight/Moment