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Flying Operations

MC-130J OPERATION CONFIGURATION/MISSION PLANNING

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This instruction implements AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure.* It establishes procedures for the operation of the MC-130J aircraft to accomplish their worldwide operational and training missions and establishes basic cargo compartment configuration, standard equipment, and location of such equipment aboard the MC-130J aircraft. This instruction applies to Air Force Special Operations Command (AFSOC), Air Education and Training Command (AETC), and Air National Guard (ANG) units. Unless noted otherwise, instructions contained herein apply to MC-130J aircraft (EC-130J aircraft, when applicable). It provides the most acceptable policies and procedures for most circumstances, but does not replace sound judgment. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by AFPD 11-2, *Aircrew Operations*. When personal information is collected, personnel will be provided with a Privacy Act Statement. The applicable Privacy Act System of Records Notice (SORN), F011 AF XO A, Military Automated Personnel Records Management System (ARMS), is available at **http://privacy.defense.gov/notices/usaf/.** Ensure the applicable records prescribed adhere to the records disposition described in the SORN and that there are corresponding Tables and Rules in the AF Records Disposition Schedule. The authority for maintenance of ARMS is 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9397 (SSN) as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social

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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. This instruction establishes basic cargo compartment configuration, standard equipment, and equipment locations aboard MC-130J aircraft. Some MC-130J aircraft have additional equipment installed that may affect configuring the aircraft as listed. For operational planning purposes, each configuration has an average time annotated and number of personnel to configure the airplane. The times quoted are approximate figures and are configuration times only. They do not include de-configuration times. For example, reconfiguring from a P-1 configuration, 84 sidewall and center aisle seats to a C-1 configuration (clean floor) requires more than one-half hour for one person, which is the time allocated to configure a C-1 configuration.

1.2. Responsibility. Operational plans must consider the most appropriate configuration that satisfies mission requirements and permits the minimum amount of variations and man-hours to change. USAF units performing services on MC-130J aircraft (i.e., maintenance, aerial port, and aircrew flight equipment) are responsible for configuring the aircraft IAW this instruction and as outlined in mission directives, to include equipment stowage/installation IAW the configuration and equipment tables. Aircrew Flight Equipment (AFE) personnel will ensure all life support equipment is positioned on the aircraft to meet mission requirements IAW **Table 1.1**. Maintenance personnel will ensure all required and mission specific equipment is positioned aboard the aircraft to meet mission requirements IAW **Tables 2.1 and 2.2**. Some equipment listed in **Table 2.2** is roll-on/roll-off equipment controlled by unit designated personnel. Before home station departure, maintenance personnel are responsible for configuring the aircraft (including modifications) to meet mission requirements IAW **Figures 3.1** thru **3.21**. For the CP-2 through CP-5 configurations, the sidewall seats will be stowed to facilitate preflight of the Enhanced Cargo Handling System (ECHS) rails and then lowered by aircrew with maintenance assistance. After departure from home station, the aircrew will accomplish all configurations with assistance by maintenance/aerial port personnel if available. During preflight, aircrew will ensure required mission equipment has been provided and is properly installed. When the aircraft configuration is not completed prior to aircrew show time, the loadmaster will assist in the completion of the configuration, after accomplishing required predeparture duties (i.e., preflight, loading, etc.). Loadmasters have overall responsibility for configuration management and proper installation of equipment on the aircraft.

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

1.3.1. AE – Aeromedical Evacuation.

1.3.2. C – Cargo.

1.3.3. CP – Cargo and Passengers.

1.3.4. LP – PSYOPS.

1.3.5. P – Passengers.

1.3.6. RAPID – Infil/Exfil Equipment or Personnel.

1.3.7. TAC – Tactical Airdrop Cargo.

1.3.8. TAP – Tactical Airdrop Paratroop.

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

1.5. Weight and Balance.

1.5.1. Configuration equipment and necessary supply changes affect aircraft weight and balance. To standardize equipment quantities and location, items shown in **Table 2.1** will be included in the aircraft basic weight and remain on the aircraft except for maintenance, inspection, and when directed by this instruction. Equipment listed in **Tables 1.1 and 2.2** will be added as necessary when computing the weight and balance and entered in Communications/Navigation/Identification-Management Unit (CNI-MU) and references 5, 6, or 7 of DD Form 365-4, *Weight and Balance Clearance Form F-Transport/Tactical.* The loadmaster will enter the weight contained in the required equipment table for the applicable configuration in the CNI-MU and when preparing the DD Form 365-4. Adjustments will be made when the actual onboard weight of these items vary from the data shown. Add aircraft armor (**Table 4.3**) into the DD Form 365-4 if armor is installed on the aircraft. Paratroop door armor moments need to be recalculated when armor is re-positioned. DD Form 365-4 will be completed IAW instructions in Chapter 5 of this instruction.

1.5.2. When a configuration change that removes items listed in **Table 2.1** is accomplished at a Forward Operating Location (FOL) and no Quality Assurance (QA) Branch 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, *Basic Weight and Balance Record*, *Chart C-Basic*. Annotate the new weight and moment in Block 1 of DD Form 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 Form 365-4 by the loadmaster.

1.6. Distribution. Commanders are responsible for bringing this publication to the attention of all affected personnel. At least one copy (paper or electronic) 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/operation 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 squadron/units, Dash 21 equipment sections, Quality Assurance sections.

1.6.7. Aircrew Flight Equipment (AFE) sections.

1.6.8. One located in the supplemental weight and balance handbook binder on each aircraft.

1.6.9. One copy to each MC-130J 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 AFSOC/A3V in accordance with AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program,* and AFI 11-215, *USAF Flight Manual Program*. Use AF Form 847, *Recommendation for Change of Publication*.

1.8. Changes. Recommendations for improvement to this instruction are encouraged. AF/A3O is the approval authority for changes to this Addenda. Refer recommended changes and conflicts between this and other publications to HQ AFSOC/A3V, 100 Bartley Street, Suite 141W, Hurlburt Field, Florida 32544 on the AF Form 847, *Recommended for Change of Publication.* HQ AFSOC/A3V will forward changes to AF/A3O with an info copy to AF/A3O-AI for final approval prior to implementation.

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

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

1.9.2. ALSE Stowage Bins and Racks. Handle ALSE with care to avoid damage to the equipment. ALSE will always be placed in the stowage bins, unless stowed elsewhere for

aircraft CG limitations. The primary purpose of all life support stowage bins and racks are for ALSE. Oil, hydraulic fluid or other liquids will not be placed in the stowage bins.

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

Table 1.1. Aircraft Installed Aircrew Life Support Equipment Configuration.

Minimum Required Equipment	**Quantity**	**Location**
Emergency Passenger Oxygen System (EPOS) **NOTE 1, 8**	A/R	A/R
Flash blindness goggles	A/R	A/R
Harness, Restraint, PCU-17/P with safety strap, HBU-6/P **NOTE 1**	5	One on the flight deck, four in the cargo compartment
Kit, Protective Clothing (PCK)	A/R	A/R
Kit, Survival, ML-4 **NOTE 1, 3, 6**	5	Life support bins
LPU 10/P or adult/child **NOTE 1, 2**	40	Life support bins
Mask, 358-series w/goggles **NOTE 1**	5	Flight deck
Parachute, BA-22 **NOTE 1, 4**	5	Life support bins
Minimum Required Equipment	**Quantity**	**Location**
Protective Breathing Equipment (PBE) **NOTE 1**	5	Three on the flight deck and two in the cargo compartment.
Suit, Anti-exposure, CWU-16/P **NOTE 1, 7**	A/R	A/R
Vest, Aircrew Body Armor	5	A/R
Vest, Survival **NOTE 1, 5**	5	A/R

NOTES:

1. Minimum life support equipment required IAW AFI 11-301 Volume 2.

2. Every person on board during overwater missions will have a suitable flotation device.

3. Aircraft will be equipped with one ML-4 kit for each aircrew member. See AFI 11-2MC-130J Volume 3, *MC-130J Operations Procedures*, for exception.

4. Aircraft will be equipped with one parachute for each aircrew member.

5. Not required for local training missions if ML-4 kits are onboard the aircraft.

6. Not required for local training missions if the mission will not fly overwater and survival vests are onboard.

7. Anti-exposure suits are required when overwater or beyond power off gliding distance from land and the water temperature is 60 degrees Fahrenheit (F) or below.

8. Each aircraft should have one Emergency Passenger Oxygen System (EPOS) per passenger. EPOS have to be accessible. They do not have to be stationed at each seat. Do not exceed FL 250 if the number of passengers exceeds the number of EPOS onboard.

9. For Factory pick up, use PDM input column in AFI 11-301 Volume 2, required Aircrew Flight Equipment Tables

EXCEPTION:

58 SOW Aircraft will be configured IAW AFI 11-301 Volume 2, AETC Sup

Chapter 2

CONSOLIDATED EQUIPMENT TABLES

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

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

Table 2.1. Required Equipment.

Equipment	Quantity	Location
Aerial delivery system pendulum pivot arm cover	1	Stowed on Pivot Arm.
Air-conditioning plugs	2	Secured A/R when not installed.
Aircraft generator/starter pad	1	Stowed/attached in TO bin at flight station (FS) 245.
Anchor cables with reels	4	Two cables installed in cargo compartment and two cables with four reels are stowed at FS 891 left/right side.
Anchor cable support braces	4	Stowed aft of ramp control panel.
Auxiliary power unit exhaust plug	1	Secured A/R when not installed.
Auxiliary ground loading ramps (Gen IV modified)	2	Stowed in bin in cargo door.
AVFUELS identaplate	1	Stowed in Single Point Refueling door.
Axe, hand emergency	2	As prescribed by the flight manual.
Belt, seat safety	92	Installed/stowed with each seat aboard the aircraft. 2 sets per two-man seat, 1 set per one-man seat.
Black out window covers	1 per window	Stowed near window or A/R.
Cargo door down locks	2	Stowed in overhead equipment rack or A/R.
Container Delivery System (CDS) safety clevis **NOTE 6**	4	Stowed in a pouch under the Multi-Function Control Display (MFCD).
CDS safety clevis shear pins **NOTE 6**	12	Stowed in a pouch under the MFCD.
Chain, tie-down 10,000 lbs	34	Stowed in bins aft of ramp hinge on the left side.

Equipment	**Quantity**	**Location**
Chain, tie-down 25,000 lbs	6	Stowed in container aft of latrine.
Crank, main landing gear and flap emergency	2	Stowed forward of each wheel well.
Device, tie-down 10,000 lbs	34	Stowed in brackets @ FS 245, 790 left side, and 925 right side.
Device, tie-down, 25,000 lbs	6	Stowed in brackets aft of latrine.
Ear plugs	1 (box)	Stowed A/R.
Engine intake & exhaust plugs	4/4	Stowed A/R when not in use.
Extinguisher, fire	4	As prescribed in the flight manual.
Fluid, hydraulic (Case)	1	Stowed in cargo net stowage box aft of the Auxiliary Hydraulic Pump.
Oil, engine (Case)	1	Stowed A/R.
Fuel tank drain tube	1	Stowed in overhead bracket @ FS 970.
Guard assembly, ramp actuator	2	Stowed on anchor cable center support braces aft of left paratroop door.
Ground wires	2	Stowed A/R when not in use.
Interphone cord Flight Deck: 1 ea at pilot, copilot, center console, Combat Systems Officer (CSO) and additional crew member stations, Cargo Compartment: Two 100-foot and two 75-foot cords	10	One at each interphone station.
Jack and tow fittings	2	Stowed in cargo door.
Jack pads	1	Stowed on bulkhead @ FS 245.
Jugs, coffee/water	2	Galley
Jump platforms, paratroop (Set)	1	Stowed above ramp on round structural bars FS 747.
Kit, first aid aeronautical	12	Two on the flight deck, 10 stowed in the cargo compartment.
Ladder, emergency escape	1	Stowed on the left side forward of the wheel well when not in use.
Ladder, maintenance	1	Stowed A/R when not in use.
Lamp, Aldis w/lens kit	3	Stowed A/R when not in use.
Latrine curtains	1	Configured for use or stowed in cargo door storage bins.
Life rafts **Note 3.4**	3	Stowed as prescribed in flight manual.
Equipment	**Quantity**	**Location**
Onboard life support equipment stowage rack	1	Forward of left sidewheel well.

Light, emergency exit with Night Vision Imaging System (NVIS) filter	8	Stowed as prescribed by the flight manual.
Liquid container, emergency **Note 5**	8	Installed IAW flight manual.
Litter support brackets	296	Four installed on each outboard litter track and support strap. Five installed on each side of the center seat and litter stanchion and litter strap.
Litter track (paratroop door)	2	Stowed left/right side FS 870.
Litter straps (outboard)	12	Attached to overhead supports and stowed in bags along sidewall.
Litter straps (inboard)	20	Attached to overhead supports and stowed in bags along sidewall, or in bins near ceiling.
Lock assembly, main landing gear	2	Stowed in the cargo door.
Locking kit, ground security	4	1 for each side emergency escape hatch and 1 for each paratroop door stowed A/R.
Main landing gear emergency tie-down fixture	2	Stowed in cargo door.
Oven, microwave	1	Galley
Oxygen bottle, walk-around (Type MA-1)	4	Stowed as prescribed in the flight manual.
Pallet restraint locking pins	6	Stowed in pouch under MFCD.
Paratroop door scanner seats	2	Installed on each paratroop door.
Paratroop retriever bar	1	Stowed behind litter stanchion aft of right wheel well.
Pitot covers	2	Stowed A/R when not in use.
Ramp air deflectors	2	Installed on cargo ramp.
Rings, tie-down 25,000 lbs	4	Stowed in the cargo door.
Roller, CDS Auxiliary	4	Stowed in the cargo door.
Rope, emergency escape	3	Stowed as prescribed in the flight manual.
Seat support brackets, wheel well	16	Stowed on rack forward of right wheel well.
Seat support, wheel well (upper)	2	Installed left and right wheel well area.
Seat back support beams, center aisle (upper)	8	Stowed in forward cargo compartment FS 397 left and right side and; FS 380 right side.
Seat back support beams, center aisle (lower)	8	Stowed forward of each troop door at FS 655 left/right side.
Equipment	**Quantity**	**Location**
Seat back/beam support (extensions)	2	Stowed aft of the left wheel well.
Snatch block, portable winching, 13,000 lb capacity	3	Stowed in the cargo door.

Stanchions (litter/seat)	8	Stowed in forward cargo compartment at FS 260.
Straps, tiedown 5,000 lbs **NOTE 1**	40	Stowed in the racks at FS 370-420 left side, remainder in cargo door. Straps removed for local training missions will not fall below levels required for restraint of loose equipment.
Straps, tie-down 10,000 lbs **Note 1**	24	Stowed in cargo door when not in use.
Sun visors	2	Stowed above pilot/copilot side windows.
Technical publications (G-file) **NOTE 7**	1 set	Stowed above MFCD remainder in lower galley door.
Tool Box	1	Tool box (if on the aircraft) will be secured per TO 1C-130(M)J-9 *Cargo Loading Manual*. The tool box may be secured for flight by an alternate method following 516th Aeronautical Systems Wing/657th Aeronautical Systems Squadron engineering approval for airworthiness.
Towed Parachutist Retrieval System (TPRS)	1 set	Stowed in cargo door. 1 set covers both doors.
Troop seats, one-man	4	Stowed IAW Cargo Loading Manual.
Troop seats, two-man	44	Ten seats installed forward of the wheel well, four seats installed aft of wheel well, sixteen seats stowed forward of the wheel well under the installed seats. Eight seats stowed aft of the wheel well under the installed seats. (Six seats stowed behind the litter tracks on the right side at FS 350).
Wheel chocks	4	Secured A/R when not in use.
Winch assist beam	1	Stowed in cargo door.
Winch, static line retriever	2	Installed at bulkhead 245 left and right side.
Wrench, main landing gear, emergency extension	1	FS 430
"Y-Cable" assembly, static line	2	Stowed in cargo door.

NOTES:

1. Minimum equipment required. Units may add more equipment to meet specific mission or theater requirements. At all times, the amount of tie-down equipment required will include enough equipment to secure the landing gear in an emergency as well as secure all cargo and loose equipment. When additional equipment is added, QA will update the DD Form 365-3 (See exception in paragraph 1.5. of this instruction.)

2. Minimum number of ground loading ramps required. More ramps will be added for RAPID configurations. Generation IV ramps are the only type authorized for RAPID configurations. A full set of Bi-fold auxilliary ramps (Canary Slides) may be used in lieu of ground loading ramps.

3. Minimum life support equipment required IAW AFI 11-301, Volume 2, *Life Support Configurations for Cargo Aircraft*.

4. The number of raft spaces dictates the total number of personnel (crew and passengers) that may be on the aircraft for overwater missions. In other words, if you have two 46 man rafts installed, you can only have 92 personnel, including crew, on board for overwater missions.

5. All two-gallon emergency water containers will be stored empty. If mission dictates, containers will be sanitized and filled with water by support personnel. Annotate in 781K if emergency water containers are full. After the mission, sanitize and dry containers then reinstall. When the water containers are filled the DD Form 365-3 will be updated to reflect the added weight. (See exception in paragraph 1.5. of this instruction.)

6. These items may be removed and maintained in the CDS airdrop kit or loadmaster tool kit within the squadron.

7. This equipment is roll-on/roll-off equipment controlled by unit designated personnel.

Table 2.2. Mission Specific Equipment.

Item	Quantity	Remarks/ Location
Aircraft protective armor kit	1	Required on combat/contingency missions. Stowed IAW **Table 4.3.**
Blackout kit **NOTE 1**	1	Installed or stowed as loose equipment
Buffer Stop Assembly (BSA)	1	As required on CDS airdrop missions IAW TO 1C-130(M)J-9.
Canary slide ramps	1 set	As required

Container Delivery System (CDS) kit **NOTE 1**	1	Required on CDS missions.
Crew bunk	A/R	Installed in cargo compartment A/R.
DC power cable (winch)	A/R	As required (Bulldog installed).
Extraction parachute jettison system **NOTE 1**	1	As required on heavy equipment airdrop missions IAW TO 1C-130(M)J-9.
FARP equipment	A/R	As required
HALO kit (oxygen console/hoses)	1	As required on high altitude airdrop missions IAW AFI 11-2MC-130J, Volume 3.
HERP tool kit **NOTE 1**	1	Stored IAW local directives.
Joint Precision Aerial Delivery System (JPADS) maintenance kit	1	Required on JPADS/Improved Container Delivery System (I-CDS) airdrop missions. All aircraft equipment will be configured IAW Installation Manual for the JPADS Mission Planner Mission Support Equipment for the MC-130J. A JPADS kit includes: GPS Retransmission Kit and UHF Drop Sonde Receiver Subsystem.
JPADS aircrew kit **NOTE 1**	1	Required on JPADS/I-CDS missions. The aircrew kit includes: The High Altitude Airdrop Mission Planning Kit and required additional oxygen equipment (i.e., O2 bottles and/or hoses).
LM tool kit **NOTE 1**	1	Stowed as loose equipment.
Pry bar	A/R	Stowed as loose equipment.
Water container (Igloo) **NOTE 1**	1	As required.
Item	**Quantity**	**Remarks/ Location**
Weapon storage box **NOTE 1**	1	As required.
Winch, cargo handling (Bulldog)	1	As required.
NOTE 1: This equipment is roll-on/roll-off equipment controlled by unit designated personnel.		

Chapter 3

FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA

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

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

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

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

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

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

3.2.5. For flight, the aircraft ramp's cargo weight limit is 5,000 pounds of floor loaded or palletized cargo in pallet position six (to include the weight of pallet and nets). See TO 1C130(M)J-9 for other restrictions. NOTE: The addition of aircraft defensive systems, armor, and other modifications may result in an empty/light aircraft out of CG limits. Move equipment as required to remain within TO 1C130(M)J-1, MC-130J Flight Manual limits. Weight for this equipment is in Table 4.3 and 4.4.

3.2.6. This chapter's drawings are not drawn precisely to scale with respect to actual aircraft locations.

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

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

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

3.2.10. Configuration seat totals include seats designated for loadmasters. If the Loadmaster/Scanner Restraint System seats are installed, the red seats immediately forward of the paratroop doors will not be available for use.

3.2.11. ECHS lock/seat stanchion locations are provided in **Table 4.5**

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

3.2.13. Aircraft protective armor will be added as needed into the Chart C or if QA is not available, loadmasters will add into Ref 7 of the DD Form 365-4.

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

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

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

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

3.5. Configuration Floor Plans. Configuration floor plans are depicted on **Figure 3.1** through **Figure 3.21**

Figure 3.1. CONFIGURATION AE-1 (Aeromedical).

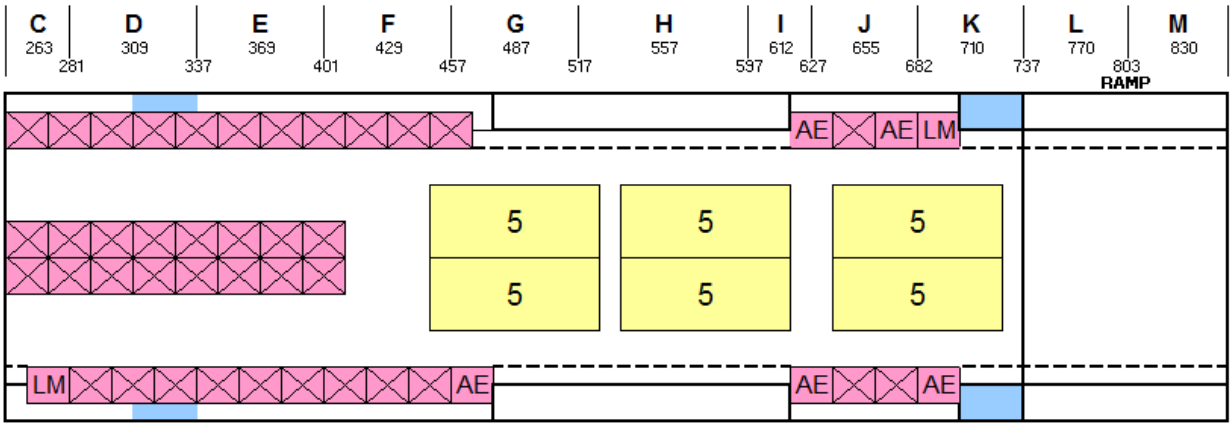

Table 3.1. Configuration AE-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
ADDITIONAL EQUIPMENT	**QTY**	**WT**	**STA**
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. Normally provides 30 litter spaces, 39 patient/passenger seats, and 7 crew seats (seat belts on 20-inch centers). The number of aeromedical evacuation crew members governs the number of seats available.

2. Seats 1 and 2-left will be stowed when they are not specifically requested for the mission.

3. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.

4. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.

5. Cargo may be loaded with concurrence of medical director.

6. The number in the litter spaces indicates maximum number of litters per tier.

7. Time to configure is 2 persons, 1-1/2 hours.

Figure 3.2. CONFIGURATION AE-2 (Aeromedical).

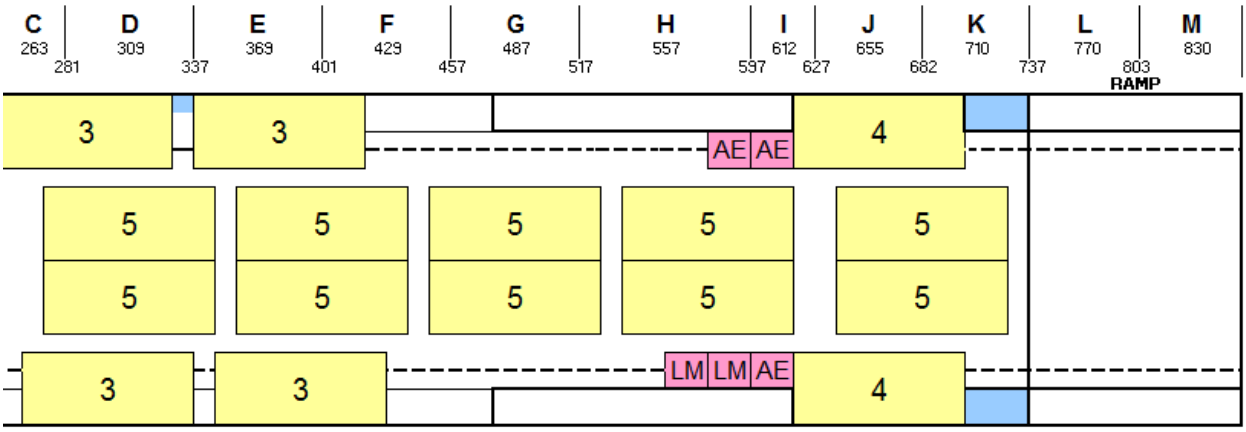

Table 3.2. Configuration AE-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
ADDITIONAL EQUIPMENT	**QTY**	**WT**	**STA**
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Blackout kit	1	10	A/R
Ramp support	1	85	A/R

NOTES:

1. Normally provides 70 litter spaces and 5 crew seats. The number of aeromedical evacuation crew members governs the number of litters available.

2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.

3. Paratroop door observer seat (some airplanes) must be removed from the doors to allow opening/closing of the doors when the paratroop door litter stanchions are installed.

4. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.

5. The number in the litter spaces indicates maximum number of litters per tier.

6. Cargo may be loaded with the concurrence of the medical crew director.

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

Figure 3.3. CONFIGURATION AE-3 (Aeromedical).

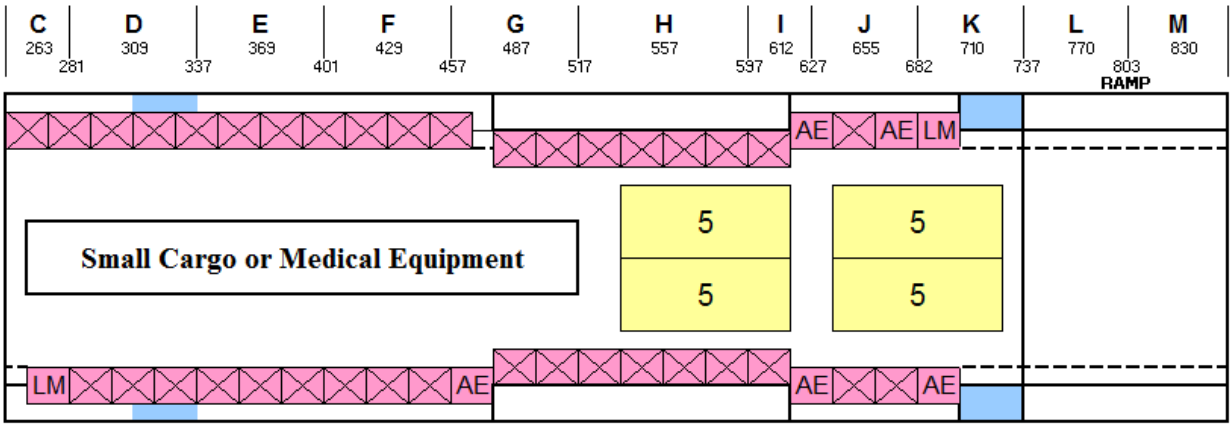

Table 3.3. Configuration AE-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
ADDITIONAL EQUIPMENT	**QTY**	**WT**	**STA**
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. Normally provides 20 litter spaces, 37 patient/passenger seats, and 7 crew seats (seat belts on 20-inch centers). The number of aeromedical evacuation crew members governs the number of seats available.

2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.

3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.

4. Time to configure is 2 persons, 1-1/2 hours.

Figure 3.4. CONFIGURATION AE-4 (Aeromedical).

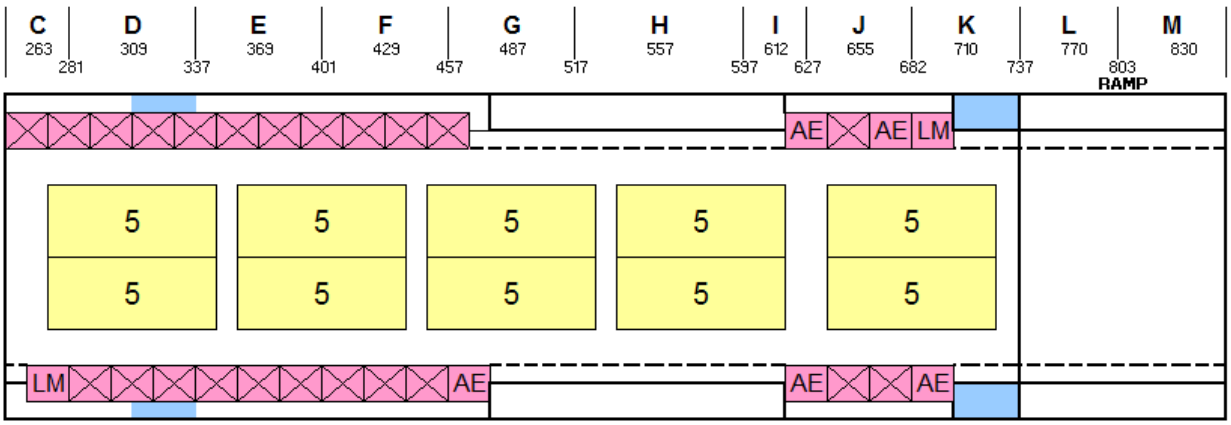

Table 3.4. Configuration AE-4, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
ADDITIONAL EQUIPMENT	**QTY**	**WT**	**STA**
PBE	5	25	A/R
Oxygen bottle	5	30	A/R
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. This is the combat/contingency configuration and normally provides 50 litter spaces, 23 patient/passenger seats, and 7 crew seats. The number of AE crew members govern seat availability.

2. Floor roller conveyors will be stowed. Stow ramp roller conveyors if not required for a baggage pallet.

3. AE equipment will be positioned as required by MCD and CMT. Actual AE equipment weights will be obtained from the CMT. PTLOX will not be positioned adjacent to any hydraulic reservoir or component.

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

Figure 3.5. CONFIGURATION C-1.

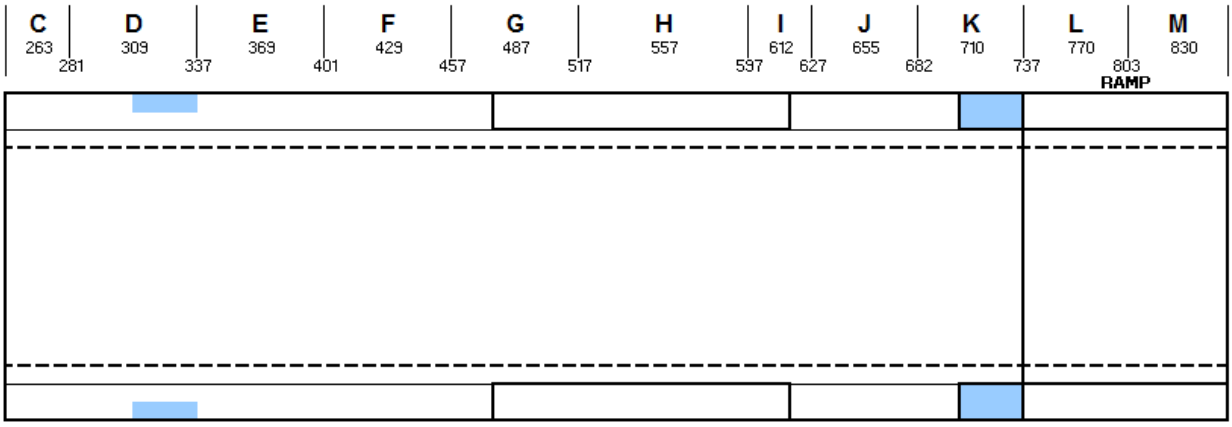

Table 3.5. Configuration C-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp support	1	85	A/R
Gen IV ramps	A/R	84(2)	A/R
Canary slide ramps	A/R	465(set)	A/R

NOTES:

1. Cargo on floor and/or rolling items.
2. Roller conveyors will be stowed.
3. Amount and type of cargo govern seat availability.
4. Time to configure Rapid 1 is 1 person, 1/2 hour.
5. Time to configure Rapid 2 is 4 persons, 8 hours.

Figure 3.6. CONFIGURATION C-2.

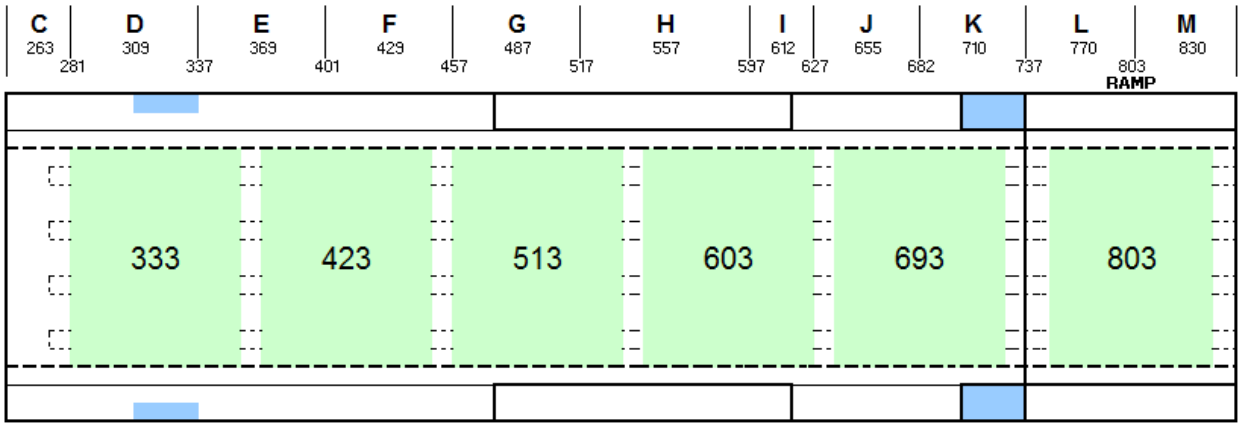

Table 3.6. Configuration C-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Ramp support	1	85	A/R

NOTES:

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

Figure 3.7. CONFIGURATION P-1.

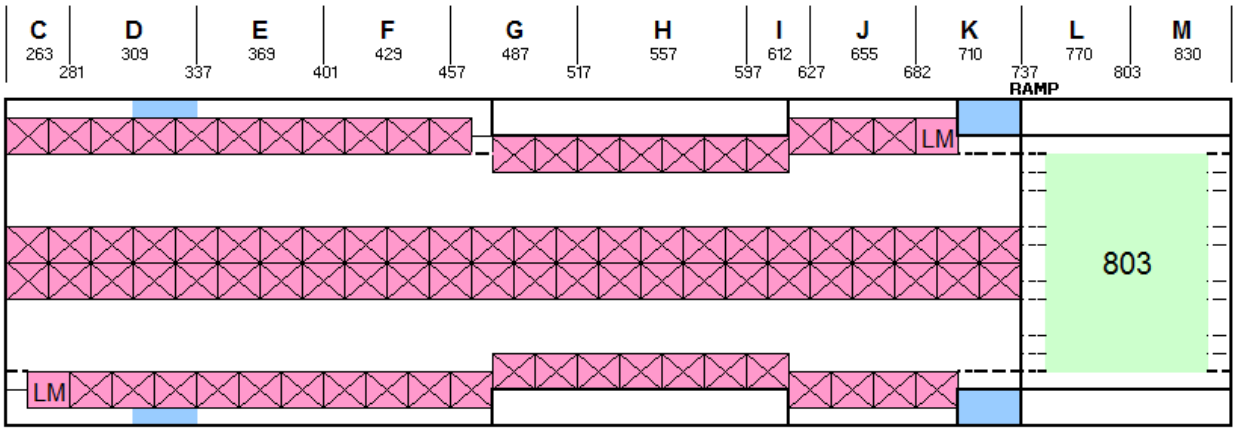

Table 3.7. Configuration P-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

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

Figure 3.8. CONFIGURATION CP-1.

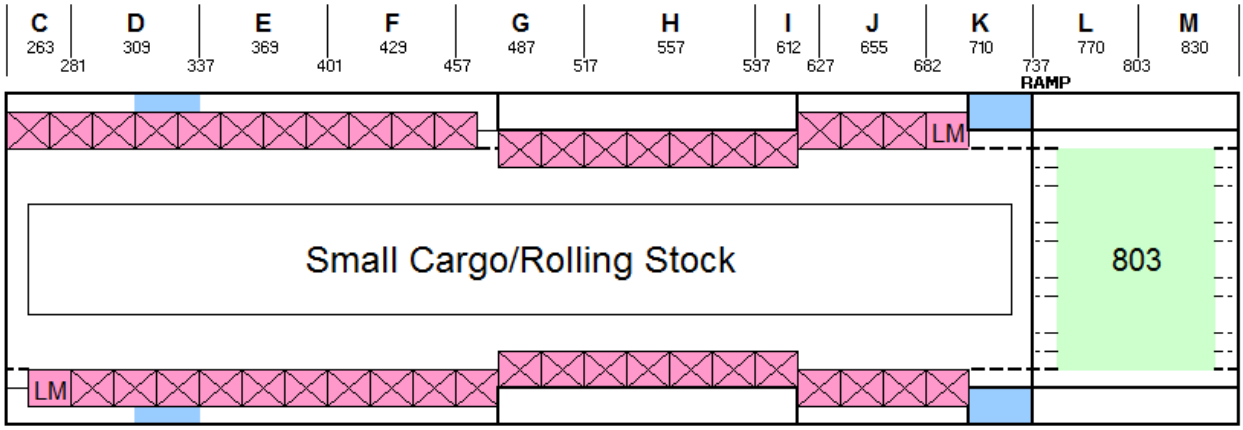

Table 3.8. Configuration CP-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

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

Figure 3.9. CONFIGURATION CP-2.

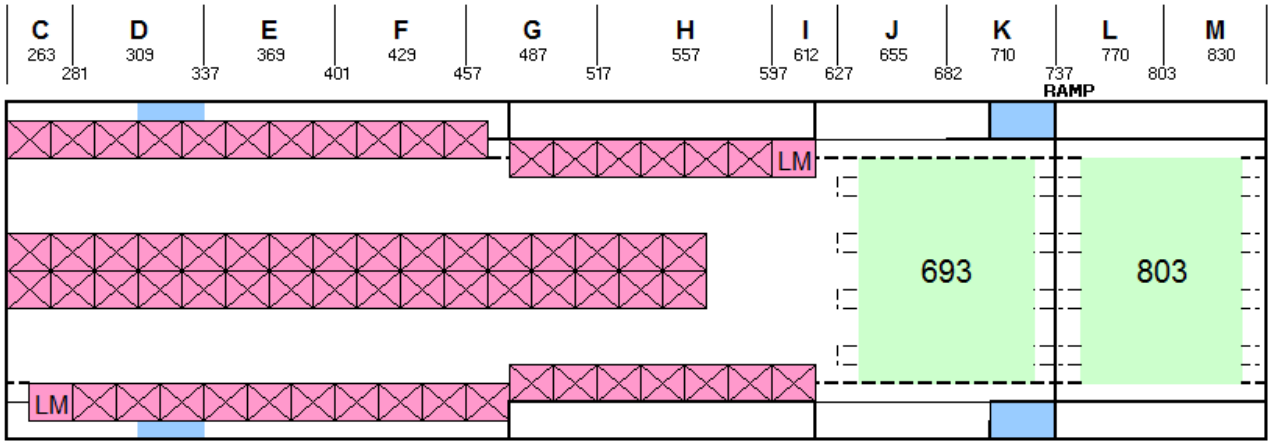

Table 3.9. Configuration CP-2, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

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

Figure 3.10. CONFIGURATION CP-3.

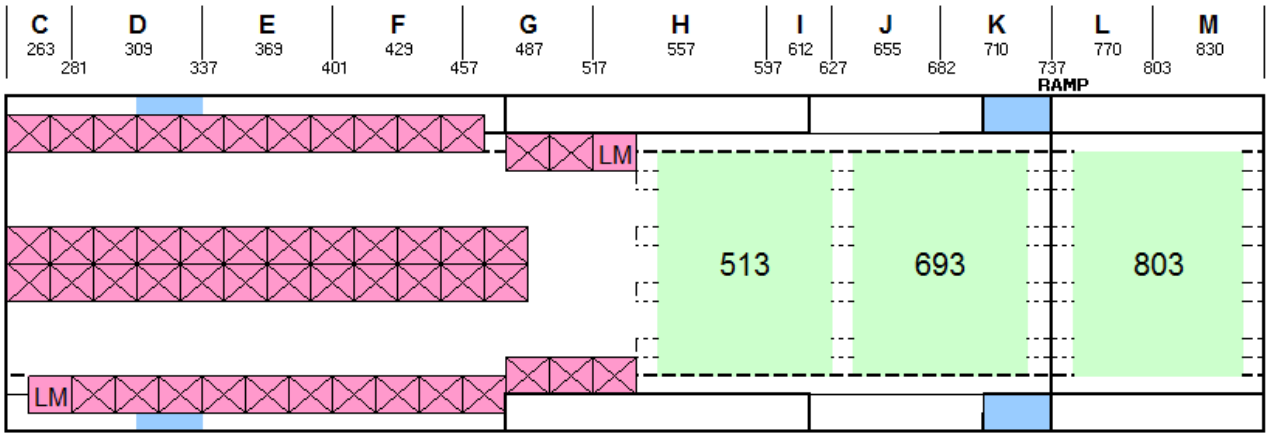

Table 3.10. Configuration CP-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. Fifty-two sidewall and center aisle seats (seat belts on 20-inch centers); 50 seats are offered with 3 pallet positions for cargo and baggage.
2. Seats will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 2 persons, 1-1/2 hours.

Figure 3.11. CONFIGURATION CP-4.

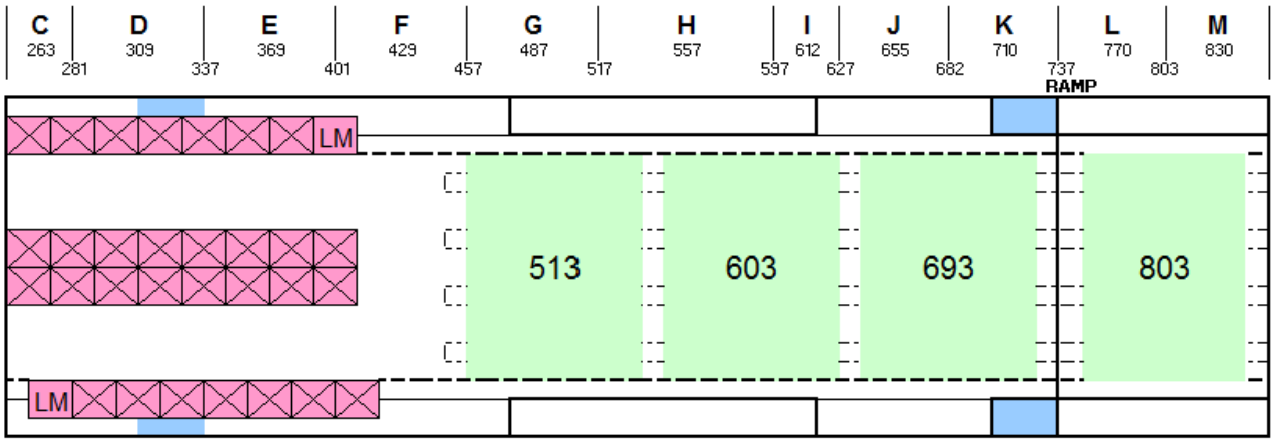

Table 3.11. Configuration CP-4, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. Thirty-two sidewall and center aisle seats (seat belts on 20-inch centers); 30 seats are offered with 4 pallet positions for cargo and baggage.
2. Seats will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 1 person, 1/2 hour.

Figure 3.12. CONFIGURATION CP-5.

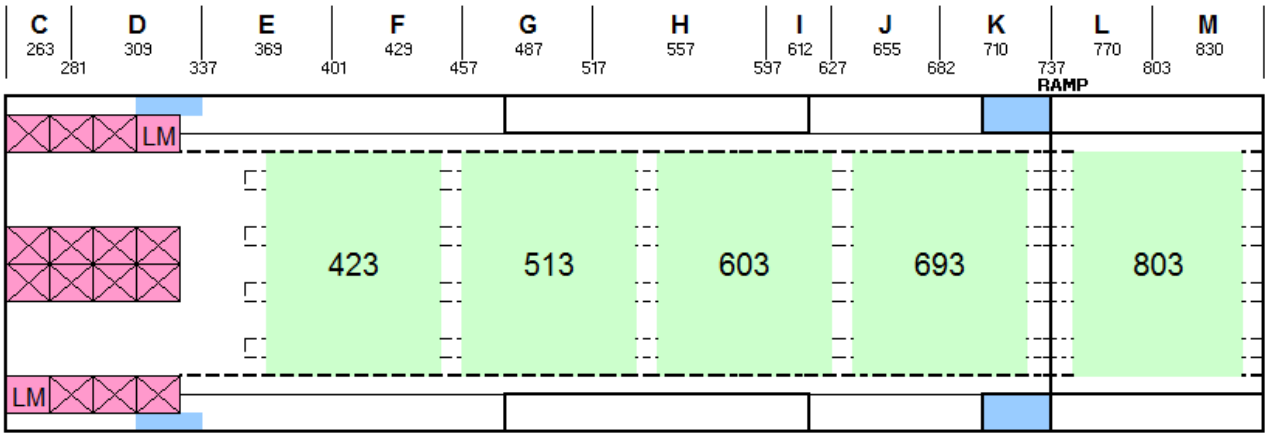

Table 3.12. Configuration CP-5, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. Sixteen sidewall and center aisle seats (seat belts on 20-inch centers); 14 seats are offered with 5 pallet positions for cargo and baggage.
2. Seats will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Roller conveyors that are not required will be stowed.
4. Time to configure is 1 person, 1/2 hour.

Figure 3.13. CONFIGURATION TAP-1/1A.

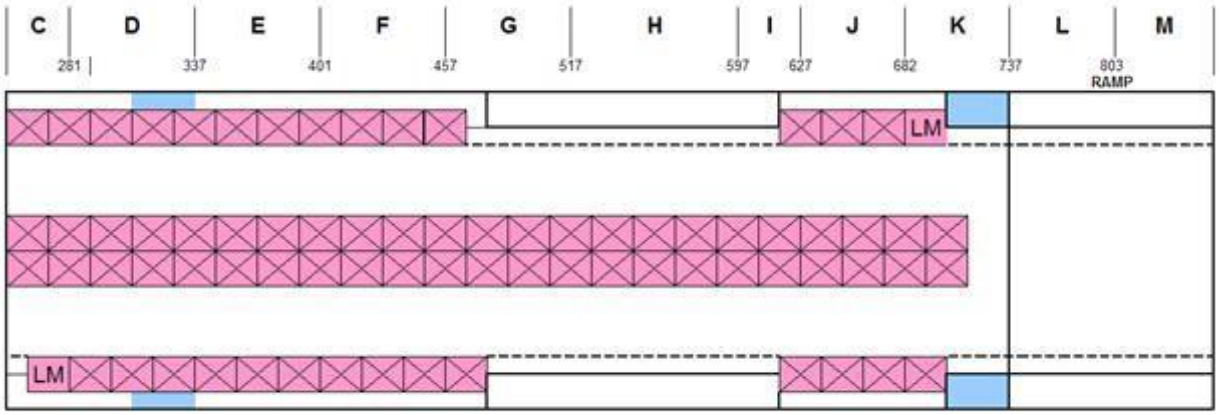

Table 3.13. Configuration TAP-1/1A, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
Additional parachutes	2	64	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. Sixty-six troop seats (seat belts on 24-inch centers); 64 seats are offered.

EXCEPTION: Outboard seats aft of wheel well may be on 20-inch configuration.

2. Prior to seat installation, stow roller conveyors.

3. TAP-1A for troop door exit.

4. For troop door drops, remove door area cargo handling system sections and stow on cargo ramp after stowing the ramp conveyors.

5. Install center anchor cable supports, jump platforms, and 2 anchor cables each side IAW TO 1C-130(M)J-9, section III. A maximum of 20 paratroopers may be attached to a single cable.

6. For tailgate operations stow intermediate ramp roller conveyors and install anchor cables IAW TO 1C-130(M)J-9, section III. A maximum of 20 paratroopers may be tailgated on a single cable.

7. Seats will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.

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

Figure 3.14. CONFIGURATION TAP-2/2A.

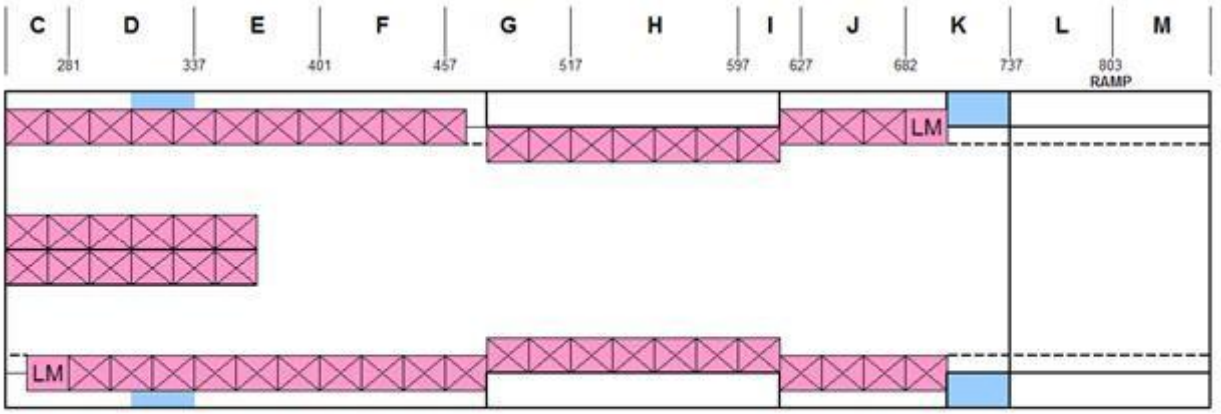

Table 3.14. Configuration TAP-2/2A, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
Additional parachutes	2	64	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. Fifty-six troop seats (seat belts on 20-inch centers); 54 seats are offered. This configuration can be used for in-flight rigging of paratroopers on long-range missions.

2. Prior to seat installation, stow floor roller conveyors.

3. TAP-2A for troop door exit.

4. For troop door drops, remove door area cargo handling system sections.

5. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, IAW TO 1C-130(M)J-9, section III. A maximum of 20 paratroopers may be attached to a single cable.

6. For tailgate operations stow intermediate ramp roller conveyors and install anchor cables IAW TO 1C-130(M)J-9, section III. A maximum of 20 paratroopers maybe tailgated on a single cable.

7. Seats will be referred to as seat 1-left/1-right or center aisle seat 1-left/1-right, etc.

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

Figure 3.15. CONFIGURATION TAP-3/3A.

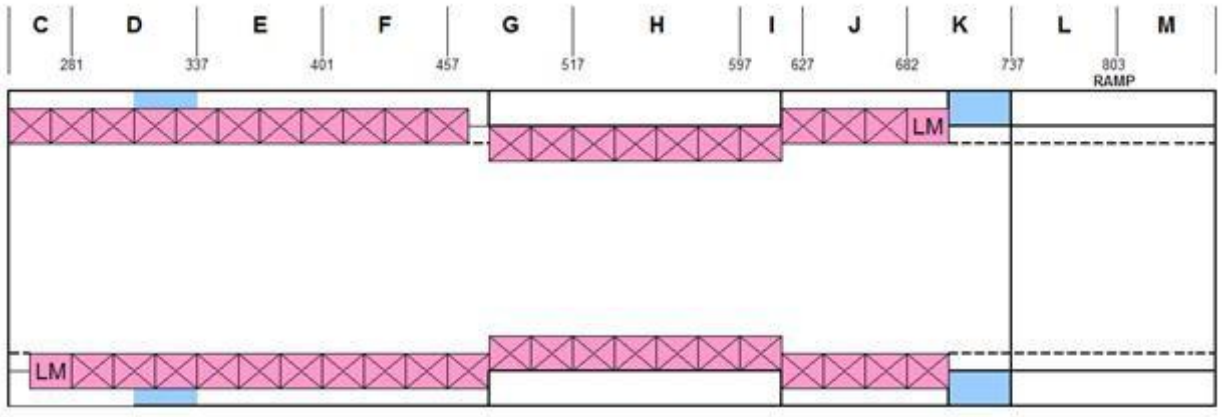

Table 3.15. Configuration TAP-3/3A, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
Additional parachutes	2	64	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R
Oxygen console*	1	100	A/R
*As required by mission directive			

Notes:

1. Forty-four troop seats (seatbelts on 20-inch centers); 42 seats are offered. This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops. This configuration can be used for in-flight rigging of paratroopers on long-range missions.

2. Prior to seat installation, stow floor roller conveyors.

3. TAP-3A for troop door exit.

4. For troop door drops, remove door area cargo handling system sections.

5. Install center anchor cable supports, jump platforms, and 1 or 2 anchor cables on each side, as required, IAW TO 1C-130(M)J-9, section III. A maximum of 20 paratroopers may be attached to a single cable.

6. For tailgate operations stow intermediate ramp roller conveyors and install anchor cables IAW TO 1C-130(M)J-9, section III. A maximum of 20 paratroopers maybe tailgated on a single cable.

7. Seats will be referred to as sidewall seat 1-L/R or center aisle seat 1-L/R, etc. For HALO/HAHO operations the oxygen console will be positioned as required.

8. Time to configure is 2 persons, 1 hour

Figure 3.16. CONFIGURATION TAC-1.

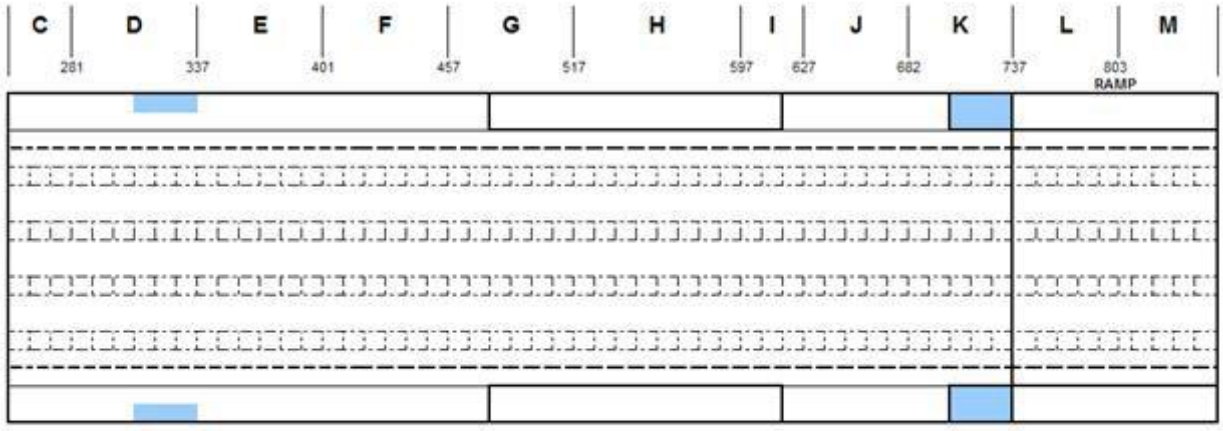

Table 3.16. Configuration TAC-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R

Additional parachutes	2	64	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

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

Figure 3.17. CONFIGURATION TAC-2/2A.

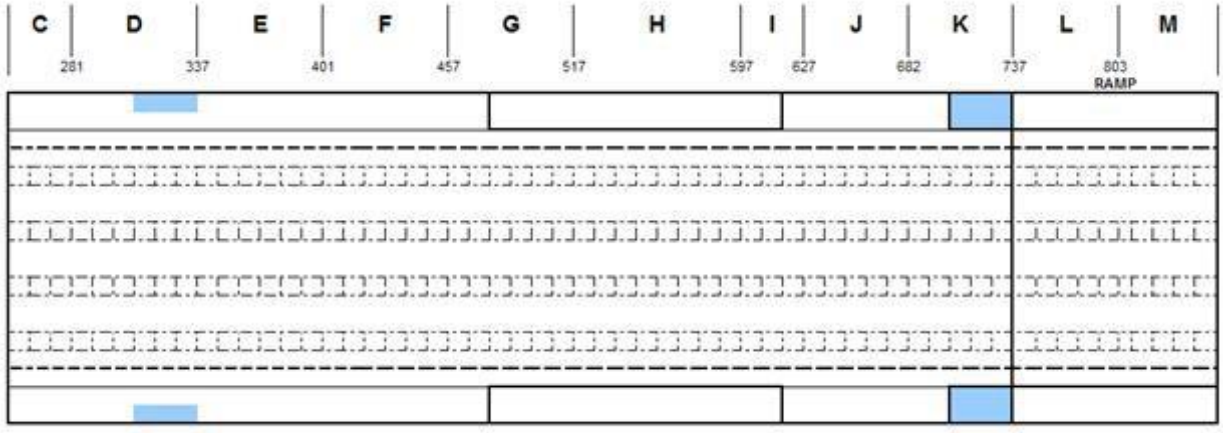

Table 3.17. Configuration TAC-2/2A, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R
CDS buffer stop assembly*	1	585	A/R
CDS rigging kit	1	20	A/R
*As required by mission directive or required due to total weight.			

Notes:

1. Individual A-22 containers, single stick up to 8 (48x48 inch) containers (even or odd number) may be airdropped utilizing this configuration or double stick up to 16 (48x48 inch) containers (any even number) may be airdropped utilizing this configuration. A maximum of 10 A-7A or A-21 containers may be dropped over the ramp using this configuration.

2. TAC-2A requires the buffer stop assembly (BSA) and or Centerline Vertical Restraing (CVR).

3. The BSA will be used when total CDS weight exceeds 5,001 lbs.

4. CVR must be rigged after BSA is loaded. CVR is installed from aft to fwd and will be installed as required for the number of bundles being dropped. See TO 1C-130(M)J-9, Section VII C for installation procedures.

5. Number of containers governs seat availability.

6. Combination drop is limited to single stick. A maximum of 20 paratroopers may be tailgated depending on the number of seats available and number of CDS containers.

7. Time to configure is two persons, one hour.

Figure 3.18. CONFIGURATION TAC-3.

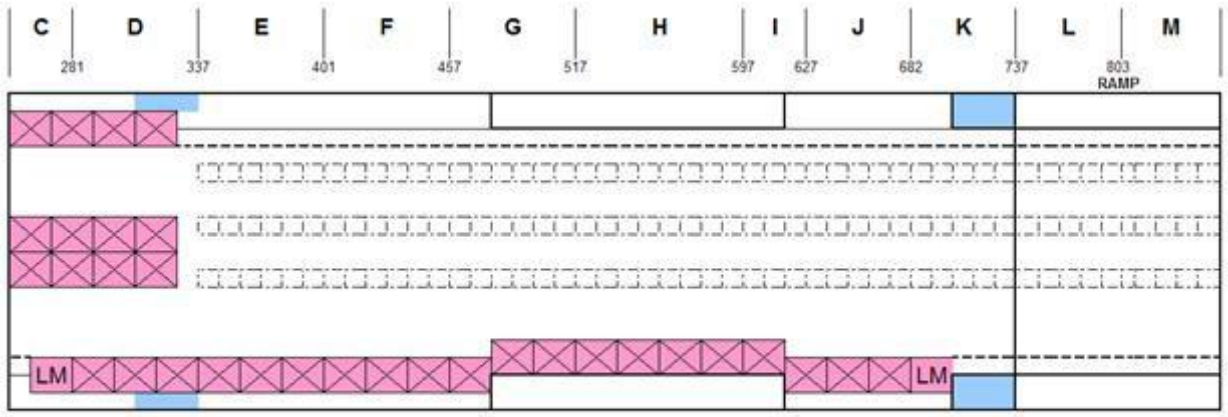

Table 3.18. Configuration TAC-3, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. Thirty-four troop seats (seatbelts on 20-inch centers); 32 seats are offered. This configuration is used for double and double stacked combat rubber raiding craft (CRRC).
2. Position anchor cable stops IAW TO 1C-130(M)J-9, Section VII.
3. Number of airdrop platforms govern seat availability.
4. A maximum of 20 static lines can be attached to a single anchor cable. CRRC and personnel will be attached to the same anchor cable.
5. Time to configure is 2 persons, 1 hour.

Figure 3.19. CONFIGURATION TAC-4.

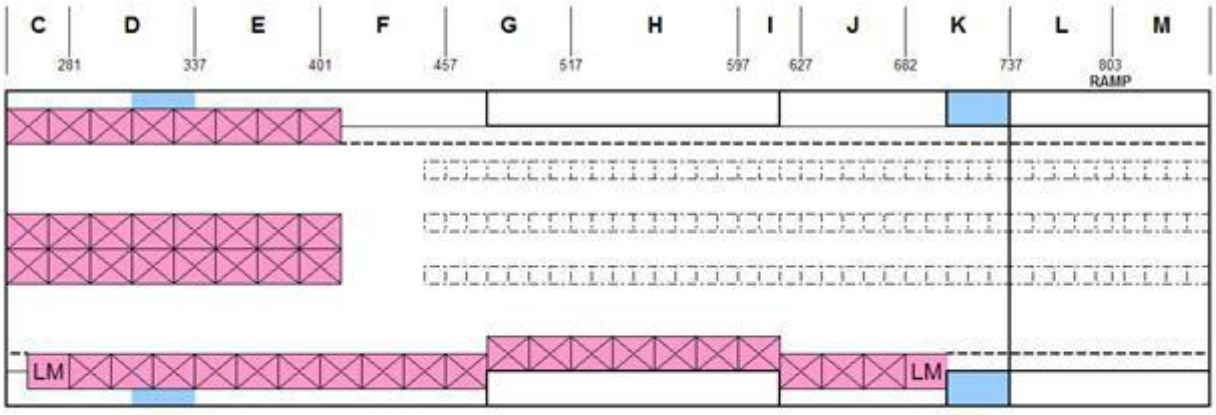

Table 3.19. Configuration TAC-4, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support	1	85	A/R
Blackout kit	1	10	A/R

NOTES:

1. Forty-six troop seats (seatbelts on 20-inch centers); 44 seats are offered. This configuration is used for Rigged Alternate Method Zodiac (RAMZ), single, and single stacked CRRC.
2. Position anchor cable stops IAW TO 1C-130(M)J-9, Section VII.
3. Number of airdrop platforms govern seat availability.
4. A maximum of 20 static lines can be attached to a single anchor cable. CRRC and personnel will be attached to the same anchor cable.
5. Time to configure is 2 persons, 1 hour.

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

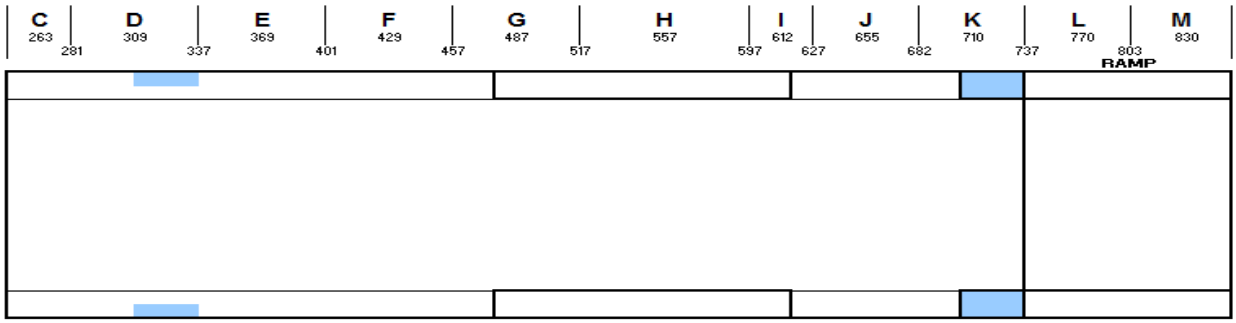

Table 3.20. Configuration RAPID-1/2, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support*	1	85	A/R
Blackout kit	1	10	A/R
Canary slide ramps*	1 Set	465	A/R
Gen IV ramps*	3	126	A/R
Cargo winch and power cable*	1	A/R	A/R
*As required by mission directive			

NOTES:

1. All rollers stowed.
2. All support equipment removed.
3. RAPID-2 remove Enhanced Cargo Handling System (ECHS) restraint rails.
4. Time to configure is 2 persons, 2 hours.

Figure 3.21. CONFIGURATION LP-1 PSYOPS.

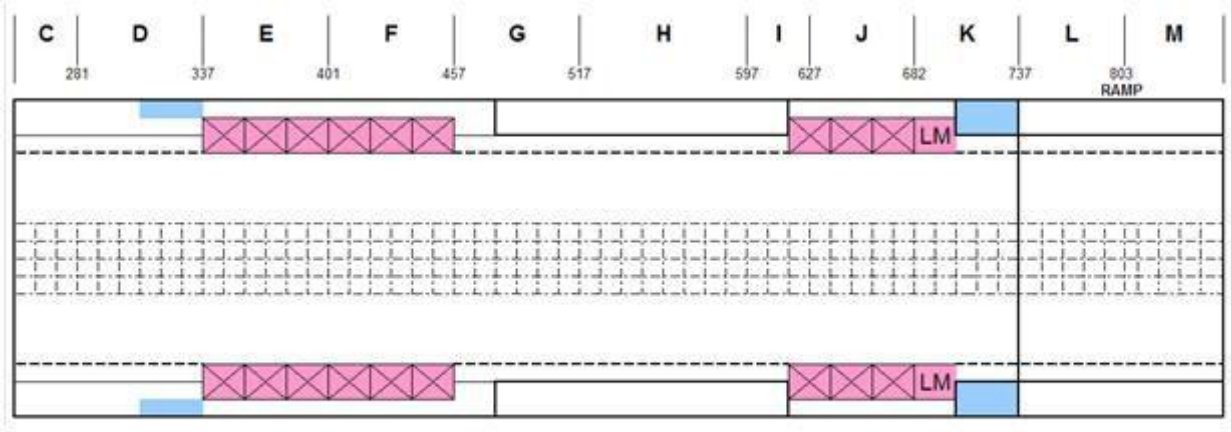

Table 3.21. Configuration LP-1, DD Form 365-4 Information.

STEWARD EQUIPMENT	**QTY**	**WT**	**STA**
Liquid/water containers	A/R	A/R	A/R
EMERGENCY EQUIPMENT	**QTY**	**WT**	**STA**
Refer to **Table 1.1.**	A/R	A/R	A/R
EXTRA EQUIPMENT	**QTY**	**WT**	**STA**
Crew bunks	A/R	64	A/R
Ramp support*	1	85	A/R
Blackout kit	1	10	A/R
Warehouse rollers	1 Set		A/R
24’ Oxygen hoses	A/R		A/R
Oxygen console	1	100	A/R
*As required by mission directive			

NOTES:

1. Twenty troop seats (seatbelts on 20-inch centers); 18 seats are offered.

2. All rollers stowed.

3. Warehouse rollers installed down the centerline of the aircraft, secured to the centerline tie-down rings with safety wire.

4. Seat availability dependent on number of boxes and number of personnel required.

5. Center anchor cable supports will be rigged.

6. A portable oxygen console with a minimum of six regulators may be required. Each regulator will have a 24-foot oxygen hose with clip.

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

Chapter 4

REFERENCE DATA

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

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

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

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

4.2.3. When passengers are being airlifted, an unobstructed aisle way will be maintained in the wheel well to provide access to emergency exits. In the wheel well area, the aisle way will be a minimum of 14 inches wide between the outer edge of the cargo and the aircraft and will begin at the cargo floor or cargo handling system (CHS) outboard frame. Tie-down equipment (463L nets, straps, chains, and devices) shall not normally be considered an obstruction. The CHS outboard frame provides 8 inches of the 14-inch requirement on the main cargo floor (**Figure 4.1**). In the ramp area, the aisle way will be a minimum of 8 inches beginning at the outboard edge of the CHS outboard frame. The aisle way should normally be on the left side of the aircraft. If the aisle way is placed on the right side of the aircraft, then clearance to the right side of the aircraft must be maintained. Additionally, access to aft latrine facilities requires a 20-inch clear area on the forward right side of cargo loaded on the ramp. During combat/contingency operations aisle ways must be maintained to the maximum extent possible to provide access to all emergency exits. If a minimum aisle way of 14-inches cannot be maintained in the wheel well, one unobstructed emergency exit will be available for every 20 combat troops.

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

4.2.5. During airdrop missions loadmasters shall have access to the rear of the aircraft to accomplish tactical checklists. The aircraft commander will be the final authority for determining if safety aisles and/or access aft of cargo is adequate.

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

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

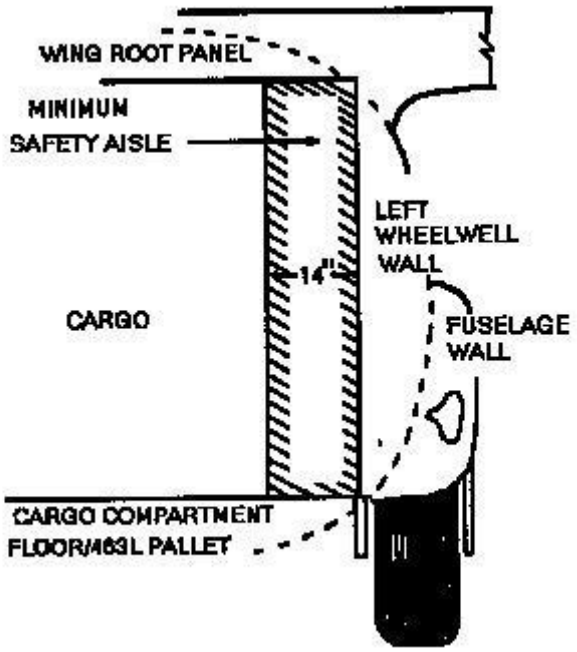

Figure 4.2. Safety Aisles (Wheel Well Area, Crew Only or Mission Essential Personnel).

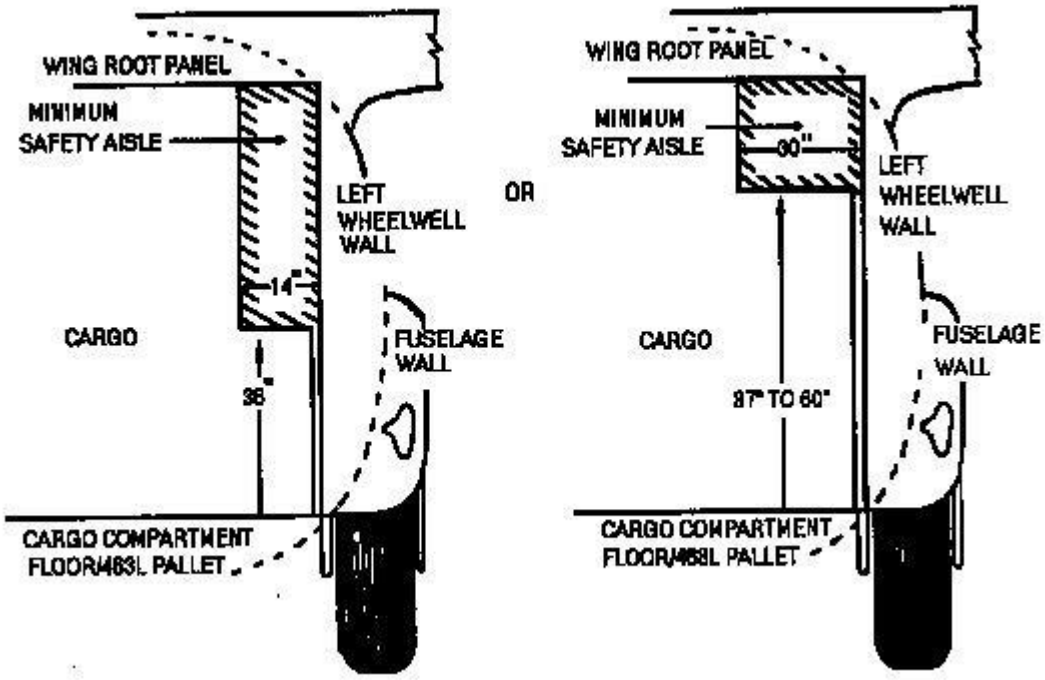

Table 4.1. Standard Weights.

Item	Weight/lbs
Crew member (with professional gear)	200

Passenger (without baggage)	175	
Patient, litter (without baggage)	195	
Patient, ambulatory (without baggage)	175	
	Training	**Combat**
Ground trooper with web gear and weapon	210	210
Ground trooper with carry-on baggage	210	210
Ground trooper with web gear, weapon, and rucksack	250	300
Ground trooper with combat equipment/tools	250	300
Ground trooper with web gear, weapon, rucksack, duffel bag	350	400
Ground trooper with combat equipment/tools and duffel bag	350	400
Parachutist with web gear, weapon, and rucksack	300	350
Parachutist, hollywood-no equipment or weapon	220	---
Parachutist, ramp and door (tailgate) operations	325	325
Rucksack	40	80
NOTE: Maximum weight for paratroopers (tailgate operations) is 325 pounds. All other personnel standard weights shown above are for planning purposes only. Actual weights will be used if known. Maximum weight for paratroopers (paratroop doors) is 400 pounds. It is up to the user to ensure weight limit compliance.		

Equipment	**Weight/lbs**
Anti-exposure suit CWU-16/P	6
Aux ground loading ramp (Gen IV)(2)	84
Body armor w/o plates	5.2
Body armor w/plates	15.6
Buffer stop assembly	585
Canary slide ramps	465
Crew bunk w/mattress	64
CDS rigging kit	20
Emergency Passenger Oxygen System (EPOS)	2
Extraction parachute jettison system kit (kit bag, 1 power cable, 1 control Box, 2 Y-connectors, 2 interconnect cables, 1 main cable)	26
Extraction parachute jettison system control box	1.5
Extraction parachute jettison system power cable	1
Extraction parachute jettison system main cable	3
Extraction parachute jettison Y-connector	3
Extraction parachute jettison interconnect cable	.5
Hydraulic fluid (case)	52
Joint Precision Aerial Delivery System (JPADS) equipment (roll-on/off)	70
Ladder, maintenance	42

Equipment	**Weight/lbs**
Life raft, 20 man	180
Life Raft, 46 man	95
Life support equipment demonstration kit	5
Litter (air evac)	14
LPU, adult/child life preserver	1.5

LPU-10/P life preserver	4
LPU-5/P life preserver	4
LPU-6/P life preserver (infant cot)	4
Liquid container w/contents	25
Liquid container w/o contents	9
MB-1 life preserver (casualty)	4
MD-1 life preserver (child)	3
Mobile oxygen storage tank	200
Net set, (Pallet HCU-6/E)	65
Net, side 463L (HCU-7/E)	22
Net, top 463L (HCU-15C)	21
Oil, engine (case)	52
Oxygen bottle, portable	6
Oxygen console, HALO	100
Oxygen mask, 358-1506 Quick Don	3
Pallet (HCU-6/E)	290
Pallet with nets (HCU-6/E; HCU-7/E; HCU-15/C)	355
Parachute (back) (with/without high pressure bottle and PLD	32/27
Parachute (chest)	16
Parachute (chest harness)	13
Personnel restraint harness, PCU 17/P	9
Portable therapeutic liquid oxygen (PTLOX) (gull/empty)	80/55
Protective Breathing Equipment (PBE) (EEBD)	5
Protective clothing kit	40
Pry bar	49
Ramp air deflectors (set)	137
Ramp support (wooden)	85
Seat, side facing (1 person)	3.5
Seat, side facing (2 person)	7
Seat support beam lower	21
Seat support beam upper	11
Shoring, planking 2” x 12” x 12’	75
Shoring, plywood ½” x 4’ x 8’	43
Shoring, plywood ¾” x 4’ x 8’	64
Snatch block (PN 7320110-3)	8
Stanchion, seat/litter	30
Survival kit, ML-4 (with LRU-16/P life raft)	19.5
Equipment	**Weight/lbs.**
Survival vest	13
Tie-down, chain, MB-1/CGU-4/E (10,000 lb)	7
Tie-down, chain, MB-2/CGU-3/E (25,000 lb)	20
Tie-down, device, MB-1/CGU-4/E (10,000 lb)	3.5
Tie-down, device, MB-2/CGU-3/E (25,000 lb)	6
Tie-down, strap, CGU-1/B (5,000 lb)	4
Tie-down, strap, CGU-1/B (10,000 lb)	4

Towed paratroop retrieval system	13
Water, container (2-gallon, Igloo (w/contents))	25
Water, container (5-gallon, Igloo (w/contents))	50
Water, drinking, per gallon	8
Wheel chock (20-inch)(4)	52
Winch, cargo, HCU-9/A	290
Winch, cargo, Hoover	249
Winch, cargo, Bulldog 41B	196
Winch, cargo, Bulldog 41BG	175
Winch, control pendant electrical cable (Lucas) 24/60	5/10
Winch, power cable (Bulldog, Hoover/HCU-9/A)	48/25

Table 4.2. FARP Equipment Standard Weights.

Equipment	**Weight/lbs**
All nozzles	10
FAM Cart	3,220
NOTE: Fam cart weight includes: Hoses, fittings, nozzles, extinguishers, squeegees, 5 gallon water cans, and 220 ft cord.	
Fire extinguisher, Halon	37
Hose, 100 ft (3”)	100
Hose, 100 ft (2”)	70
Hose, 10 ft	20
Spill kit	20
Squeegee, powered/manual	30/10
X or T fitting	12
1 point deployment basket	500
3 gallon water spray can	25
5 gallon water can (full)	40
50 GPM pump	70
220 ft interphone cord	20

Table 4.3. Protective Armor.

Location	**Weight**	**Station**	**Moments**
Flight station	1,259 LBS	FS 173	219
Nose wheel well and LOX bottle	195 LBS	FS 149	29
Cargo compartment (paratroop doors)	512 LBS	FS 717	367
Crew door	180 LBS	FS 223	40
Total weights/moments	2,110LBS	N/A	655
NOTE: Add armor to Chart C or if QA is not available add to line 7 (extra equipment) of the DD Form 365-4 when armor is installed on the aircraft.			

Table 4.4. Aircraft Defensive System Equipment.

Location	Weight	Station	Moments
Nose dispensers	59	FS 221	13
Mid dispensers	118	FS 600	71
Tail dispensers	29	FS 1081	31
Wing and Nacelle	59	FS 610	36
NOTE: Some units add chaff and flares into the basic weight. Re-adjustments need not be made as individual flares/chaff are dispensed. Adjustments must be made if the weight has been added and then the dispensers subsequently removed.			

Table 4.5. MC-130J Cargo Handling System Lock And Seat Stanchion Locations.

Lock Number	FS Location
1	303
2	343
3	383
4	423
5	463
6	503
7	543
8	583
9	623
10	663
11	683
Seat Stanchion #	**FS Location**
1	262
2	333
3	393
4	453
5	513
6	573
Ladder	**633-653**
7	693
8	733
NOTES: 1. Seat bottom extension adds 9 ¾ inches when installed. 2. Seat back extension adds 7 inches when installed.	

Chapter 5

WEIGHT & BALANCE INPUTS AND DD FORM 365-4 INSTRUCTIONS

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

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

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

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

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

5.3.2.1. Takeoff. Unless other restrictions are imposed, use 164,000 pounds for takeoff.

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

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

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

5.3.4. Signature Blocks:

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

5.3.4.2. Weight and Balance Authority: Leave blank.

5.3.4.3. Pilot: Signature, rank, and organization on original and duplicate. ***NOTE:*** In the remarks section, enter a total takeoff fuel weight to the nearest 100 pounds and moments using the CNI-MU. ***NOTE:*** During engine running onloads or when planned ground times require, a combined load C/B may be used if a validated load plan is presented, and the aircraft is loaded per the load plan.

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

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

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

5.3.5.3. 4,000 PPH - normal flight at altitude.

5.3.5.4. 5,000 PPH - first hour of flight (climb out) or low-level.

5.3.5.5. Copy the information from the data entered in the CNI-MU Weight and Balance pages and handwrite, type, or computer generate a copy of the DD Form 365-4.

Table 5.1. MC-130J Paratrooper Loading Tables.

TAP-1 CONFIGURATION							
ARM	**PAX**	**220 LBS**	**MOM**	**300 LBS**	**MOM**	**350 LBS**	**MOM**
D 309	6	1,320	408	1,800	556	2,100	649
E 369	10	2,200	812	3,000	1107	3,500	1292
F 429	9	1,980	849	2,700	1158	3,150	1351
G 487	9	1,980	964	2,700	1315	3,150	1534
H 557	6	1,320	735	1,800	1003	2,100	1170
I 612	2	440	269	600	367	700	428
J 655	10	2,200	1441	3,000	1965	3,500	2293
K 710	4	880	625	1,200	852	1,400	994
Total	56	12,320	6103	16,800	7767	19,600	9711

NOTES:

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

TAP-2 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	4	880	231	1,200	316	1,400	368
D 309	12	2,640	816	3,600	1112	4,200	1298
E 369	10	2,200	812	3,000	1107	3,500	1292
F 429	6	1,320	566	1,800	772	2,100	901
G 487	5	1,100	536	1,500	731	1,750	852
H 557	8	1,760	980	2,400	1337	2,800	1560
I 612	2	440	269	600	367	700	428
J 655	6	1,320	865	1,800	1179	2,100	1376
K 710	1	220	156	300	213	350	249
Total	54	11,880	5231	16,200	7134	18,900	8324

NOTES:

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

TAP-3 CONFIGURATION

ARM	PAX	220 LBS	MOM	300 LBS	MOM	350 LBS	MOM
C 263	2	440	116	600	158	700	184
D 309	6	1,320	408	1,800	556	2,100	649
E 369	6	1,320	487	1,800	664	2,100	775
F 429	6	1,320	566	1,800	772	2,100	901
G 487	5	1,100	536	1,500	731	1,750	852
H 557	8	1,760	980	2,400	1337	2,800	1560
I 612	2	440	269	600	367	700	428
J 655	6	1,320	865	1,800	1179	2,100	1376
K 710	1	220	156	300	213	350	249
Total	42	9,240	4383	12,600	5977	14,700	6974

NOTES:

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

Table 5.2. MC-130J Passenger Loading Tables.

P-1 CONFIGURATION							
ARM	**PAX**	**175 LBS**	**MOM**	**210 Lbs**	**MOM**	**250 LBS**	**Mom**
C 263	4	700	184	840	221	1,000	263
D 309	12	2,100	649	2,520	779	3,000	927
E 369	12	2,100	775	2,520	930	3,000	1107
F 429	12	2,100	901	2,520	1081	3,000	1287
G 487	11	1,925	937	2,310	1125	2,750	1339
H 557	16	2,800	1560	3,360	1872	4,000	2228
I 612	8	1,400	857	1,680	1028	2,000	1224
J 655	8	1,400	917	1,680	1100	2,000	1310
K 710	7	1,275	870	1,470	1044	1,750	1243
Total	90	1,570	7650	19,320	9180	22,500	10928

P-1 CONFIGURATION (Continued).							
ARM	**PAX**	**300 LBS**	**MOM**	**350 LBS**	**MOM**	**400 LBS**	**MOM**
C 263	4	1,200	316	1,400	368	1,600	421
D 309	12	3,600	1112	4,200	1298	4,800	1483
E 369	12	3,600	1328	4,200	1550	4,800	1771
F 429	12	3,600	1544	4,200	1802	4,800	2059
G 487	11	3,300	1607	3,850	1875	4,400	2143
H 557	16	4,800	2674	5,600	3119	6,400	3565
I 612	8	2,400	1469	2,800	1714	3,200	1958
J 655	8	2,400	1572	2,800	1834	3,200	2096
K 710	7	2,100	1491	2,450	1740	2,800	1988
Total	90	27,000	13113	31,500	15300	36,000	17484

NOTES:

1. Load C/B for a full load is FS 486.
2. Two loadmasters not included in this table.
3. Seatbelts on 20-inch configuration.

CP-2 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1,000	263
D 309	11	1,925	595	2,310	714	2,750	850
Total	15	2,625	779	3,150	935	3,750	1113

CP-2 CONFIGURATION (Continued).

ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	1,200	316	1,400	368	1,600	421
D 309	11	3,300	1020	3,850	1190	4,400	1360
Total	15	4,500	1336	5,250	1558	6,000	1781

NOTES:

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

CP-3 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1,000	263
D 309	12	2,100	649	2,520	779	3,000	927
E 369	12	2,100	775	2,520	930	3,000	1107
F 400	3	525	210	630	252	750	300
Total	31	5,425	1818	6,510	2182	7,750	2597

CP-3 CONFIGURATION (Continued).

ARM	PAX	300 LBS	MOM	350 LBS	MOM	400 LBS	MOM
C 263	4	1,200	316	1,400	368	1,600	421
D 309	12	3,600	1112	4,200	1298	4,800	1483
E 369	12	3,600	1328	4,200	1550	4,800	1771
F 400	3	900	360	1,050	420	1,200	480
Total	31	9,300	3116	10,850	3636	12,400	4155

NOTES:

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

CP-4 CONFIGURATION

ARM	PAX	175 LBS	MOM	210 LBS	MOM	250 LBS	MOM
C 263	4	700	184	840	221	1,000	263
D 309	12	2,100	649	2,520	779	3,000	927
E 369	12	2,100	775	2,520	930	3,000	1107
F 429	12	2,100	901	2,520	1081	3,000	1287

G 487	8	1,400	682	1,680	818	2,000	974
Total	48	8,400	3191	10,080	3829	12,000	4558

CP-4 CONFIGURATION (Continued).

ARM	**PAX**	**300 LBS**	**MOM**	**350 LBS**	**MOM**	**400 LBS**	**MOM**
C 263	4	1,200	316	1,400	368	1,600	421
D 309	12	3,600	1112	4,200	1298	4,800	1483
E 369	12	3,600	1328	4,200	1550	4,800	1771
F 429	12	3,600	1544	4,200	1802	4,800	2059
G 487	8	2,400	1169	2,800	1364	3,200	1558
Total	48	14,400	5469	16800	6382	19,200	7292

NOTES:

1. Passenger load C/B for full load is FS 380.
2. Two loadmasters not included in this table.
3. Seatbelts on 20-inch configuration.

CP-5 CONFIGURATION

ARM	**PAX**	**175 LBS**	**MOM**	**210 LBS**	**MOM**	**250 LBS**	**MOM**
C 263	4	700	184	840	221	1,000	263
D 309	12	2,100	649	2,520	779	3,000	927
E 369	12	2,100	775	2,520	930	3,000	1107
F 429	12	2,100	901	2,520	1081	3,000	1287
G 487	11	1,925	937	2,310	1125	2,750	1339
H 557	14	2,450	1365	2,940	1638	3,500	1950
I 612	1	175	107	210	129	250	153
Total	66	11,550	4918	13,860	5903	16,500	7026

CP-5 CONFIGURATION (Continued).

ARM	**PAX**	**300 LBS**	**MOM**	**350 LBS**	**MOM**	**400 LBS**	**MOM**
C 263	4	1,200	316	1,400	368	1,600	421
D 309	12	3,600	1112	4,200	1298	4,800	1483
E 369	12	3,600	1328	4,200	1550	4,800	1771
F 429	12	3,600	1544	4,200	1802	4,800	2059
G 487	11	3,300	1607	3,850	1875	4,400	2143
H 557	14	4,200	2339	4,900	2729	5,600	3119
I 612	1	300	184	350	214	400	245
Total	66	19,800	8430	23,100	9836	26,400	11241

NOTES:

1. Passenger load C/B for full load is FS 426.
2. Two loadmasters not included in this table.
3. Seatbelts on 20-inch configuration.

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

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

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

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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Abbreviations and Acronyms

A/R—As Required

ACL—Allowable Cabin Load

ADF—Aerial Delivery Flight

ADSB—Aerial Delivery Support Branch

AE—Aeromedical Evacuation

AECM—Aeromedical Evacuation Crew Member

AETC—Air Education and Training Command

AET—Aeromedical Evacuation Technician

AFE—Aircrew Flight Equipment

AFF—Automated Form F

AFI—Air Force Instruction

ALSE—Aircrew Life Support Equipment

AFSOC—Air Force Special Operations Command

ARC—Air Reserve Component

ATOC—Air Terminal Operations Center

BSA—Buffer Stop Assembly

C/B—Center of Balance

CDS—Container Delivery System

CG—Center of Gravity

CHS—Cargo Handling System

CMT—Charge Medical Technician

CNI-MU—Communications/Navigations/Identification-Management Unit

CRRC—Combat Rubber Raiding Craft

CVR—Center Vertical Restraint

DIRMOBFOR—Director, Mobility Forces

DV—Distinguished Visitor

ECHS—Enhanced Cargo Handling System

EEBD—Emergency Escape Breathing Device

EPJS—Extraction Parachute Jettison System

EPOS—Emergency Passenger Oxygen System

FOL—Forward Operating Location

FS—Fuselage Station

FN—Flight Nurse

HAHO—High-altitude High-opening

HALO—High-altitude Low-opening

IAW—In Accordance With

ICAO—International Civil Aviation Organization

I-CDS—Improved Container Delivery System

JPADS—Joint Precision Aerial Delivery System

LPU—Life Preserver Unit

MAC—Mean Aerodynamic Chord

MAJCOM—Major Command (for the purposes of this instruction, includes ANG)

MCD—Medical Crew Director

MEP—Mission Essential Personnel

MFCD—Multi-Function Control Display

NVIS—Night Vision Imaging System

PBE—Protective Breathing Equipment

PCK—Protective Clothing Kit

PDM—Periodic Depot Maintenance

PLD—Personnel Lowering Device

PPH—Pounds Per Hour

PTLOX—Portable Therapeutic Liquid Oxygen

QA—Quality Assurance

RAMZ—Rigging Alternate Method Zodiac

TAC—Tactical Airdrop Cargo

TAP—Tactical Airdrop Paratroop

TPRS—Towed Parachutist Retrieval System

Terms

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

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

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

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

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

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

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

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